

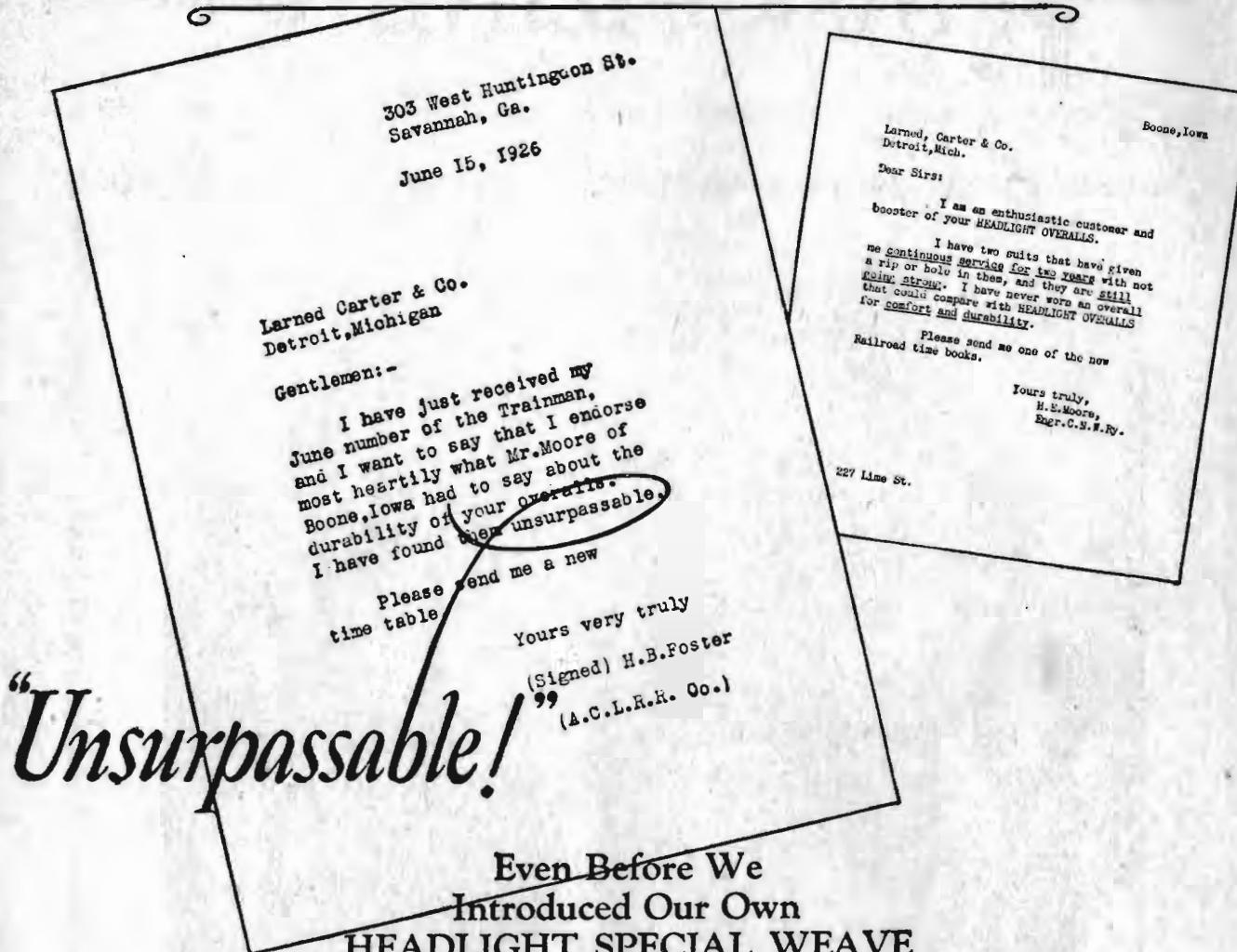
# THE MILWAUKEE MAGAZINE



OCTOBER, 1926

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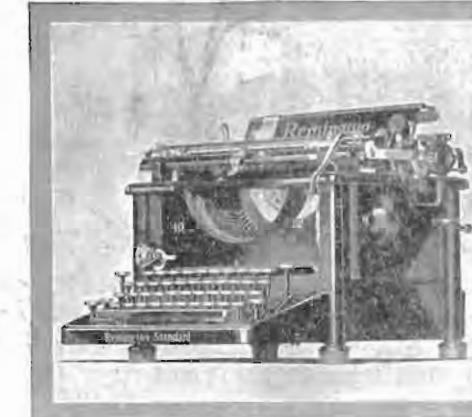
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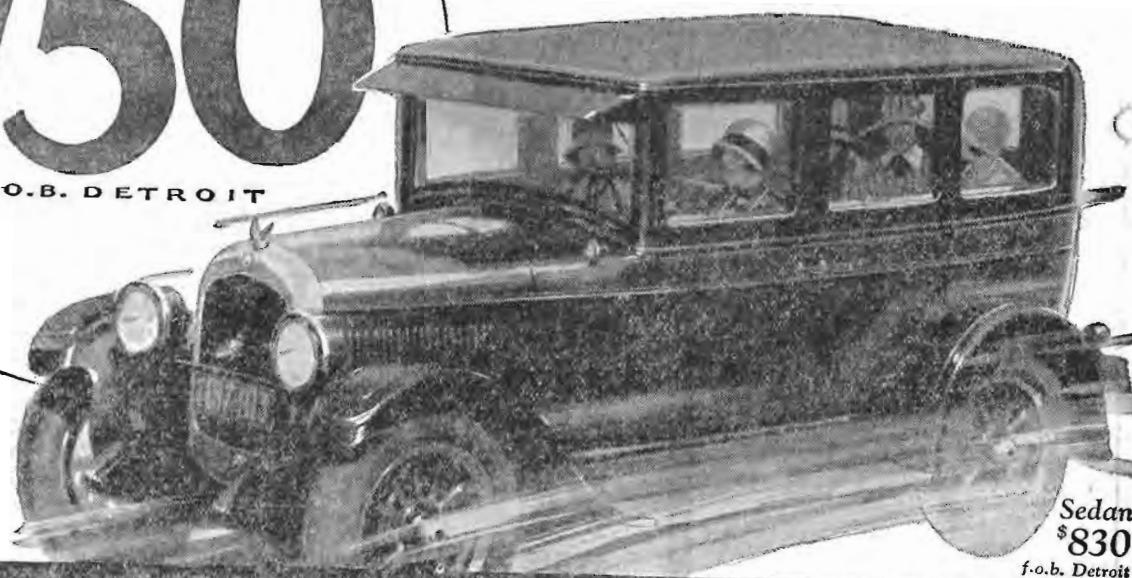


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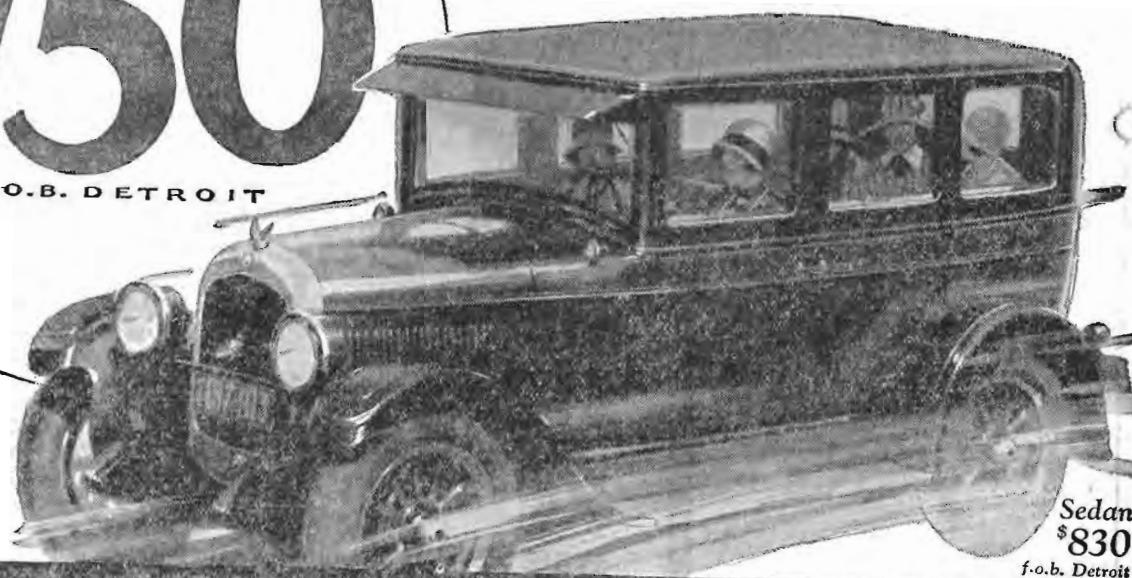
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Capital and Surplus Ten Million Dollars

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# THE MILWAUKEE MAGAZINE

Volume XIV

October, 1926

No. 7

## The New Hollandale Line

It is not often that two rival railroad companies which expect to exercise the strongest competitive effort for a common traffic, get together and celebrate in fraternal speech and a "hands across the sea" spirit, the completion of individual new lines of railroad into the same business center. Yet such was the occurrence that marked September 4th, 1926 as an EVENT in railroad history on that date, a CM&StP branch line from Austin, Minn. met a CRI&P branch line from Albert Lea, at Hollandale and Presidents of both railways, together with governors and others of high degree in public life sat on the same rostrum, eulogized and everything was lovely.

Building even a short branch line of railroad in these days is not the simple little matter of the location of a line by an engineering party and the construction of it by the forces moved into the territory for that purpose, as it was in the days of old, when that was practically all the preliminary that was needed even if a trans-continental railroad was projected.

Nowadays, the Inter-State Commerce Commission, and State Railroad and Utilities Commissions have to be interviewed, consulted,—persuaded, perhaps, and these dignitaries have to be shown why before their consent is obtained to the new venture. Therefore, it may be conjectured that a railroad to Hollandale was a most important and greatly needed project when consent was obtained to build, not only one, but two railroads into the same territory at one and at the same time.

Where is Hollandale? Hollandale is a bit of the Garden of Eden that has been exhumed from the peat marshes of a vanished lake in Freeborn County, Minnesota; and the new line of The Milwaukee extends north from the Southern Minnesota Division at a point 2.8 miles east of Hayward, 7 miles to a junction with the new CRI&P branch coming from Clark's Grove; whence entrance to Hollandale is made under a joint track arrangement with the Rock Island Railroad.

To a better understanding of why not only one railroad was sought but it was found that two were needed, let us look at Hollandale, as it is today, and then back at the same place as it stood under the waters of a marsh eight years ago.

Its story reads like a fairy tale and its square about the center of the old lakebed.

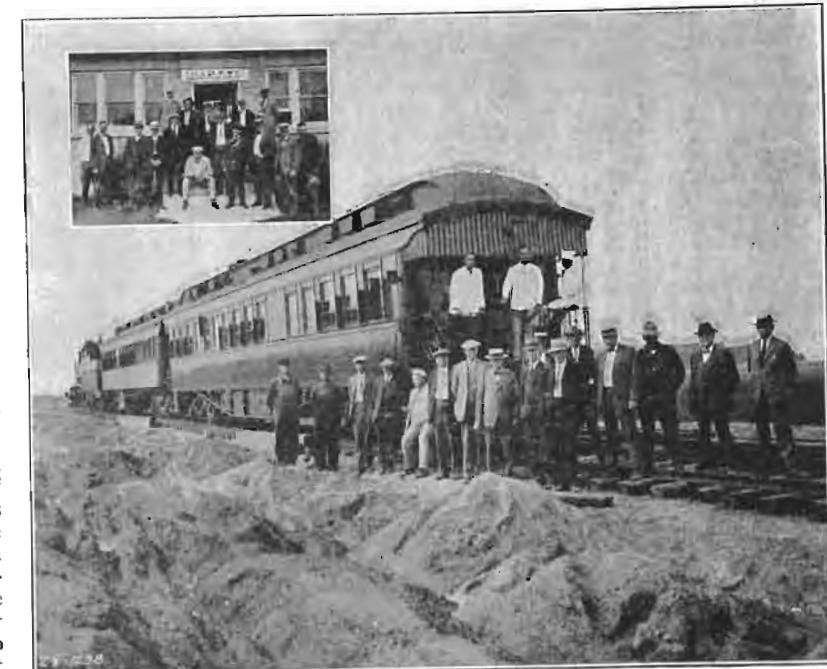
In the days before history was written on this Earth planet of ours, the Ice Age scooped out deep impressions all over

as the ice disappeared, these beautiful basins that spangle the State with their sparkling waters, and give it the sobriquet, "The Land of the Sky-Blue Water."

Scientists have been telling the world for a long time that in a few millions of years, these lakelets would be nearly of all dried up, and up in Freeborn County, in the southern part of the State, one of them has yielded to the inroads of Time. Its waters have for several hundreds of years been overgrowing with cat-tails and marsh-grasses; and these, year by year have died and sunk to the bottom to fill in the depths steadily and form a peat bog, just as receding waters and decaying vegetation have done in many other of the richest

and most productive portions of the world. A swamp is not a lovely thing to look upon, nor has it any great intrinsic value, just as a marsh, but when efforts are made to drain and "improve" such a tract, the neighboring countryside are apt to look on with much skepticism, yet with some little interest. So it was with the marsh called Rice Lake, in Freeborn County; and when the first attempt to drain that marsh proved futile, the neighbors said "I told you so" and went on cultivating their rich fields that lay up high and dry, where they raised "tall corn" and bumper wheat, and oats and rye. But eight years ago, appeared a couple of men on the scene. They had a boat and rubber boots; and together they "cruised" Rice Lake, sounded the depths, dug up some of the peat, had it analysed and then they bought the swamp without further delay, 15,000 acres or more; moved in a full complement of drainage equipment and began the business of making a "garden spot." These forward

looking two were Mr. Geo. H. Payne and Colonel Stroud. The natural outlet of the marsh was widened and deepened seven feet deep, to serve nearly every section of land, into which the water flowed on its way to its final outlet in the Cedar River, near Austin. Land tiles, four hundred carloads, were laid and con-



The First Inspection Train (Inset, CM&STPRy. Construction Office)

nected with the huge lateral tiling that was put into the big ditches after the water drained off; the whole thing was filled up and leveled; miles of fine gravel roads were made and then the land itself was attacked. It was an interesting sight, and one which attracted the increasing interest of neighboring farmers, so that when the great tractors with gang plows came onto the land there was an admiring "gallery" to follow their course as they turned the cattails, bullrushes and wild rice under, disced and harrowed it all and sowed the first crops. The admiration grew to wonder as the first crops matured, displaying the wonderful results and the richness of the soil.

This was the preliminary work, all of it, done by the Albert Lea Farms Company, a subsidiary of the Payne Investment Company of Omaha, Nebraska; for the real end and aim of this great development was not flax and oats and tall corn in big acreage; but a great number of smaller holdings, from twenty to eighty acres and up, perhaps to one hundred and twenty, where intensive farming should be operated under the most advanced ideas,—and celery, onions, potatoes, cabbages, dairying and poultry could be brought to a degree of perfection unequalled in the Northwest. That work was begun eight years ago, and today, 274 farms are occupied by prosperous and contented settlers. Let it not be thought the tall corn and the oats and other grains have been neglected, because if your eye roves over the 25 miles square of this splendid area, the waving grains are not out of the picture,—they make pleasing variety mingled with the wide stretches of the more intensive crops.

As the years have elapsed and the crops have increased, the broad graveled roads leading to the nearest railroad stations, have been taxed to their utmost with the necessary equipment of motor trucks carrying the produce to the markets, while the little town of Hollandale, the market center, without railroad connection stood helplessly by as the traffic "motored" on toward the rails farther away. To move the 1926 crop it was estimated it would require an investment of seventy thousand dollars in truck equipment a prohibitive figure and a staggering prospect; for as the district continued to grow, where would there be space for roads to keep such a fleet on the move profitably. Certainly no more striking proof of the value of railroads could have been laid before the Commerce bodies and the public than the situation at Hollandale.

The Chicago, Rock Island & Pacific, already nearer to Hollandale at Clarks Grove, than the C. M. & St. P. were at Austin, had never before been persuaded that the district needed any closer contact with their railroad, but when it appeared that Milwaukee was preparing to ask permission to enter the territory, that railroad also filed a petition, and so it came about that this summer saw the building of the two branch lines, each one heading with all possible speed toward the bumper crops of the Hollandale farms.

On June 1st last, Judge H. H. Field, General Counsel of this Company, appeared before the Inter-State Commerce Commission and promised that if his railroad were granted the permission, the Milwaukee would build and complete the line to Hollandale within sixty days. It

was a large order, but the Judge got the certificate and the operating and construction forces were quickly on the job. The promise was made good, and the Hollandale branch was completed on the sixtieth day after the receipt of the Commission's certificate.

The contract for grading and track work was let to Morris & Daugherty of St. Paul; and grading was started on June 17th and completed on August 8th. The grading amounted to 11,000 cubic yards per mile. A passing track 2800 feet long and a wye were constructed as the south end. Two 15 car length loading tracks and a storage track 1400 feet long were constructed. Two bridges were built,—one a 90 foot pile bridge over a branch of the drainage ditch; and the other at the north end, being a 57 foot girder span, with pile approaches. This latter was built on the line which branches to Maple Island. The construction was accomplished in record time, and on August 9th, the first train of cars puffed into Hollandale over the new Milwaukee line. It was a great day in the history of that thriving community of intensive farmers. The race of construction between the competing lines was over, the Milwaukee had won,—and the Milwaukee took all the cheering and the congratulation with satisfaction over a good cause won, and set about establishing the machinery of the transportation business. On August 11th an agent was placed at Hollandale, telegraph lines were cut in, and trains began to operate on a daily schedule. The first full carload of potatoes was hauled out of the new station at noon of the 11th.

To appropriately celebrate the momentous occasion, Hollandale planned a monster jubilee, and offered The Milwaukee the glory of participation without waiting for the Rock Island to enter the field; but with remarkable self-sacrifice, the Milwaukee gallantly proposed a joint celebration as soon as the Rock Island should have their line completed, and then our people turned in and hauled their material over our new tracks, to expedite the work and hurry up the great occasion. September 4th was the Great Day and in the early morning hours of that day the last Rock Island spike was driven, so that at the hour set for the opening of the festivities, a Milwaukee engine hauling the train bearing the Milwaukee official family nosed up to where a similar train on the Rock Island tracks, would meet it and the event was ON.

The celebration was attended by a great crowd, estimated at over 15,000 people; and several special trains were run from Austin and other nearby points to accommodate the excursionists. About thirty representatives of our Company, from both Traffic and Operating Departments, accompanied Mr. Byram from Austin on the "official" train which left there at nine A. M. At the junction with the Rock Island near Hollandale, the train was met by a crowd of people. In a few moments the Rock Island train was sighted making its way across what once was the old lake bed, but now a prosperous farming area; and on its arrival, the camera men got busy, and rail officials, government heads and the men representing the Payne Investment Company, to whom goes all the credit for the wonderful land development of that district, joined hands in congratulation. Af-

ter this the entire party boarded the "official autos" while other cars lined up behind them, making a parade considerably over a mile in length that wound around on solid gravel highways throughout the Hollandale district, thus giving everyone an opportunity to see the marvelous achievements in that section, and the land now ready for like cultivation. The immense acreage of celery, onions, cabbages, beets, potatoes, etc. showed to the best possible advantage against the rich, black soil. Residences, stores, storage houses, schools and churches are everywhere in the picture, either completed or under construction, speaking testimonials to prosperity and forward looking of the community.

The drive ended at Maple Island, which, by-the-way, is a beautiful park that Nature left in the middle of her work of demolishing the old lake, surrounded, when Mr. Payne and his colleagues entered the territory, by water, several feet deep. It is covered by a heavy grove of maple trees, making it an ideal and lovely spot for the use to which it is now, dedicated,—a public park. In the leafy groves, a pavilion was ready, surrounded by seating capacity for thousands, and the festivities were arranged to take place immediately after luncheon which was served from stands under the trees.

The speakers of the day were introduced, by Mr. Edson Rich, Assistant General Solicitor of the Union Pacific Railroad, of Omaha, who is a large stockholder in the Albert Lea Farms Company.

By way of introduction, Mr. Rich referred to the work of the Albert Lea Farms Company in transforming a swamp inhabited only by black-birds and muskrats, into valuable farming lands,—the completion of which will add to that portion of Freeborn County, 15,000 acres of the most valuable land in the State of Minnesota; and will bring into the community of Hollandale, at least 500 families, resulting in the taxable wealth of the County being increased in the amount of at least \$7,000,000.00; and to illustrate his point, he cited the fact that one acre of reclaimed swamp land produces many times as much as ordinary farm land. In Freeborn County it takes 25 acres of ordinary land to produce one carload of corn; 50 acres to produce one carload of wheat; while one acre of muck land produces a carload of celery; two acres of the same land produces a carload of potatoes; one acre a carload of onions. He then introduced the Hon. Theodore Christiansen, Governor of Minnesota, who spoke to an attentive audience of the auspicious occasion as symbolizing the joining of agriculture and transportation in the common work of feeding the world; he gave a word of welcome to the pioneers of the Hollandale community and he told them, in leaving with them the greetings of Minnesota, that the eyes of all the people of the state were upon them and assured them they would be followed with interest and sympathy, in their undertaking through the days and years to come.

Governor Christiansen created a laugh when he said he had been called upon to decide a mooted question, and one that seemed likely to cause some jealousy, and that was, whether Hollandale was to be a suburb of Austin or of Albert Lea. The Governor decided it upon its merits by announcing that both of those towns

were henceforth, suburbs of Hollandale. President H. E. Byram was the next speaker, in his talk he emphasized the recent tendencies of some business enterprises to employ other modes of transportation than the railroads, and that when it came to the pinch, it was found that nothing could or ever would take the place of the railroads. He said:

"During the past ten years, the building of railroads has not been very active, but in the race for territory, the railroads of this section passed up one of the most fertile fields for development that exists today. It remained for the Payne Investment Company (I think we have called it the Albert Lea Farms Company) to discover what a wonder-

ing in both directions, one every thirty seconds for three months. You had to have railroads, and you always will have to have railroads to take the products of this country from the place where they are raised to the places where they are wanted.

Don't let anyone fool you into thinking the airplane or the motor truck, or even water transportation, will take the place of the railroads. You have to have them and we are very glad of it because this gives us a job tying to serve you.

The problem of taking care of the products of this section has become one of great importance to you, and it is of great importance to us. We expect to enlarge our facilities to meet all the de-

mands that you will make upon us in transporting these commodities to the markets where they are wanted. There are great sections of the country where the soil is equally fertile, but usually

it requires irrigation, and those sections are far removed from the markets. You are fortunate in having all of the qualities for immense production without the necessity of irrigation, and above all, very close contact with the markets where your products are to be consumed.

We are very glad we are going to have

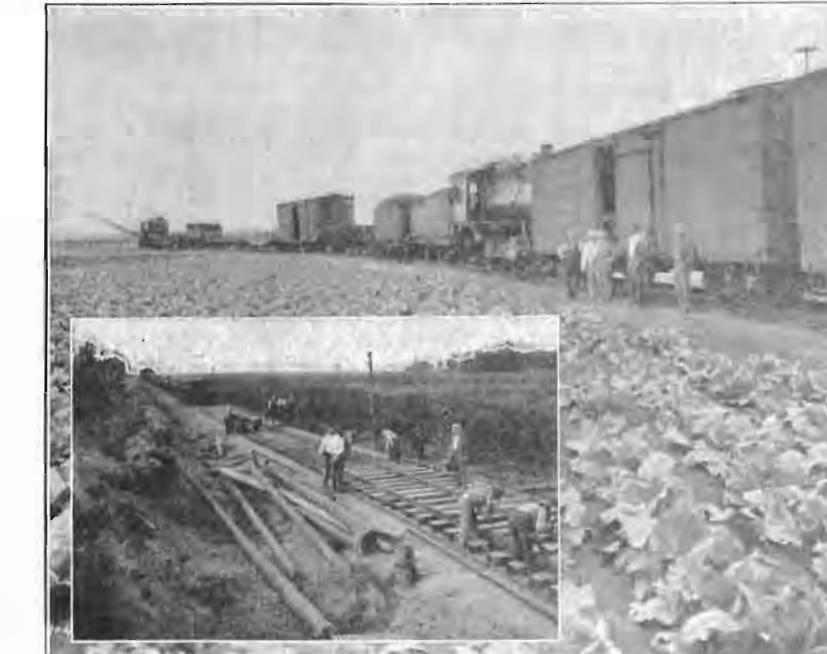
the opportunity of becoming an instru-

ment in transporting these goods for you

and in sharing in your prosperity."

Mr. W. E. Gorman, President of the Rock Island followed Mr. Byram, and started his talk by saying that "Mr. Byram just delivered my speech." But, he said, as long as he had come all this distance, he was going to say something anyway. He was very genial and humorous in his references to the rivalries brought about by the dual construction of the summer, and he complimented Mr. Payne as the man who "knew not only how to get one railroad, but how to get two." He said,—"He almost exhausted his persuasive powers on the Rock Island, when he turned in another direction. He went to The Milwaukee, and they were doubtful, too; but no sooner did the Rock Island learn that the Milwaukee would build, than they, too, became very busy. They moved heaven and earth to beat the Milwaukee to it.—Mr. Byram is a good natured man, but competition is still the life of Trade in the railroad business. It may not look so, but it is the fact. You may rely on us you will get the benefit of the keenest competition from both railroads. We are the very best friends,—couldn't be better, but each would like to carry all the business. Each is going to do his level best. My men will tell you we will, and Mr. Byram's men will tell you they will. But there will be a lot of business, and really there will be enough for both of us. It is the finest opportunity, I think, for men to realize that they cannot have everything in this world. If you get an average share of good things, that is all you should expect."

Mr. Gorman also made reference to the motor truck transportation, and said that they have come to stay, and that railroads have also a perfect right to operate on the public highway; but whether they

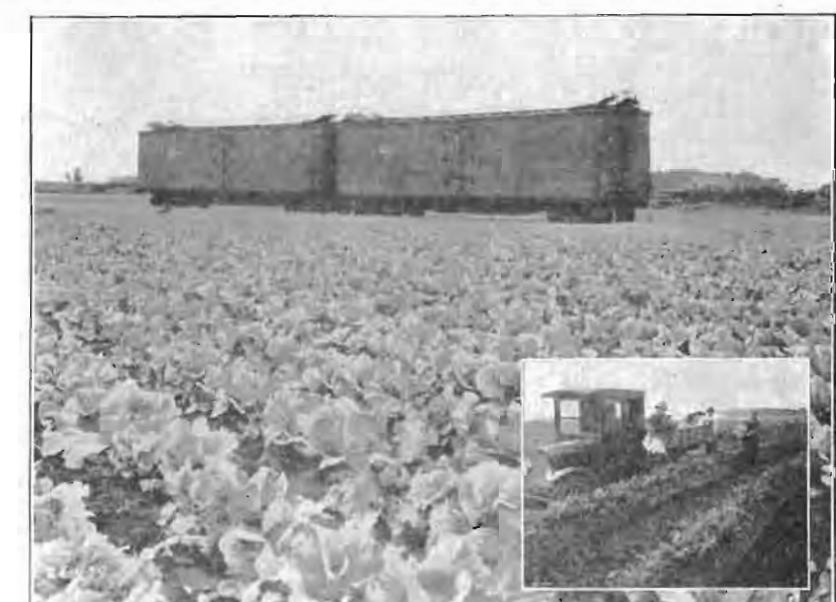


Laying Track (Inset) Ballasting

fully productive section there is right here. As I understand, much of it was under water.

mands that you will make upon us in transporting these commodities to the markets where they are wanted. There are great sections of the country where the soil is equally fertile, but usually

The question of providing transportation facilities for this community was presented to us a number of times during the past few years, but we did not take much interest in it because we did not understand the situation. Finally at the urgent invitation of Mr. Payne, we came out to make a visit to this section. We were shown around and learned the possibilities, and we made up our minds we had been overlooking something; and we agreed to build a railroad into Hollandale. The rest of the story is familiar to you. We are here and we are very glad we came. We look forward to doing our share toward developing this wonderfully fertile section of Minnesota. Recently there has been a good deal of prophecy about what other forms of transportation were going to do in this country. We find the motor vehicle supplying a great need in the transportation of people for pleasure, and we find the motor truck is doing something for the transportation of products of the country; but it soon became plain that the immense production of this section could not be taken care of by trucks. It was closely estimated that to care for the 1926 crop would require a fleet of trucks in each direction, at the rate of one every minute, or count-



Ready to Load Cabbages (Inset) Gathering Celery

do or not, that form of transportation cannot take the place of the steam railroads or the electric railroads. Long distance hauls call for railroad service.

Judge H. H. Field of our Company followed Mr. Gorman; and as usual he injected some real Yankee wit into his wisdom, and his talk was thoroughly enjoyed. Judge Field referred to the fact that he was something of a farmer, as being, in a way, an excuse for his appearing before an assemblage of farmers. He reviewed the work accomplished at Hollandale and told of the building of the two lines of railroad simultaneously. In noting that the Rock Island line was not completed as quickly as the Milwaukee, he said: "They had some difficulties—some embarrassments, and while their train arrived a little late, it is here, and we are glad it is here. I may say we carried out another biblical injunction: that we should love our neighbor as ourselves. We do not always carry that into effect, but we did in this case, and I think the Rock Island people will agree we have been some assistance to enable them to get their train here on time, because we opened our railroad and transported material so that they might complete their project and be here with us at the time of this celebration."

Other speakers were Dr. J. F. Alway, Department of Agriculture, University of Minnesota; Mr. Geo. H. Payne, President of the Payne Investment Company and his son "Dick" for both of whom a great call went up from the assembled multitude; the Hon. A. G. Sorelie, Governor of North Dakota, who is a native of Freeborn County, and naturally had a great interest in the development of the Hollandale project. After Hollandale land was all taken, he invited those that could not get in there, people who were seeking a happy home and a wonderful location to come to N. Dakota Hon. Allan G. Furlow, followed, and was



The Main Street of the Town of Hollandale

#### A SMILE

A smile costs nothing but gives much. It enriches those who receive, without making poorer those who give.

It takes but a moment, but the memory of it sometimes lasts forever.

None is so rich or mighty that he can get along without it, and none so poor that he cannot be made rich by it.

A smile creates happiness in the home, fosters good will in business and is the countersign of friendship.

It brings rest to the weary, cheer to the discouraged, sunshine to the sad, and is nature's best antidote for trouble.

Yet it cannot be bought, begged, borrowed or stolen, for it is something that is of no value to anyone until it is given.

away.

Some people are too tired to give you a smile. Give them one of yours, as none needs a smile so much as he who has no more to give.

#### Over the Wire

When I took down the telephone receiver, I discovered that the line was in use.

"I just put on a pan of beans for dinner," I heard one woman complacently informing another. I hung up the receiver and waited.

Three times I tried, and then, exasperated, I broke into the conversation.

"Madam, I smell your beans burning," I announced crisply. A horrified scream greeted the remark, and I was able to put in my call.

—Clipped.

in turn followed by Mr. Waller F. Head, President of the Omaha National Bank; Judge Norman E. Peterson of Albert Lea; Col. T. F. Stroud of Omaha; Colonel E. C. Clemens, representing Steele County, Minn.; Hon. A. W. Jefferies of Omaha; and Mr. Hal S. Ray, Director of Publicity of the Rock Island Railroad.

At the conclusion of the speeches, most of the Milwaukee contingent departed for Austin to take part in a celebration at that point, which included some demonstrations by the Boy Scouts, in honor of Mr. Walter W. Head of the Omaha National Bank, who is the national head of the Scouts Organization.

Mr. Head, Mr. Hormel, Sr., of Austin and Judge Weber, also identified with the Scout movement put the boys through their paces, and Mr. Head individually put them through various exercises, had different groups give the Scout motto and otherwise make the audience acquainted with the aims and achievements of the organization.

In honor of the large contingent of Milwaukee officialdom that were present, a song composed by Dr. Jennie Callias of Omaha, a member of the Omaha party in attendance on the celebration, was sung to welcome the party. It was sung to the tune of "Show Me The Way To Go Home," and was:

The Milwaukee & St. Paul are first class railroad sports  
They had a little tip  
Just a few months ago,

That a call for a railroad be heard.  
So it's Hip, Hip, Hooray  
The Directors are on their way  
Hurrah for Byram, Gillick and Field  
For the first train arrives today."

The business on the Hollandale, opened on August 11th by that first full carload of potatoes has increased in phenomenal manner, and the prospects for profitable revenue from the new mileage is most encouraging.

## Obituary

### Frank H. Buffmire

Frank H. Buffmire, for many years Roadmaster on the LaCrosse Division died last month, at his home in Watertown, Wisconsin, at the age of 77 years.

Mr. Buffmire began service with this company when he was 15 years old, at Oakdale, west of Camp Douglas, Wisconsin. He then worked on the section for several years at the same place; was promoted to section foreman and then to Roadmaster of the Wisconsin Valley Division. This appointment came to him in 1888, and after serving there for three years, he was given the same position on the west end of the LaCrosse Division, from where he was transferred to the east end of the same Division, and served there continuously until he was retired a few years ago, on account of ill health. He suffered the loss of one leg from an infection since which time he did not enjoy robust health, and finally sought complete rest in retirement.

Mr. Buffmire was a most progressive man in thought and action, was a student always of his work, and carried into his daily tasks an intelligent and painstaking effort, that was instrumental in bringing good results for which the LaCrosse Division has always been noted.

He was a familiar figure on the LaCrosse Division during his many years of service there, and was very generally respected by his co-workers, and in the last few years since he has been away from the active work, his absence was very generally regretted.

### Pioneer Conductor on Milwaukee Makes Last Journey

Thus, Jefferson Hanrahan died at his home in Miles City on Friday afternoon, August 13th, following a long, serious illness. His death marks the passing of one of our pioneer trainmen on the Milwaukee road. Mr. Hanrahan was born on July 15th, 1860 in Darlington, Wisconsin, where he remained until he was twenty years of age, when he became connected with the Milwaukee. On June 18th, 1890 he was married to Miss Kathryn Ryan of Mineral Point, Wisconsin. To this union were born four children: Loretta, Mrs. R. H. Sullivan, who died April 6, 1918; James C. Hanrahan of Miles City; Agnes, Mrs. F. C. Ruddy of Billings, Montana, and Thomas J. Hanrahan, Jr., of Miles City.

Mr. Hanrahan after being stationed at several points in the central west, came to Montana in 1907 where he has since made his home. His first position was at Harlowton where he was placed in charge of the material yard, remaining there until the spring of 1908 when he entered the passenger service on the completion of the road. He had been actively connected with the Milwaukee for 46 years.

Always cheerful and pleasant with a ready smile and a jest, Mr. Hanrahan will be sorely missed by his comrades. He will be remembered as a kind neighbor and a loyal friend, and he is mourned not only by his family and trainmen, but by hundreds of friends in Miles City and wherever he was known. He was actively connected with the Elks and the local Knights of Columbus.

Interment was made in the Calvary cemetery at Miles City. The large crowd which attended his funeral service and the many beautiful floral offerings attested the high regard in which he was held in his community.

The Muskegon Division as a whole joins in expressing sympathy to the bereaved family.

## "THE PASSENGER TRAINMAN"

### By One of Them

A diligent and courteous Passenger Trainman is one of the most useful and valuable employees of the railroad.

He is more conspicuously before the Company's patrons than the majority of the employees and he is one of the most direct representatives of the carriers. His actions, good or bad, are always a reflection upon the railroad.

A passenger trainman's first duty is to his train and he must not let anything interfere with that duty for it is easy to be accomodating and courteous and go about the train on his work in a dignified manner, refraining from loud talk and comedy and at the same time wear a friendly smile when occasion requires, being ready with information if one asks it, to peoples wants. Sometimes it seems like Passengers are asking questions just to be talking but if so that is their privilege and they are entitled to a full and complete answer. We can even go further and give information beyond their actual questions, sometimes this pleases them, or at least helps them, especially if they are bewildered. It doesn't cost us anything but effort and time which we usually have between stations. If some one stops us just as a train is approaching a station if the fare not to get off there, they will always excuse us until we get under way again, then we can give more time to their question. Some times these questions don't sound reasonable but we must remember and take into consideration that our passengers, or many of them are not familiar with conditions along our railroad because of not having been over it before or not having traveled much, and for such everything has a question. People who are not accustomed to traveling are usually nervous to a certain extent while on trains or around stations, and sometimes they are going on important business, or sick calls which disturb them greatly and although you have supplied them with information they may repeat the very same question if not to you to a fellow trainman but we can imagine ourselves in their position, hundreds, maybe thousands of miles from their familiar haunts and those they may have been in habit of leaning on; not knowing the terminal they are going into; anything about the hotels, whether good or bad, or indifferent; how best to get around—we can stop and ask ourselves—wouldn't we under the same circumstances ask the same questions—it makes a lonesome passenger feel cheerful to have a trainman stop and in a pleasant and courteous manner tell them all about it. And we cannot make any exceptions because of a passenger's personal appearance. They all pay the same fare and are entitled to be treated accordingly. There have been train employees who have slighted the poorly dressed or unassuming looking passenger and even jolted them in a veiled way and then made much of a flashy or prosperous looking person. That isn't right for while we must give the prosperous and influential, all the consideration and respect possible—we must also give the other extreme the same and we must consider they all look alike and treat them accordingly. We

are selling transportation and they are all our customers and if we give them while with us they will come back, we the impressions they are our guests know. The resale of anything is what counts, the original sale is just a starter and if they are satisfied we appreciate their business they will give us more. We cannot know who many of our passengers are and it doesn't make any difference just so we take them on their way feeling satisfied with the treatment we are giving them and appreciative of the service our company is putting out. Some of our passengers are heavy shippers of freight and often courtesy and neglect on the part of the passenger trainman results in the loss of great revenue in freight as well as passenger receipts. A patron dissatisfied with a

table he can be moved if room and placed in another seat where more satisfied. On a long trip it is not possible to give the car a general cleaning and it is not expected but we can always pick up trash in the aisles and around the seats. Seat back should be turned to the rear when not in use. The passengers appreciate tidiness and it will more than repay one for the effort. Toilets should always be well lighted and necessary equipment in them as well as clean. Vestibule doors when open should always have the brass door guard across and when handling passengers journey will avoid that particular railroad if possible when on the next trip or in shipping and the poor advertising the road gets may cost them exceedingly with friends or business associates.

A passenger who has not been treated right reasons to himself, all the incorrectly of course, that the company must be lax or they would not have such employees representing them and in their service.

it is very inefficient and dangerous otherwise. In cold weather front door of a day coach should be closed immediately when last passenger is off or on. Calling stations is very important and also changes at terminals and junction points and the requirements are given in the rules but it is a good idea if trainman has time before arriving at terminals and junctions and after leaving preceding station to interview as many of the passengers as possible especially the very old or young people as to their destination so to inform them of their changes of trains, time at lunch counter and any other helpful information. It is important to call lunch counters plainly, and announce the correct time passengers will have, and if time permits assist any passengers that need assistance to station or lunch counters or trains. As a rule the old passenger trainman knows and practices these things but there are men in the service who have not been at it long and know not just what can be done to cause comfort and satisfaction amongst our patrons rather than dislike for the railroad and its services.



### Under Observation

Good Medic: "How long could I live without brain?"

Cruel Prof.: "Time will tell."

### Stupid Grocer

Mrs. Newlywed, at dinner table: "I was going to have some sponge cake as a surprise for you, dear, but I confess it was a failure."

Mr. N.: "What was the matter?"

Mrs. N.: "I don't know for sure, but I think the grocer sent me the wrong kind we asked for."

THE MILWAUKEE  
MAGAZINE  
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Chicago

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Savanna Business Men Join Up With The Railroads

As a result of some very excellent persuasive effort on the part of Agent A. J. Reinehr at Savanna, Illinois, one hundred and twenty-two of the leading business and professional men of that city drew up and signed resolutions that they would, all things being equal, patronize the railroads in shipping their merchandise and other commodities, instead of using motor truck service; and would travel by rail in preference to motor bus transportation. The text of their resolution follows:

WHEREAS, the Chicago, Milwaukee & St. Paul Railway Company and the Chicago, Burlington & Quincy Railroad Company have large financial investments in railroad properties and facilities in Savanna, Illinois, and furnish employment for a large percentage of the residents of this city; and

WHEREAS, the business interests of this city depend largely on the trade of the employes of said railroad companies; and

Whereas, the prosperity of Savanna as a city and the prosperity of its business interests are inseparably connected with the prosperity of said railroads:

NOW, THEREFORE, we the undersigned, merchandise and business men of Savanna, Ill., deeming it to our individual and mutual advantage as well as to the best interests of said city, to encourage the development and extension of said railroad properties and facilities, do hereby mutually agree that we will employ exclusively, the freight and passenger facilities of said railroads in the shipment of freight and express in connection with our several businesses and that we will use the passenger facilities of said railroads in preference to the facilities of any other transportation utility.

This agreement is based on honor and on the mutual promises of the signers hereof and shall continue in force and effect until such time as this agreement may be abrogated by the withdrawal in writing of a majority of the signers hereof.

DATED at Savanna, Illinois, this 8th day of July, A. D. 1926

Signed by 122 business and professional men of Savanna.

Mr. Reinehr was able to bring this about through his own personal effort as the following correspondence indicates: In transmitting the resolutions, the President of the Savanna Commerce Association wrote to Mr. Reinehr:

Savanna, July 27, 1926  
Mr. A. J. Reinehr, Agent  
Savanna, Ill.

Dear Sir:

We take pleasure in enclosing a copy of an agreement signed by the mercantile and professional people of Savanna to the extent of nearly one hundred percent, in regard to freight, express and passenger transportation. We, as a community, feel the necessity of doing our part toward helping to build up and maintain the present means of railroad transportation so necessary to the welfare of our country.

If you feel it worth while, we would like to have you send this agreement to the officers of the Chicago, Milwaukee & St. Paul Railway Company for their perusal.

The signatures on this agreement came nearly voluntarily and we had little or no trouble securing them. We hope it will prove to be a mutual benefit to both the Chicago, Milwaukee & St. Paul Railway Company and to our community.

We suggest that you check up your service, especially from points nearby, in order to make as rapid delivery as possible.

If, in the future, our organization can be of service to you, we will be very glad to cooperate.

Yours truly,

Savanna Commerce Association

John S. Young, President

Mr. Reinehr's letter to Superintendent Thurber, and Mr. Byram's letter to Mr. Reinehr are subjoined:

Mr. W. M. Thurber,  
Savanna, Ill.

Dear Sir: Attached you will find letter from Mr. Jno. Young, president of the Savanna Commerce Association, relative to an agreement signed by the retail merchants and others who are in business here at Savanna, Ill.

This agreement itself, is also attached hereto.

This will mean that not only the Clinton, Ia., truck will be out of business, but also the truck of the Freeport Wholesale Grocery; and it will mean approximately five to six thousand dollars additional revenue for us per year.

I have been fighting this truck position hard for several years and have finally, through the help of Mr. Young and the present board of directors of the Association, of whom I happen to be one, accomplished what I started out to get.

As a whole, our business men realize fully what they owe the railroad here at Savanna, and the present officers and directors of the Commerce Association want to do all they can to cooperate with us in every way.

I feel that they are to be commended on the action they have taken and this action should be recognized by the railroad, as we want and need the good will of our patrons.

Whether or not the signers of this agreement will be satisfied, will now depend upon the fulfillment of the service which I have been telling them we will furnish. I want particularly to call attention to the prompt and regular placement of the following merchandise cars: Chicago-Galewood-Clinton-Freeport-Dubuque. These cars must be at the platform at 7:00 A. M. every day

so that we can deliver to dray immediately and have most of the freight at the door of the consignees by 8:30 A.M. Such service will satisfy them and will retain the business for us.

I hope this action of the Savanna merchants will give you as much pleasure as it has given me.

Yours truly  
A. J. Reinehr, Agent.

Mr. A. J. Reinehr,  
Agent, Savanna, Illinois.

Dear Mr. Reinehr:

The result of your efforts to interest the business and professional men of Savanna in using the facilities of our railroad (which resulted in the signing of an agreement to do so, by 122 of them) has been presented to me and I am writing this letter to congratulate you on the success of your efforts in that direction.

The fact that you were able to persuade these men to sign the agreement in question is another indication of the friendly feeling that exists between the people of Savanna and the railroad, and I am sure that in securing the signatures to this agreement you will promote the mutual interests of both parties.

Yours very truly  
H. E. Byram, Receiver.

Third Annual Outing of "Milwaukeeans"

The third annual outing of CM&St.P. employees in Chicago took place on Thursday August 5th at Riverview Park. A big crowd turned out, there being over 4300 in attendance. The various departments of the service were well represented—engineers, firemen, conductors, brakemen, switchmen, clerks, stenographers were all there with their wives or sweeties as the case happened to be. Faces from Fullerton Avenue, Union Station, and all the Chicago stations and terminal yards were in the picture.

The special attractions were put on in the grand ballroom and a glorious time was reported.

A Former Milwaukee Employe Honored

George Leahy, for many years employed in the General Superintendent of Transportation's Office, and who left the service a few years ago to accept a responsible position with the Bincley Coal Company, has recently been elected Vice President of that Company. Mr. Leahy started service with this company as Call-Boy, in Minneapolis. He later was an operator on the River Division; and the last years of his service with us, were as Coal Distributor in the office of Mr. G. L. Whipple who was then General Superintendent of Transportation.

Mr. Leahy has remained loyal to his old association, being as always "100 percent Milwaukee," and the news of his promotion will be read with pleasure by his hosts of friends on this railroad.

Now will that clever dispenser of joy  
Who gave mother a permanent wave  
Give us a permanent bath for the boy  
And father a permanent shave!

A Scotch minister was on his usual visiting rounds when he came across one of his old friends. "And how has the world been treating you, Jock?" he inquired.  
"Very seldom," answered Jock sadly.

# The Olympian Trail

By Edmond S. McConnell

## Chapter III. The Fur Trade

to Vancouver Island giving rise to claims of territorial sovereignty.

We are told how Captain Cook's voyage of 1776-8 resulted in a company of Boston merchants sending out Captain Gray to trade on the Pacific Coast, and of Gray's discovery of the mighty Columbia. This was the beginning of an American trade that developed the proportions of a monopoly until the War of 1812 and which was so largely instrumental in securing our claims to the Pacific Northwest.

Such was the course of the fur trade from its beginning down to the period of the strictly American trade in which three notable companies and a host of smaller rivals transacted practically the only business on our western borders and were the dominant factors in extending the frontiers of the trans-Mississippi West.

One notable author has said that the period of the American fur trade dates from the return of Lewis and Clark in 1806 with their story of the immense potential wealth of the West to the building of Fort Bridger in 1843 for the convenience of emigrants on the Oregon Trail. Fort Bridger was the first post beyond the Mississippi for such a purpose and marks the beginning of an era of immigration into the West. Although the fur trade endured for many years after that, it was no longer the important business. Colonization had supplanted it.

First of the British companies was the Hudson's Bay Company, chartered as "The Governor and Company of Adventurers of England, trading into Hudson's Bay," and given practically sovereign powers over a vast region of unknown extent. That was in 1670, while France still held the greater portion of North America. A hundred years later, as a result of the French and Indian War, England became mistress of all of North America except west and southwest of the Mississippi and along the Pacific Coast.

The absence of definite boundaries made it difficult for the Hudson's Bay Company to exclude rivals and a revival of the old French trade, now in the hands of Scotch merchants of Montreal, became the Northwest Company in 1783. Many of the operations of this company came to be of far greater importance than the business of the company itself. One of the partners, Alexander McKenzie, crossed the Canadian Rockies to the Pacific in 1793, the first man to cross the continent north of Mexico. David Thompson conducted the first survey of the international boundary along the forty-ninth parallel, and his explorations later carried him to the mouth of the Columbia. It will be remembered that it was traders of the Northwest Company whom Lewis and Clark met during the winter among the Mandan Indians.

As the young competitor encroached upon the domain of the Hudson's Bay Company, a controversy marked by bitterness and violence sprang up, which ultimately led to their consolidation under the name of the older. With rights unbridged and territories vastly extended the united Company became one of the most powerful monopolies the world has ever seen.

On the Northwest Coast a trade had developed that has a close relation to the history of the United States. Russia had inaugurated the Pacific fur trade after the Bering expedition and the Russian trade extended from Bering Strait for twenty years.

The first service of the new company was the return of the Mandan chief whom Lewis and Clark had induced to visit the President. This was on the upward journey to Fort Lisa which was reached in October. After a successful winter's catch, two of the partners Andrew Henry and Pierre Menard, with a strong company of men, set out for the Three Forks of the Missouri. There in 1810 on the narrow neck of land between the Madison and Jefferson Rivers, they laid the foundation of the oldest city in Montana.

It was virgin beaver country, prospects were excellent, but successive attacks by the savage Blackfoot Indians made it necessary to abandon the post that fall, for twenty or more men had been killed. Menard returned to St. Louis with the furs and Henry moved south across the Continental Divide and established the first post on the Pacific slope, on what has ever since been called the Henry Fork of Snake River.

During the period of the War of 1812 Lisa was the only active trader on the Missouri. In 1819, the company was reorganized but the next year Lisa died and Joshua Pilcher succeeded to the management. In 1821 the last of the company's posts was built on the site of the original Fort Lisa. Two years later a large party of their men were massacred by the Blackfeet. The company continued to do business for several years but the growing power of the Rocky Mountain Fur company restricted its activities and about 1830 it passed out of existence.

The founder of the fur-trading association which later became the Rocky Mountain Fur Company was William H. Ashley of St. Louis afterwards Senator from Missouri. The beginning of the organization dates from 1822 when an advertisement appeared in a St. Louis paper asking for a hundred young men to engage in a fur-trading expedition. The company was a partnership between Ashley and Andrew Henry, who had built the first post at Three Forks.

Among the men who responded to this call were several who became famous in the fur trade and in the history of the West. Among them were Jedediah S. Smith, famous for his California travels; the Sublette brothers; James Bridger, the ablest hunter, mountaineer, and guide in the West, and possibly the first white man to see Great Salt Lake; another was Provost, to whom tradition ascribes the discovery of South Pass on the Oregon Trail.

The first expedition of this partnership was the occasion of a severe battle with the always uncertain Arikara Indians, at a place not far below the Mobridge of today.

The hostility of the Indians, opposition by the other companies, and the discoveries of Henry, Smith, and Provost, in the Great Salt Lake country, led to a change of business methods after two years. The river traffic and permanent posts were abandoned, and the scheme of a summer rendezvous in the mountains took their places. Operations were practically confined to small fine furs taken by their own trappers with the result that Ashley and his associates became the envy of the fur world for the size and quality of their beaver catches.

In 1826 Ashley sold out to three of the ablest of his men: Smith, Jackson, and

Sublette. The new partners carried on the business in much the same manner as their predecessors. The years 1826-28 were marked by Smith's California excursions. In 1829 William L. Sublette, took an outfit of goods from St. Louis in wagons, the first vehicles to travel over what came to be the Oregon Trail. David Jackson discovered and has left his name to the beautiful valley called the Jackson Hole country just to the south of Yellowstone Park.

These partners followed Ashley's example after four years and sold out to a company of younger men the Rocky Mountain Fur Company, of which James Bridger was one of the partners. In the next few years the mountain trade fell into a deplorable condition as a result of the bitter rivalry between the various companies, so in 1834 the Rocky Mountain Fur Company was dissolved and many of the men took service with the American Fur Company which by that time had obtained a firm hold on the western trade.

The Rocky Mountain Fur Company and its predecessors opened up the richest fur section of the West; as a school of experience and adventure it had no equal; and the explorations of its members greatly advanced the knowledge of geography. Innumerable romantic incidents have made the careers of many of its members a part of the folk-lore and tradition of the Western States.

In order to gain a clear comprehension of the operations of the American Fur Company it is necessary to retrogress to some extent. In the early years of the United States there was no recognized organization to conduct the fur trade, principally because the frontier posts were still in British possession, but when these posts were finally surrendered the time was ripe for a distinctively American enterprise.

When the opportunity came it was seized by an American of German birth. John Jacob Astor had come to America as a young man and had established himself as a fur merchant. Though his seat of business was in New York, his operations made him familiar with the Canadian trade, and in both Montreal and St. Louis he came to be regarded as a formidable competitor. To extend his business he purchased the Mackinaw Company in 1807 and reorganized it as the Southwest Company to distinguish it from its northern competitor. This had been another Canadian company with headquarters at Mackinac on the strait between Lake Huron and Lake Michigan, and whose operations were mainly about these lakes and westward to the Mississippi.

The Louisiana Purchase had opened up a truly American field of almost limitless extent and even though the Purchase did not include the Pacific Coast, the right of discovery had given America a strong claim there. Lewis and Clark had shown that the country abounded with furs, and Astor was quick to realize the possibilities of the Pacific trade. He visioned a business of worldwide scope with the markets of China and Europe on either side and a chain of fur posts extending from the Great Lakes to the Pacific Ocean.

In 1808 Astor obtained a charter from the state of New York for the American Fur Company which seems to have been intended to include all his business

activities. Two years later his dream of the Pacific trade took shape in the Pacific Fur Company which was to have its headquarters on the Columbia River. In this venture he invited the Northwest Company to join him; and though that company declined, the partners and personnel of the new company were largely recruited from the ranks of his Canadian neighbor.

The history of the Pacific Fur Company is wholly that of the ill-fated settlement of Astoria whose story has been so well told in Washington Irving's "Astoria." For our story the briefest outline must suffice. Two expeditions were fitted out, one under Wilson Price Hunt of New Jersey who was to take an expedition of about a hundred and fifty men overland to the Pacific. Hunt was one of the partners and was to be resident agent on the Columbia. A second corps was to go by sea, and after landing material and passengers on the Columbia, the vessel was to open up trade with the coast Indians. After an eventful voyage the passengers were successfully landed, but the further adventures and subsequent destruction of the Tonquin are scarcely a part of this story.

The overland party was organized at Montreal by Hunt and another of the partners, Donald McKenzie. More recruits were added at Mackinaw and the expedition proceeded by way of Lake Michigan, Green Bay, and the Fox, Wisconsin, and Mississippi Rivers to St. Louis where further additions were made to the party. The expedition spent the winter at some distance up the Missouri and set out early in the spring intending to reach the Columbia by practically the same route used by Captain Clark on his homeward journey. They safely passed the Sioux country and in June reached the Arikara villages where they received such unfavorable reports of the Blackfeet that Hunt decided to abandon the river route and strike out overland.

Across the Missouri from Mobridge, near Moreau Junction the westward bound Astorians began their long overland journey. Their first course lay along the Grand River in South Dakota, then southeast, passing through the Wind River Mountains just to the south of Yellowstone Park to the Snake River. Here they foolishly abandoned the horses they had obtained from the Indians and attempted to navigate the treacherous river, but they were soon forced to abandon the canoes also. There they were in an unknown, mountainous country utterly without transportation, and winter close at hand. The party was split into several smaller parties and following approximately what came to be the Oregon Trail they reached Astoria in February 1812, nearly a year after Astoria had been founded by those who came by sea.

Astoria had scarcely been founded when rumors came of the establishment of a Northwest Company post on the Spokane River. Not long afterward the rumor was verified by a party of Nor'westers who came down the Columbia in canoes. The next year a definite advance was made toward the sources of the Missouri, and Kenneth McKenzie, one of the partners of the Columbia Company, was chosen to occupy the strategic point at the confluence of the Yellowstone and Missouri Rivers. Here Fort Floyd was built, but was soon succeeded by Fort Union, the most pretentious of the fur-trading establishments; and there McKenzie ruled in almost regal manner for several years.

other party was sent to the Nez Perce country to establish a post on the Snake River. In direct competition with the Northwest Company a post was built near Spokane House and a trading expedition was sent into the Kootenai and Flathead country in northwestern Montana.

As well conceived as the plan of Astoria was, it was doomed to failure. The war of 1812 strengthened the position of the Northwest Company. Those in Astoria who were British subjects and former Nor'westers were unwilling to fight their countrymen and the threat of a British war vessel brought the surrender of the post. The merchandise of the company was sold for a fraction of its value. Astoria was renamed Fort George and the dependent posts were consolidated with the houses of the Northwest Company.

Though history has found it difficult to judge all the factors which entered into the failure of Astoria, many of which were matters of circumstance, the affair has always seemed to have been touched with an element of treachery.

When Congress excluded foreign competition the American Fur Company succeeded the Southwest Company and the American operations of the Northwest Company, and this field of the fur trade became the Northern Department of the American Fur Company. In 1822 the Astor interests were instrumental in securing the abolition of the governmental factories with the result that the principal trading posts in the future states of Michigan, Wisconsin, Illinois, and the eastern half of Minnesota came into the hands of the Northern Department.

It took several years for the American Fur Company to gain a foothold in the Missouri trade against the jealous opposition of the St. Louis traders, but by 1822 it had been accomplished. The Western Department was organized and a St. Louis firm was made resident agent. Five years later an alliance was formed with one of the old St. Louis houses, Bernard Pratte and Company, which included one or more members of the famous Chouteau family.

Strong opposition had grown up in the form of the Columbia Fur Company. This had been founded by an old British officer of the war of 1812 and the principal partners had been employees of the Northwest and Hudson's Bay Company until the time of their union. The company held posts at Lake Traverse on the dividing line between Minnesota and South Dakota, at Prairie du Chien, and at Green Bay, but their most important post was Fort Tecumseh at the site of the present Fort Peirre, South Dak.<sup>o</sup> in the heart of the new Western Department. In 1827 the Columbia Company was amalgamated with the American Fur Company as a subdepartment thereafter known as the Upper Missouri Outfit.

The next year a definite advance was made toward the sources of the Missouri, and Kenneth McKenzie, one of the partners of the Columbia Company, was chosen to occupy the strategic point at the confluence of the Yellowstone and Missouri Rivers. Here Fort Floyd was built, but was soon succeeded by Fort Union, the most pretentious of the fur-trading establishments; and there McKenzie ruled in almost regal manner for several years.

McKenzie was the first American trader to gain the trade of the Blackfoot tribe and Fort Piegan was built for their use at the mouth of the Marias River in 1831. It was soon succeeded by Fort McKenzie which was built a few miles farther up the Missouri. Fifteen years later did David Thompson cross the Rockies to the headwaters of the Columbia. The next year he traded along the Kootenai River to the headwaters of the Columbia. The place was named Fort Benton in honor of the champion of the fur trade, Thomas H. Benton, then Senator from Missouri.

In 1832 McKenzie built Fort Cass at the mouth of the Bighorn River to trade with the Crow Indians but three years later it was replaced by Fort Van Buren at the mouth of the Tongue River to please the whims of the Indians. This post was succeeded in 1842 by old Fort Alexander near the mouth of the Rosebud River, and a few years later Fort Sarpy was erected about twenty-five miles below the mouth of the Bighorn.

These posts on the upper Missouri and Yellowstone, together with Fort Union, Fort Clark among the Indians, and Fort Pierre in the Sioux country, were the bases of operation for the American Fur Company for thirty years.

McKenzie, seconded by Pierre Chouteau, Jr., was instrumental in opening steamboat navigation on the upper Missouri. The Yellowstone was built especially for that purpose and in 1831 that pioneer of steamboats ascended the Missouri to Fort Tecumseh. The second voyage of the Yellowstone the next year marked the beginning of an epoch in western history, the era of steamboat transportation to the upper Missouri country.

The trip was made as far as Fort Union at the mouth of the Yellowstone River. On the way a new fort was built to replace old Tecumseh, and it was christened Fort Pierre in honor of the fur merchant, Pierre Chouteau, Jr. On the same trip George Catlin, the artist, was a passenger and his sketches have added celebrity to the voyage.

By slow conservative steps the American Fur Company advanced, always forward, crushing or absorbing competition as it went. From 1830 until near the end of its career it was a dominant force in the development of the West, but the coming of the missionaries and the settlers spelled the end for the fur trade on the Columbia. One of the notable achievements of the Hudson's Bay Company was their agricultural community at Fort Nisqually at the southern end of Puget Sound; it was the first thing of its kind in the Northwest and quickly proved that the country was well adapted for other things besides furs.

The fur trade was the first civilization of a continent. In the West and Northwest where its influence was most potent it preceded the missionaries, the rush for gold, and the first colonists. The hardy seekers of furs explored and made known the interior of a country which would have lain dormant for an unknown time before the press of an increasing population would have gradually taken possession of the land. It is well that we should have a measure of appreciation and a bit of knowledge of their work and influence in the building of a continental empire.

In tracing the development and influence of the fur trade it only remains to

(Continued on Page 18)

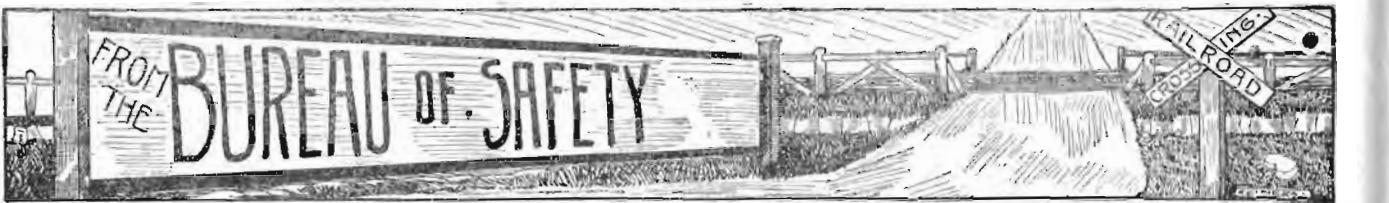
June 16th, morning session—Address by Mr. W. C. Maxwell, Vice-President Wabash Ry., subject, "Terminal Costs on Less Than Carload Traffic." Starting with introductory remarks about it being a great pleasure and privilege "to associate with you gentlemen who are carrying on such an important part of the transportation business of the country," he said, "I am going to talk for a few minutes on a subject which is as dry as a gravel roof, but one which applies particularly to the branch of business in which you gentlemen are engaged.—Prior to the last few years there was very little done to ascertain the cost of handling less than carload traffic. The general impression prevailed that the cost was about fifty or sixty cents per ton for platform handling and a small expense for waybilling, or taking inbound waybills into account." He went on to say that a study was made at various points of the country at an expense of \$250,000 that brought out some startling facts. Many figures and statistics were given by the speaker and should be of vital interest to our operating officials and every freight agent in charge of freight house or platform, who should endeavor to secure a copy of the proceedings if only to read this article, which they owe to this railway to become familiar with, so that every possible effort is made to work out some economy to overcome the ever increasing cost of handling less than carload freight.

The next address was by Mr. E. W. Hotchkiss, Asst. Treasurer Grand Trunk Ry., the subject, "Straight and Shipper's Order Bills of Lading." The speaker gave a brief history of these important documents, starting with its early use in water transportation and defining its evolution and legal status at the present time, and the writer has heard it stated that if nothing else, Mr. Hotchkiss' talk on the bill of lading alone justified all the expense that any railway went to in connection with the meeting, since the proper handling and understanding of bills of lading is almost a daily requirement. This will interest agents in particular and they should endeavor to secure and read the article, which will be published in the proceedings of the meeting, now in the printer's hands. Reading of topics completed both morning and afternoon sessions.

June 17th, 9 a.m.—Address by Mr. L. G. Macomber, Director of Traffic Transportation, Detroit Board of Commerce—a very interesting talk on transportation generally. This was followed by an address by Mr. C. M. Booth, Frt. Traffic Mgr., P. M. R. R., covering the early history of railways in the State of Michigan. Reading and discussion of topics took up the balance of the morning and afternoon sessions.

June 18th, morning session—More reading of topics and election of officials covering the Section for the ensuing year, resulting in the election, for Chairman, of Frank Laughlin (Agent Wabash Ry., Chicago); Second Vice-Chairman, Mr. J. H. Rogers (Agent Long Island R. R., Long Island, N. Y.). Members of the Committees of Direction and Nominations, consisting of seven and five representatives respectively, were also elected.

In closing the morning session a splendid address was given by Mr. C. T. Spear, Chairman, wherein he admonished delegates to continue their splendid accomplishments for the benefit of the country's railroads and shippers, and thanking all for the unfaltering support ren-



Paper prepared by Chief Carpenter T. E. McFadden, Coast Division, and read at their Safety First Meeting, held at Everett, Washington.

The Safety First movement, either directly or indirectly, concerns all departments of the railroad. The Operating Department, more than any other, is responsible for successfully carrying out this great and comparatively new movement. I say "new," for while we might trace certain Safety measures back for generations, the organized Safety First movement as we know it today is of only a few years standing. In fact, some of the roads have not taken it up as yet, and still others, only in a half-hearted way. The Milwaukee, while not the originator, is one of the pioneers in the movement.

It is only in the last few years that any of the railroads or other large industries awoke to the importance of this movement from a humanitarian and a financial standpoint, but in these few years, wonderful strides have been made and this activity has resulted in innumerable corrections and improvements to the physical condition of the properties, one of the essentials of Safety First.

The other, and probably more important, is the correcting of unsafe practices. It is claimed by railroad officers and Safety workers that the correcting of unsafe practices has not kept pace with the corrections made in property defects and while I don't think there is any question but that in this they are right, none of us can tell how much suffering, how many injuries, or how many deaths have been avoided by the correction of unsafe practices.

To most of us it is much easier to suggest that the Company spend money to improve property conditions than it is for us to go around a car when it is much closer to crawl under, or than to suggest to a fellow worker that he refrain from some unsafe practice.

The future of the Safety Movement demands that it be constructive and up to date. To keep it so, we must be alive to the changing conditions be ready to apply, and not to wait until Safety measures are forced on us. No doubt, it is now and will continue to be necessary to make certain corrections and improvements to the properties, but the bulk of our future Safety work is more the correcting of unsafe practices than of unsafe property, or more with men and less with property.

Most of us can remember when a man would not take a chance was not considered a good railroad man. Not so many years ago, a common remark was: "A man who won't take a chance will never get any place in the railroad world." All of them who took a chance didn't die; parts of some of them are still with us as living examples of the man who took a chance.

A few years back, a certain Division Superintendent who was considered a real railroad man often said: "I wouldn't

give a damn for a man who wouldn't take a chance." That officer, now Vice President of that same road, which, if not the originator, was one of the first to adopt Safety First seriously, has changed his ideas, for no man who advocates "taking a chance" is today holding a responsible position on a Safety First railroad.

Since the Safety First movement is an educational campaign, it is necessary that it reach all employees, more particularly the chance-taker, and the careless or indifferent persons. We may reach them by preaching, but better by teaching.

Safety Meetings, rallies, banquets, banners and literature all are important means of getting out information and keeping the issue alive, but a more important and much better way is by example. But who is going to furnish the example—not the Safety Agents, for though they may be ever so efficient, with their numerical strength, they alone would not be able to reach many employees. Then it follows that the example must come from some other source. That source is the man who has jurisdiction over other men.

If every man, who has such jurisdiction, would lend his support by example, by being consistent and by spending, say on an average one minute per day in a heart-to-heart or a man-to-man talk on Safety, we would get the earnest co-operation of many employees that can never be reached through literature, mass meetings, banquets, reading papers, and other such means.

The Safety workers are entitled to some support from every department. They that are not directly concerned, should at least encourage and not hamper the work by ridiculing or making light of it.

Half-heartedness and inconsistency by officers is the most destructive agency against the movement.

We are all more or less enthused at the Safety Meetings, but some of us are not consistent in the field. As an example, we happen to be a few miles from town on a gas car. We discover that it is meal time. How often it is suggested to the man operating the car that "this is good track" or "we are going to be late for dinner," in hope that he will take the cue and speed up. In cases where the violation of Safety rules is not suggested, some of us destroy the Safety idea by ignoring such infraction.

We are sometimes inconsistent through thoughtlessness. From whatever cause, the result is the same. Inconsistency and half-heartedness tear down and do not tend to build up.

Somebody said: "The place where speed and superficial economy are more important than Safety does not exist. Only on a railroad desiring a meaningless slogan, a mere pretense of Safety, will this kind of program be tolerated."

So with us. If we are not consistent, our Safety First will be a pretense. Let

us be consistent and set the example.

"How often does your road kill a man?" asked the magistrate of the railroad guard.

"Just once," replied the guard.

#### The Red Lantern

Paper by H. A. VanBrunt

Read at Safety Meeting held at Fairborn, Illinois, Monday, July 26th, 1926.

The red lantern carried on the engine is to be in good condition and ready to use. Also, it is to be placed on the head car of the train when the engine is detached, and displayed on the rear of the tender of road engines making movements in the yard. At other times it should be in the cab, where the men who use it can secure it instantly.

We have had some trouble in regard to keeping it in good condition at all times, for the electric headlight and the fuses have placed the red lantern in partial eclipse. Men are prone to let the red lantern ride the rear of the tender from terminal to terminal—it is not ready for immediate use, it usually is in poor condition because of this exposure, yet it is looked upon as proper practice because connecting lines do the same.

The red marker on the caboose, the red lantern on the rear of a yard cut, the red tail light on the automobile, have taught the public that red displayed on a moving body indicates the rear of that body, and I wonder how many automobile drivers have "stepped on her" when they saw the red lantern swinging from the tender of an engine that was pulling a train. Even on the railroad, that red light indicates the rear of the train. Is this one of the reasons so many automobiles run into the side of moving trains? Many of the drivers we called "reckless" did not live to tell why they did it.

To serve as a re-issue of former instructions to keep the red lantern in better condition, ready for use; and to place responsibility, I suggest a bulletin that will explain the hazard involved when the red lantern rides the tender of a moving train. Then, instructions that the red lantern must be displayed on the rear of the tender of road engines making light engine movements in the yard, but that the lantern must be removed and returned to the cab when the engine is coupled to cars. When the engine is detached from the train enroute, the red lantern must be placed on the head end of the first car of the train to protect the return movement of the engine. When the engine is coupled to the train, the man who makes the coupling should be the man required to remove the red lantern from the tender or head car, as the case may be, and return the lantern to the cab. Likewise, when the engine is detached from the train, the man who makes the cut should place the red lantern on the head car or rear of tender, as the case may be.

I know this would keep the lantern in better condition, ready for use, and eliminate a few hazards.

H. A. VanBrunt,  
Traveling Engineer,  
Terre Haute Division



MILWAUKEE EMPLOYEES PENSION ASSOCIATION  
FINANCIAL STATEMENT  
as of  
AUGUST 31st, 1926

ASSETS	
Cash in Bank	\$ 1,362.73
Accrued Interest Receivable	12,276.45
Investments	767,353.61
Office Equipment	1,068.48
	<b>\$782,061.27</b>
LIABILITIES	
Pension Fund	\$605,578.50
General Fund	36,057.79
Advance Payments and Sundry Credits	324.28
Income	50,100.60
	<b>\$782,061.27</b>

As shown by above statement, our Pension Association is making steady progress from month to month, and it is gratifying to note that the total Assets now amount to over three-quarter million dollars.

Mr. W. R. Barber, Locomotive Engineer, Iowa Division, and Mr. Francis Collins, Brakeman, Dubuque Division, have obtained leave of absence from their usual vocations to devote a few weeks' time to preaching the gospel of the Pension Association among the employees with the view of signing up those who have not yet become members. It is to the interest of every eligible employee to join and begin the building of an estate for himself from which to draw an income in the future.

Making Your Job and Your Railroad Interesting

By Wm. T. Ahern

There are no other congers in the world employing so many people and whose relations deal with the daily lives of the public to such an extent as the railroads, and today—more than ever before—those dependent upon the railroads for their livelihood should have this fact constantly and everlasting kept before them.

The matter of employees of a railroad securing additional business has become more and more important to the railroads and the business secured by those who have interested themselves in this practice has enabled the roads to continue steady employment with a higher rate of pay than ever before in their history and do away with the necessity of curtailing expenses during business depressions by laying off employees for weeks at a time, and usually when the need for steady employment was the greatest.

To enable railroads to continue their employes on the payroll at a steady salary has not only made more contented, conscientious employees, but has made it possible for the roads to put into effect the many economies during the past years, with a minimum employment turn-over, to offset the heavier taxes, higher material costs, etc., that have to be met from the low rates that have remained practically stationary for so many years.

The cooperation of the employees in every department of the railroad in the solicitation of business, is more noticeable in the Western Roads than Eastern and in the small towns and cities along the line rather than in the large cities. All of the Western Roads have had to build up their own settlements, and until these towns have grown into cities, such as the densely populated Eastern section of the Country, and the volume of business increases sufficiently to cover the interest on investment, maintenance, operating expenses, taxes, etc., the undivided support of every employee, no matter what his occupation, must be secured and opportunities for locating industries, settlers or farmers adjacent to the railroad, through friendship, promptly furnished the Superior Officer for

and industrial activities of this interesting Minnesota city.

Faribault is beautifully located in the rolling meadow country of Rice County, and is the County Seat. It has a population of over twelve thousand, and is a growing, hustling community, to do credit to its background of a hundred years.

The town, originally a trading post for Indians and fur traders, was established by Alexander Faribault in 1826. Here he traded with the redskins of that vicinity who were Wapacoutas, a band of the Sioux tribe. They were skillful trappers and likewise good traders for the beads and tobacco and firewater they set such store by. In 1835 a log house was erected, being the first; and from then on, the settlement grew in importance, as the white people came in to farm the wonderful surrounding country.

Faribault has been the home of some nationally and internationally famous Americans, among them, Bishop Henry B. Whipple of the Episcopal Church. Bishop Whipple's great work was the Shattuck School, Seabury Divinity School, and St. Mary's School, institutions of learning under the guidance of the Episcopal Church, and the care of the good Bishop, who was greatly beloved by the students who came to those seats of learning for higher educational advantages. Bishop Whipple went to Fairibault, a young man, as a missionary to the Indians, and during his long and useful life, he was prominently identified with the progress and growth of the city he had almost seen established. He was always a friend of the Indians and was a powerful ally in their cause, whenever their affairs came up in Washington.

General James Shields was another one of the famous adopted sons of Faribault. He was a native of Ireland and came to America, a young man. He lived many years in Illinois and was during one term, United States Senator from that state. He was elected to the United States Senate from Minnesota, while a resident of Faribault. General Shield served in the Mexican and Civil Wars, and a story is current that he at one time challenged Abraham Lincoln to a duel.

Doubtful

"Well, John," his doctor said one morning on his arrival, "what is your master's temperature this morning?"

"Indeed, sir," replied the servant, "I should not like to say, sir. He died during the night."

—The Mutual Magazine.



Elks Special Leaving Seattle for the Annual Convention



PILFERAGE

One of the most aggravating causes for claim payments is pilferage, this being particularly true in the case of L C L freight. Our Police Department is waging an instant and vigorous campaign with a view to bringing about a reduction in this item, but to accomplish the desired results it will be necessary for all concerned to lend their full assistance. Agents should immediately wire the Captain of Police having jurisdiction in their territory the moment they receive a shipment which shows evidence of pilferage, giving complete information, so that an immediate investigation can be started.

where a car arrives with seals missing or mutilated, the same information should be wired to Police Department.

Freight that is not immediately delivered to drayman or consignee at time unloaded from passing way-freight, should be placed in freight room and doors kept locked at all times. At stations having set-out merchandise cars, Agents should see to it that car doors are kept closed and either sealed or locked when a Rail-way Company employee is not present.

Over, refused or unclaimed freight should be kept separate from balance of merchandise on hand in freight houses, and if station is equipped with a lock-up, this freight should be kept therein at all times.

The station seal supply should be kept out of sight and amply protected so that no seals will come into the possession of unauthorized persons. Agents and other employees whose duty it is to seal cars should make sure that seals are properly applied, testing same after application to see that they are locked. Where cars are received from connecting lines without being properly sealed, our people should seal the cars, making complete notation in seal record that car was not protected by seals when delivered by connecting line. Where a merchandise car in passing way-freight train runs out at a station, the Agent at that point should make it his business to secure a record of all seals protecting the car at that time.

We must bear in mind at all times that to get the proper results, the Police Department should have information as will enable them to make a prompt and thorough investigation while the incident is fresh in everyone's mind.

Rimes of Claim Prevention

Today in Chicago, with E. W. L.  
We met to discuss all our losses.  
The weather was hot. Yes hotter than well!

'Twas entirely too hot for our bosses.  
But everyone present was loyal and chatter,

And anxious to know just what was the matter.  
Mr. Hartard informed us the thing we should do

Was to "hustle the freight," and then get it through.

Mr. Buford told us in words understood,

That cooperation would do the next good.

Mr. Dietrich, 'tho genial, was right on his toes,

And told us of wrecks and all of his woes.

Mr. Wieke then gave us his figures galore,  
And hoped that our losses would never be more.

Then each Superintendent told us his aims,  
To keep down expenses and cut out the claims.

The Trainmasters told us just how to proceed,

To keep up the tonnage and not reduce speed.

The Yardmasters told us there was no delay,

That cars of all kinds were moved the same day.

The Agents spoke last, although not the worst,

Which shows very clearly "the last shall be first."

Mr. Lollis then charged us,—charged each one the same,

To hurry back home and get in the game.

J. W. Calvert,  
Agent, Ottumwa, Iowa.

Extracts from address of Mr. C. H. Dietrich, Chairman, Freight Claim Division, American Railway Association, before Annual Session held at Norfolk, Virginia, June 15th, 1926.

"From the standpoint of claim prevention I feel that the record that has been established for 1925 is one that every prevention officer, freight claim agent and those interested in that work may well be proud of. With a record traffic of over fifty-one million carloads which produced a freight revenue of \$4,546,000,000 or thereabouts, the charge to loss and damage freight reached the relatively small figure of \$36,760,000, a ratio of loss and damage to freight revenue of .81 of one per cent. Those figures represent the lines in the United States alone. Our Canadian friends improved even on this wonderful showing by turning out for the year 1925 a loss and damage ratio to freight revenue of .70 of one per cent.

"This situation I am sure reflects a condition that even the most optimistic scarcely dreamed possible a few years back, and I have confidence and faith enough in the ability of the men behind this prevention campaign to not only believe but feel confident that the goal of one-half of one per cent is just around the corner.

"The territorial claim conferences have had an unusually active year with a great diversity of problems, many local to the territories, others of national importance confronting them. It has been my pleasure as chairman of the division to have sat in with every territorial claim conference in the country during

the year, and I can scarcely find words suitable to express my confidence and faith in these organizations as potential agencies for solving our freight claim and claim prevention problems. They are officered without exception by energetic competent freight claim and prevention men, and in my judgment these organizations are coming more and more to represent the very backbone of our claim and prevention work.

"The outstanding feature of the year just past has been an increased and closer harmony of effort between our prevention and freight claim officers, on the one hand, and the traffic representatives of the shipping and receiving public on the other.

"This idea has been exemplified by practically every territorial claim conference through the joint meetings that they have held with the traffic clubs, chambers of commerce, and similar organizations, by the Claim Prevention Committee in the increased number of shippers and receivers organizations with which they have established contact and by the General Committee through the setting up of a joint perishable committee, the committee represented by twenty-five large perishable carrying lines and twenty representatives of the fruit and vegetable industry."

Claim Prevention Campaign  
Extract of remarks by Mr. W. J. Jenks,  
Vice-President, Operation, Norfolk  
and Western Railway, before Annual Meeting Freight Claim Division, A. R. A., Norfolk, Va., June 15th, 1926.

CLAIM PREVENTION—meaning the prevention of failures of service from which claim results—reaches into every Department and branch of carrier activity and requires as varied treatment as there are varied operations contributing to transportation and appropriate to the individuals engaged in carrier service. Co-ordination of railroads, departments, and activities and co-operation of employees, patrons, and officers, as urged by your Claim Prevention Committee, will undoubtedly continue to produce good results, increasing as the effort increases, and an appreciation on the part of the individual railroad of its responsibilities as a part of the great transportation system of the country.

One of the most important, and I am sure the most successful claim prevention efforts you have undertaken, is the interesting of individual railroad employees in a higher regard for duty well done. On most railroads today there is greater co-operation and better understanding between men and management than there has been for many years, and this spirit has gone far toward improvement in service wherein failures producing claims are of less frequent occurrence. Efficiency Clubs, Better Ser-

vice Associations, Rough Handling Committees or whatever name they may be called—the activity now in progress on many railroads by means of which the employees get together, talk over problems of their work, learn something of the tasks of others and develop into well informed, well rounded, efficient and considerate employees, has done much to improve the service. Furthermore, opportunity is being made for the development of ideas through which economies and improvements in operation are frequently made possible. Again, one of the principle benefits of the service is obtained through the opportunity afforded by these meetings for the management to observe the development of talent upon which to draw for future promotions.

A corresponding realization on the part of railroad operatives, of the potential damage, both to freight and equipment, reaching well into the millions of dollars and attributable to high speed impacts in switching under modern conditions, should have the effect of influencing greater care. The things that your committee is doing, and the things being done by individual railroads and groups of railroads, through meetings bulletins, moving pictures, tests and other means of informing and interesting railroad employees in more careful performance, will undoubtedly decrease the rough handling account and increase the satisfaction of shippers."

#### Carload Damage

"Damage to carload freight, including delay, represents 63.6 percent of the total loss and damage."

The causes contributing to carload damage have been the most stubborn with which the carriers have had to contend. Heretofore carriers have been devoting the major part of their efforts in educating their employees toward reducing damage arising out of causes controlled by them.

To secure definite results, the carriers should now devote to the shipping public the same educational effort heretofore devoted to their own employees. The effort to interest the shipping public should be directed to better packing, containers, loading, stowing and bracing, and the better handling of freight, both at shipping point and at destination.

Members are urged to study the loading and handling methods of shippers and receivers who are successful in avoiding damage. Your Committee is particularly desirous of having information bearing on these methods for distribution to others who may find them useful."

#### Exception Reports

"Further reduction in the unlocated damage and rough handling items will be largely influenced by the manner in which destination exception reports are prepared, handled and analyzed. There is still a great need for more comprehensive reports in order that loading point representatives may gain a better understanding of the exact contributing causes for damage. This will necessitate a special study of commodities representing the largest amounts in the loss and damage bill. The rendering of full and complete reports will enable supervising officers at loading stations

to intelligently apply corrective measures."

#### Annual Meeting Freight Station Agents

(Continued from Page 13)

dered him throughout his term of office, he introduced the newly elected Chairman, Mr. Frank Laughlin, who, in turn, addressed the meeting, stating that, with the continued support of the delegates as a whole, he would carry on the good work. At this time the question of where to hold next year's meeting came up, and a number of agents requested consideration of their home cities, submitting facts and figures of hotel accommodations and points of interest. The final address was given by Mr. R. H. Ashton, President American Railway Association, in which he gave much praise to the agents generally for the comprehensive and constructive work they were accomplishing and referred to the ever increasing necessity to meet the acute economic era confronting the railroads at the present time. The Agents' Quartette then received recognition and rendered one of its famous songs which was taken up by the whole assembly. The meeting was then adjourned to meet again next year at some city to be decided upon later.

Attendance at a convention of this kind oftentimes naturally leads an older employee to more or less observation and impressions, and this being no exception wish to state that there are no representatives of this railway active in the direction of this Section at the present time, and also none last year, regardless of the fact that the CM&St.P. Ry., is accredited with the greatest mileage in the United States holding membership in the American Railway Association and therefore have most votes pertaining to the organization of this Section. Our twelve votes were much canvassed and sought for. There were present representing this railway M. W. H. Fesler and wife, Kansas City, Mr. J. P. Whelan and wife, Dubuque, and the writer and Mrs. Scharenberg. One western railway had in attendance twenty-five agents, many with wives or families, and the same carrier had twenty-seven last year.

There are doubtless many agents interested in and much desire attending these annual meetings, but not always having the opportunity, are compelled to forego them, and this situation prevailing, it is thought that agents and others might still obtain much benefit from this conference by making every effort to secure a copy of the proceedings through our operating or accounting officials, as it is felt the agents owe it to themselves, their organizations, and this railway to know and apply any of the methods promulgated by the Section that may effect any economy in the administration of their stations, and this railway, being one of the most important in the A. R. A., is properly entitled to secure for itself and patrons every particle of good that may result from the discussions at these annual meetings, where many of the very fundamentals of transportation principles are evolved and determined, not only from a local but a national standpoint.

In the June 1926 issue of the Central Manufacturing District Magazine, Chicago, there is an article by Mr. E. O. Burton (Agent Chicago Junction Ry.) entitled "Freight Agents of Railway Association to Convene," reading as follows:

"Every honest 'Districteer' realizes that one of the main attractions in the Central Manufacturing District is the freight service accorded by the Chicago Junction Railway, but perhaps he does not realize that back of the service are the experiences of over a hundred years of general railroad endeavor.

"While the Chicago Junction Railway is called upon by working conditions to be somewhat unique in its operations, it has benefited largely

by studying the experiences of other lines and everybody admits that the Chicago Junction Railway is doing a pretty good job.

"Now, then, without discussing all of the sources of accumulated wisdom, one of the objects of this story is to tell briefly of one little section of railway development, viz: the freight agents' part in the program.

"Something like 50 years ago agents of large terminals began to get together in little meetings for discussion of their problems. These gatherings were often without any formality or organization, but were for the purpose of trying to benefit their customers, the shipping public, by exchange of ideas and the selection of the best practices on any one line in the terminal. These informal meetings have now crystallized into an international affair; it has become a part of the American Railway Association, with sectional committees in every large terminal in the United States and Canada. Annual conventions are part of its program, this year meeting in Detroit, June 15, 16, 17, and 18, to consider subjects that will help the shippers.

"The Chicago Junction Railway and Stock Yards Joint Agency will be represented and should be able to serve the District better for the experience.

"Just in proportion as they use transportation will Districters benefit from this convention.

"Are you interested? Don't you wish 'em well! After it is over ask Mr. Wells, Illinois Central Agent, Chicago, what was done for your benefit."

This article is certainly indicative of the acute discernment of the author and quite pertinent to this subject. From a business standpoint our railway is compelled to be active in every possible direction to maintain its prestige, and of necessity, requires an organization with a country wide acquaintanceship with other freight station agents. This must be just as potential in its importance as any other avenue of endeavor.

As to the social activities at these meetings, they are just as important and necessary as the business session itself, contributing much to round out the whole proceedings and providing the needed relaxation to all in attendance, helping to create that closer bond of friendship and goodwill that means so much to all of us. It is also to be noted that "Mrs. Agent" is just as keen about her particular railroad and acquaintances made as the agent himself.

In conclusion, only twelve books of proceedings of these meetings are allotted to this railway. Additional copies at a cost very likely of \$1.50 each can readily be secured by addressing Mr. R. O. Wells, Secretary Freight Station Section, American Association, care of Illinois Central Ry., foot of East South Water St., Chicago, Ill.

It is felt much good could be accomplished if individual officers and freight agents at important stations will endeavor to secure the published book of proceedings of this year's conference, which may materially assist in stimulating interest and make 1927 a Milwaukee year at this important annual meeting.

Handsome young boss to pretty steno: "Got anything doing for Sunday evening, Miss Brown?"

Steno (hopefully): "No, not a thing!"  
H. Y. B.: "Then try to be at the office earlier Monday morning please!"

#### Traffic Rules

Traffic Cop: Don't you know you can't turn around in the middle of the block?

Fair Co-ed: Oh, I think I can make it, thank you.

—Oregon Orange Owl.

given a regular passenger run between Milwaukee and LaCrosse. I remained on this run until late in the fall of 1881.

Up to that time the company had not had a superintendent of sleeping cars, so in the fall of 1881 I was appointed to that position and continued as Superintendent of Sleeping Cars until September 15th, 1882, when I was appointed Assistant Superintendent of the Chicago & Council Bluffs Division, between Savanna and Council Bluffs. Mr. A. J. Farling was superintendent of the division at that time. On September 15, 1886, I was appointed superintendent of the Sioux City & Dakota Division and remained in that position, with my headquarters in Sioux City, for thirty years. In September, 1916, feeling that I needed relief, I asked Mr. D. L. Bush, who was then Vice President, for an Assistant. He said he would talk the matter over with President Earling and advise me what the decision was. Shortly after, he called me to his office and outlined the plan they proposed, to give me assistance. He said they had decided to appoint an Assistant Superintendent for the Division, and that I was to retain the title of Superintendent. The Assistant, he said, was to have charge of the operation of the division, and my duties would be to take care of leases, stock and fire claims and keep in touch with the business interests of the Division. My assistant was thus appointed, effective September 15th, 1916.

Later, Mr. Richards was appointed Superintendent, and I remained as assistant superintendent, with the duties mentioned and am still so employed."

#### In The Florida Hurricane

Friends of Mrs. Mary Metfill Walter, who will be remembered as the General Office Correspondent, under the nom de plume of "East Wind" will be glad to learn that she survived the havoc in the Florida storm, although she was in the midst of the hardest of it. She spent the entire night battling with wind and water, with the windows and roof of her home blown in, but fortunately she was able to remain in the house until the storm was over, although the water was two feet deep and everything in the house was ruined.

#### Sioux City Division

On May 15th of this year, Assistant Superintendent L. B. Beardsley of the Sioux City & Dakota Division completed sixty-five years of service with this company, and recently The Magazine asked him to give a little history of his service, for sixty-five years of continuous service is a long span and something of which to be proud indeed. Here is what he says about himself:

I commenced service as a freight train brakeman on May 15th, 1861, between Milwaukee and LaCrosse. Some time during the year 1864 I was promoted to freight train conductor and in 1867 received another promotion to the position of extra passenger conductor and conductor of pay car. I continued in that service until the summer of 1869, when the Sun Prairie Line was extended from Sun Prairie to Madison, Wisconsin and a passenger train was put on between Milwaukee and Madison, via Watertown. I was given this run and remained until the latter part of 1872, when I moved to Milwaukee and was

Roadmaster J. J. Van Brocken of Horicon, Wis., and his bride who were enroute home from Canton on No. 22 were surprised when they were suddenly surrounded by a bunch going to the Veterans Convention composed of Engineer Al Main and wife and Yardmaster J. R. Bankson and wife of Sioux Falls. The serenaders gathered up some tin cans and the VanBrockens were called out that all passengers might get a good look at the newly-weds. Leave it to Al and Ross—they know their stuff.

Page Nineteen



John M. Horan



L. B. Beardsley

## TWO MILWAUKEE VETERANS

### John M. Horan Gives Over Seventy Years of Service

By C. H. Bily

Three score and ten is the allotted span of life for man, but man who has served faithfully with one employer for that length of time, is worthy a niche in the Hall of Fame; and such a man is our John M. Horan. "Johnnie" as we affectionately call him, was born in Burlington, Vermont, in 1838 and came west with his parents in the early forties, settling in Milwaukee. He attended the public schools, there and entered the service of the old Milwaukee & Mississippi Railroad, which was the beginning of our present great system, in 1855. That little line of railroad extended from Milwaukee to Whitewater, Wis., less than one hundred miles; and Johnnie's job was piling wood for locomotives. Proving his proficiency at such work he was graduated into the department of melting tallow for candles; and also assisted in the preparation of tallow for locomotive lubrication.

That little line of railroad extended from Milwaukee to Whitewater, Wis., less than one hundred miles; and Johnnie's job was piling wood for locomotives. Proving his proficiency at such work he was graduated into the department of melting tallow for candles; and also assisted in the preparation of tallow for locomotive lubrication. This was interspersed by various other tasks, such as tending switches, heating rivets in the boiler shop and serving an apprenticeship at the machinist trade.

In loyalty and devotion to duty he has no superior; and he represents the "Spirit of the Milwaukee Family, his father having entered the service in 1851 and his sons and grandsons have followed their lead—they are practically a hundred percent Milwaukee Family.

Mr. Horan completed his seventy-first year of consecutive service in September (1926). He was eighty eight years old on January 23rd of this year. Eighty-eight years, but not old—far from it—and many a younger man finds it hard to equal his percentage of "days on duty."

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### Sixty-Five Years of Service

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# Current Railroad News

It is often stated that the farmer is doubly hit by freight rates because he alone of our citizens has not only to pay the freight on those articles which he buys, but also on those articles which he sells. "The farmer pays the freight both ways" has been a popular stock anti-railroad argument of the politician for years.

The fundamental principles of economies indicate that this claim is erroneous and that in the long run the ultimate consumer pays all freight charges. If this is true then the farmer does not in the long run pay the freight charges on his products but he does pay the freight charges on what he buys.

The farmer in this regard is in exactly the same position as any other producer, yet regarding no other producer do you hear the claim so often advanced that he pays the freight charges on his products to market. An automobile manufacturer establishes an f.o.b. price for his cars at his factory in Detroit and receives this same price whether the cars are sold in Detroit, in Chicago or Washington. The transportation charges, of course, are paid by the purchasers of the cars.

The coal mine operator at any given time gets a certain price for his coal f.o.b. the mine, regardless of where it is to be shipped. If the coal is shipped to a point to which the freight rate is \$1 per ton, the cost of the coal to the retail dealer at that point is approximately the mine price, plus the freight rate. He in turn charges the consumer a price which is made up of the price at the mine, plus the freight rate, plus his own business expenses and profit. The further the coal is shipped and the higher the freight rate is, the more the price to the consumer is increased, because of the larger freight rate. In other words, the retail price of coal is largely determined by the mine price, plus the transportation and handling charges to market. These charges, of course, are paid by the ultimate purchaser of the coal.

Regarding neither the automobile industry nor the coal industry does one ever hear the claim that the producer pays the freight on his products to market, yet how does the economic situation of these two industries differ from that of agriculture? There are several practical differences, of course, relating principally to the fact that agricultural prices are much more strongly affected by market conditions than are prices in a more strictly controlled industry, but this fails to disturb the economic similarity between the three industries. Basically, agricultural prices are f.o.b. farm prices, although fixed, it is true, by circumstances beyond the farmers control. In other words, the basic price in the three industries under discussion is always the price at the point of production. This is readily apparent in the automobile industry and in the mining industry, but not so readily apparent in agriculture. That it is true for the farmer, however, is shown by the fact that a wheat grower at Pratt, Kansas, will receive, over a period of time, approximately the same amount per bushel for his wheat whether he sells it to the local mill at Pratt, to which there is no freight charge, or whether he sells it in Kansas City, or St. Louis, or Chicago, to which there are widely differing freight rates. Does this not indicate that the farmer does not pay the freight on his products to market, but that the consumers of the products pay it?

Further, if the farmer did pay the freight on his products to market the natural tendency would be for him to sell all of his wheat to his local mill at Pratt, thus avoiding transportation charges. Practically, this is not done, the farmer selling his wheat in his local market, in Kansas City, or in Chicago, as market conditions vary. This free movement of wheat to the various markets regardless of differences in the freight rates to the markets, is a further indication that the farmer does not pay the freight on his outbound products.

Still further, as markets become more remote from producing centers you will find increases in market prices, corresponding roughly to the freight and handling differentials. In other words, the price of wheat at Kansas City is higher than the price at Pratt, Kansas, while the price at Chicago is higher than the price at Kansas City. If the farmer pays the freight on his products to market why are not these prices uniform at the various markets? The freight charges cannot be paid twice, and if the farmer has already paid them, how can they be passed on again to the ultimate consumer in the form of higher prices than the farmer received? The fact that prices increase as the distance from production sources increases is further proof that the transportation charges are paid by the ultimate purchaser.

Fundamentally, it seems that all the costs of production of any given commodity, whether these costs be raw material costs, labor costs, overhead costs, or transportation costs, are borne by the ultimate purchaser of that commodity, assuming, of course, that the producer is operating within the economic margin. Further, an industry as a whole cannot operate beyond the economic margin for any protracted period of time, as such operation would lead to inevitable destruction. Still further, if an individual producer in an industry is operating outside of the economic margin—that is, if his costs are higher than the price which he receives—there seems to

## Saving Seconds

"Expert railroad men tell us that it takes a fast railroad train an average of seven seconds to pass a crossing. Yet, according to reliable statistics, more than 7,000 automobilists were killed at grade crossings last year. They could not wait seven seconds."

"It is difficult for the driver of a fast-moving automobile to gauge the relative speeds of his car and a swift train converging on the same point from different directions. Therefore, there is only one rule to follow: Let the train go by."

"What are seven seconds in the life of a motorist?"

"To lose them may be to save years!"—From the Houghton and Calumet (Mich.) Gazette.

## How Cooperation Aids Transportation

Cooperation between the railroads and shippers of the Northwest resulted in the best service which the stockgrowers of Montana have ever had, according to E. C. Lewis of the Freight Claim Prevention Section of the American Railway Association.

In an address before the Northwest Shippers Advisory Board Mr. Lewis said:

"This Board has performed a marvelous service to the stockgrowers of Montana. In 1925 we shipped out of this state 407,365 head of cattle, a little over 1,000,000 sheep, 35,000 hogs and 27,000 horses. All in all, during the fall shipping season we required approximately 23,000 stock cars, and there is no record in the office of the live-stock commission of the live-stock sanitary board of a single delay in stockmen receiving their cars on the specified time and date. Nor have we any record of a single complaint by stockmen during the year 1925 relative to the allotment or distribution of stock cars."

### Outlook for 1926

Analyzing the outlook for live stock this year, Mr. Lewis estimated that more than 300,000 head of cattle would be shipped out of Montana during the year 1926. This would mean that approximately the same number of cars for cattle shipments would be needed this year as were needed in 1924, he explained.

"In 1925, during the four fall months," Mr. Lewis continued, "we required 4,288 cars for our sheep shipments. We are of the opinion that there will be a slight increase in the number of sheep shipped out during 1926 over 1925, and that we will require slightly in excess of this number of double decks during August, September, October and November of this year."

"In 1925 we shipped approximately 27,000 horses, or 794 cars. Inasmuch as there has been established a horse abattoir at Butte, and as the demand for draft horses is increasing, we are of the opinion that there will be an increase in the number of horses shipped within and out of the state of Montana during 1926. We are of the belief that from 35,000 to 40,000 will be shipped."

### Stripped Gears

Dentist. "So you have broken off a tooth, have you?"

Patient (tough youngster). "Yes, sir."

Dentist. "How did you do it?"

Youngster. "Oh, shifting gears on a lollypop!"

—Exchange.

be no more justification for the statement that he is paying the transportation charges than the statement that he is paying his labor charges or his raw material costs.

It may be answered that the farmer who is located near the great markets such as Chicago receives a higher price for his products than one located a greater distance away; that this difference in price is due to the difference in freight charges, and that this shows the farmer pays the freight. Of course, however, as to this matter again, the farmer is in the same situation as all other producers. The freight rate is purely a measure of economic location with respect to market. The more favorably situated farmer may receive more for his products than a farmer more remote from market, but this does not mean that the more distant farmer is paying the difference in freight rates from his own pockets. It means simply that the farmer located near market is profiting from his better location, just as he would profit from more fertile land or better equipment. Further, other conditions have adjusted themselves to these differences in freight rates, which are due to the differences in the distance that freight must be transported. Farm land near a great market such as Chicago is more valuable than South Dakota, and therefore a purchaser of land in Illinois must pay a higher price for it and a higher fixed charge on the investment in it than he would have to pay if he bought land in South Dakota.

Freight charges are merely one of the numerous costs of all kinds of production. The producer of any commodity, if he is to be successful, must, in the long run, pass all his production costs, including a reasonable profit upon his business, along to the consumer. If, owing to bad management, or generally unfavorable conditions resulting from the operation of the law of supply and demand, he is unable to do this he must, sooner or later, go out of business. This is as true, and no more true, of the farmer than it is of the coal mine operator, the lumber manufacturer. Producers in any industry who stay in business must and do pass their production costs, including the freight charges, along to the consumer, for otherwise in the long run they could not stay in business.

## Railroads Lead in Reduction of Waste

Declaring that the policy of "weeding out the waste" constitutes the new watchword for both business and government, James Francis Burke, General Counsel of the Bolt, Nut and Rivet Manufacturers Association, cites the railroads as the outstanding exponents of this movement. In a recent address before his association Mr. Burke said in part:

"The railroad men of this country, shortly after their systems were returned to them by the government, faced a deplorable condition of demoralization. But they took a cold-blooded, philosophical view of what they must do to save the greatest railroad systems in the world. By cutting out industrial absurdities and reducing the number of units that were causing untold waste, they have put the railroads of America on a higher plane of efficiency than ever before marked their history."

"Here is an illustration of standardization and economy in railroad management:

"In the nineties, the railroads were using fifty-six different types of axles which, by 1921, they had reduced to six; fifty-eight journal boxes were reduced to six; twenty-six couplers were reduced to one; twenty brake shoes were reduced to one, and twenty-seven brake heads were reduced to one."

"Who is reaping the benefits? The entire American people."

## Private Initiative Necessary for Successful Railroad Operation

I believe that private initiative is the only way for the upbuilding of the country and I want to wean the people from paternalism, which has a strong grip here. We are too accustomed to expecting the state to own, construct and operate the public utilities, depending upon it for everything.

I should like to see an American company directly build and exploit as a private business enterprise one of the railways, we need. Such an example would open the eyes of our people. If they saw a private railroad more quickly and more cheaply built, and more cleanly, more comfortably and more efficiently run than the state railways, it would shake their belief in paternalism.

The people then would ask for the adoption of the same principle for all new railroads and perhaps its extension to the existing state lines. Certainly the comparison which private competition would offer would stimulate a better management of the state railways and allow reforms which are now difficult to obtain.

—VASA JOVANOVITCH, Minister of Railways, Yugoslavia, in a special dispatch to The New York Times.

## Creed for Field Men

By Elbert Hubbard

I believe in the stuff I am handing out, in the firm I am working for, and in my ability to get results.

I believe that honest stuff can be passed out to honest men by honest methods.

I believe in today and the work I am doing; in tomorrow and the work I hope to do, and in the sure reward which the future holds.

boosting, not knocking, and in the pleasure of my job.

I believe that a man gets what he goes after, that one deed done today is worth two deeds tomorrow and that no man is down and out until he has lost faith in himself.

I believe in today and the work I am doing; in tomorrow and the work I hope to do, and in the sure reward which the future holds.

I believe in courtesy, in kindness, in generosity, in good cheer, in friendship and in honest competition.

I believe I'm ready—right now.

## Musical Whistle for Milwaukee Locomotives

"Casey pulled up that Reno hill and tooted for the crossing with an awful shrill."

The immortal Casey Jones, according to the famous song of a decade ago, has "gone to the rotted Land with his orders in his hand." And Mrs. Jones has "got another papa on the Salt Lake Line.

But the sudden and lamented departure of that brave engineer did nothing to abate a nuisance that has set millions of sets of teeth on edge and caused the cold shivers to ripple up and down countless spinal columns.

Thousands of Casey Jones' compatriots have carried on where he left off and have been "tooting for the crossings with an awful shrill." The raucous shriek of train whistles has made night hideous for millions. Negligently, it seems.

The Chicago, Milwaukee & St. Paul Railway, after a series of tests, is installing on its engines a new chime whistle which, according to its designer, L. K. Silcox, is as "soft as the wood-winds of a symphony orchestra." It has a baritone mellowness that not even a saxophone can surpass, it is said.

The new musical whistle was first installed on engines pulling the "Southwest Limited," between Chicago and Kansas City. So many communications were received regarding it from passengers and on-line towns that its general use over the CM&StP system has been approved. Passenger officials of the railroad state that the new "bassoon whistle," while extremely soft and pleasing to the ear, carries fully as far as the rasping screech of the older type.



Iron Culvert Pipe Loaded for Alaska

The above photograph shows CM&StP Car 63871; one of the five cars of corrugated iron culvert pipe for the Alaskan Government. This business originated on Northern Pacific tracks in Minneapolis, and the five cars were secured by Mr. A. J. Keller of the Minneapolis Commercial Office.

This car contained 40 nests all 20 ft. long, sizes from 9 to 24 inches; or a total of 4800 feet. The Berger Mfg. Co., shippers, claim this was the largest car of culvert pipe ever loaded in the United States. The size of the car was 78,560 pounds; the revenue accruing to our company being about \$848.00.

# AT HOME

HAZEL M. MERRILL, Editor



Clara Cathryn Carrotte, Dtr. of Mrs. Clara Carrotte, File Clerk in Supt's Office, Tacoma; and Coast Division Correspondent for the Magazine



Helen Louise Hoffman, Dtr. Coast Division Conductor Carl E. Hoffman



Shirley Jean Owen, Dtr. of Agent C. M. Owen Sumner, Wash.



Jane Ellen Nick, Dtr. Roadmaster George Nick, Coast Division

**Fashion's Flimsy Fancies**  
Flimsy is the word to attach to the quality of fabric that women are going to step out in this winter. So says a fashion authority, writing from dear Paree. So what matters if the corn shocks are thick and many; if the peach down is deep and fuzzy and if Mr. Indian is prognosticating in a variety of ways a long, hard winter ahead, we women are going to dance and dine in chiffon and lace and chiffon velvets of the flunsiest texture; and our silks and satins will draw through a needle's eye, but our protection against the wintry winds will be sumptuous coats and wraps of fur and velvet, fur-lined. That sounds wonderful, doesn't it, even if most of us have to content ourselves with looking at the picture, and step out in our serviceable frocks of Canton, and our last year's coat. But here's the picture that Paris draws: black lace, daringly worn over a black slip, because it is a confession of disability, not to say age, if you add that "touch of color" to your black frock. So let your black lace gown be as black as possible, because the lace that is la haute mode is silky and shiny, and you wear a black chiffon bow and long streamers floating out from the shoulders. The frock itself is straight and "slinky" down just to above the knees where the cunningest kind of a flare makes its appearance to extend the few inches the skirt is allowed to fall below the bend of the knee.

There is a new red that harks back to the days when the "wine was red within the cup," and it is said to be loveliest in a chiffon velvet as thin and vaporous as chiffon itself.

Moire silk, soft and yielding to the touch, and gorgeous in color will be highly favored for the dinner gown; and the lines will be straight, with little garniture,—the richness of the fabric being sufficient unto itself. These fore-going are mostly for Madame and the young matron,—the girls will wear chiffons of brilliant hue, with floating panels that drop at the sides just a bit below the

front and back of the gown; and there will be cute little jumper frocks of white lace and silver lace with which silver slippers will be worn; and white velvet evening coats lined with an inexpensive fur (if there is such) will be just too beautiful. Black velvet evening wraps lined with the most gorgeous scarlet imaginable are daring and chic; and our Paris authority mentions a white ermine coat lined with black chiffon designed to wear with a black frock, very stunning, I should say.

As this little outlook is being written in September, while the modes are still, on this side of the water, many of them in embryo,—the composite for the utility gowns does not seem quite clear; but indications do not point toward any great change from the straight silhouette the jumper and the slight flare at the side. There are lovely soft kashas, and beautiful flannels and handsome twills, serges, and tweeds to select from; while the crepes keep on their triumphal march. I heard one woman say she hoped never to see the day when she could not wear a Canton Crepe gown without the risk of being hopelessly out of the fashion. She'll not have to worry this winter, anyway. But one thing is already in evidence, and that is that all the way from sixteen to sixty, you must,

**October in the Garden**  
Cleaning up is the keynote of the gar-

den work for this month; and if you are to have early flowering tulips, etc., now is the time to put them in. Plant them four to six inches deep, in good, well-worked soil with good drainage. Gladiolus should be taken up after the leaves have turned yellow and put out to dry in a sunny place. When thoroughly dried, rub off the dirt and hang away in a cool, but not cold place, in paper bags or put into a tin box so that mice cannot get at them. Dig up the dahlias and store the bulbs in boxes of sand. Dig up the garden when all the crops are out, and then the ground will be in condition for early spring work.

It is a good plan to put a box or two of good garden loam in the cellar so as to be ready to put in early seeds. Leaf mould is good for such boxes.

**Good Things to Eat**  
**Graham Bread.** One cake compressed yeast

dissolved in one-half cup warm water; three large cups of graham flour; one small cup of white flour; one tablespoon of salt; two tablespoons of brown sugar; one large tablespoon of shortening; one pint of warm water. Put together in the order given and set to raise in a warm place. When double its bulk, form into loaves, let rise in the loaf pan and bake in moderate oven.

**Steamed Bread.** One pint sour milk; one-half cup molasses; one-half cup sugar; one teaspoon soda; one cup white flour; one cup corn meal; salt. Mix and steam two hours. This may be served hot as a pudding, with sugar and thick cream.

**Sally Lunn.** Two level cups flour; two level tablespoons sugar; one-half level teaspoon salt; one-half cup milk; two level teaspoons baking powder; two eggs; one quarter cup butter. Cream butter and sugar together, and beaten egg yolks and milk. Combine all and beat quickly. Then add the well beaten egg whites. Bake in hot oven twenty minutes.

**California Pudding.** Two cups flour; two teaspoons baking powder sifted with flour; one-half teaspoon salt; one quarter pound figs; one-half cup raisins; one-half cup walnut meats; one cup milk; two eggs; two

tablespoons melted butter; one-half cup sugar. Beat eggs, add sugar, milk and melted butter. Beat well and add flour. Dredge the fruit and nuts with flour and stir in last. Steam two hours. May be served with cold hard sauce, or with any preferred hot sauce.

**Marshmallow Dessert.** One-half pound marshmallows; one-quarter cup milk; one cup cream whipped stiff; one-half cup nut meats. Cut the marshmallows in pieces, add milk and let cook until dissolved. Stir well, and when cool, fold in the whipped cream. Sprinkle the nut meats through the mixture. Dip mold in cold water before pouring in the mixture. Let stand to cool about eight hours. Serve with lady fingers.

**Grape Nuts Dessert.** One pint water; one-half cup sugar; one cup seedless raisins. Boil this five minutes and add one cup grape nuts and boil eight minute more. Then add one cup nut meats; one package lemon jello which has been prepared in the usual way. Stir well and mold. Make the day before wanted. Serve with sweetened whipped cream flavored with vanilla.

**Green Tomato Pickle.** One peck green tomatoes; two quarts of vinegar; ten ounces mixed spices; two pounds sugar. Slice tomatoes, sprinkle with salt and let stand over night. In the morning, drain. Make a syrup of the vinegar, sugar and spices and boil fifteen minutes. Then add tomatoes and cook together for ten minutes.

## The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1926-1927 BOOK OF FASHIONS.  
Address Miss Hazel M. Merrill, 802 Union Station, Chicago.

### 5572. Ladies' Dress

Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the model for a 40 inch size requires 5 yards of material 40 inches wide, together with  $\frac{3}{4}$  yard of contrasting material. The width of the skirt at the foot is  $12\frac{1}{2}$  yards. Price 12c.

### 5600. Ladies' Dress

Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size as illustrated requires  $3\frac{3}{4}$  yards of 40 inch material, with  $\frac{3}{4}$  yard of contrasting material. If made without the jabot  $\frac{3}{4}$  yard of contrasting material is required. The width at the lower edge of the dress is  $2\frac{1}{4}$  yards. Price 12c.

### 5593. Girls' Dress

Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires  $2\frac{3}{4}$  yards of 40 inch material with  $\frac{1}{4}$  yard of contrasting material. Price 12c.

### 5588. Dress for Junior and Miss

Cut in 4 Sizes: 14, 16, 18, and 20 years. A 16 year old size requires  $3\frac{3}{4}$  yards of 40 inch material with  $\frac{1}{2}$  yard of contrasting material. Price 12c.

### 5618. Girls' Dress

Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires  $2\frac{3}{4}$  yards of 40 inch material, with  $\frac{1}{4}$  yard of contrasting material. If collar and belt of ribbon are desired,  $2\frac{1}{2}$  yards  $1\frac{1}{4}$  inch wide is required. Price 12c.

### 5236. Masquerade Costume

Cut in 5 Sizes: 6-8, and 10-12 years for Children; 14-16 years for Misses, and 38-40, and 42-44 inches bust measure for Adults. To make the Suit for a 38-40 inch size requires  $8\frac{1}{2}$  yards of 27 inch material. The Cap requires  $\frac{1}{2}$  yard. Price 12c.

### 5605. Ladies' Dress

Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size if made with long sleeves requires  $2\frac{3}{4}$  yards of 54 inch material. If made with short sleeves  $2\frac{1}{2}$  yards will be required. The width of the dress at the lower edge is  $1\frac{1}{4}$  yard. Price 12c.

### 5608. Ladies' Apron

Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires  $2\frac{1}{2}$  yards of 27 inch material. Price 12c.

### 5597. Girls' Coat

Cut in 6 Sizes: 4, 6, 8, 10, 12 and 14 years. A 12 year size requires  $3\frac{1}{2}$  yards of 51 inch material if made with the cape. If made without the cape  $2\frac{1}{2}$  yards are required. Price 12c.

### 5625. Child's Dress

Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 years size requires  $1\frac{1}{2}$  yard of 36 inch material with  $\frac{3}{4}$  yard of contrasting material. Price 12c.

### 5598. Boys' Sports Suit

Cut in 5 Sizes: 6, 8, 10, 12 and 14 years. A 12 year size requires  $2\frac{1}{2}$  yards of 54 inch material with  $\frac{1}{2}$  yard of contrasting material for facings. Price 12c.

### 5596. Girls' Dress

Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 yards of 40 inch material with  $\frac{1}{4}$  yard of 54 inch contrasting material. Price 12c.

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



Two Corners of Women's Club Room, Fullerton Avenue Building, Chicago

Chicago Chapter, Fullerton Avenue Unit

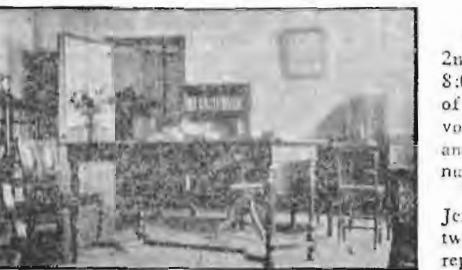
*Cora A. Blodgett, Historian*

Owing to the fact that so many of our members are away on vacations it was decided not to have our regular monthly meeting on the second Saturday in September. However, vacations will soon be over and everyone will be ready to help with our fall and winter activities. Achievement will be the keynote.

Despite the fact that we have held no meetings during the months of June, July, August and September, our membership has been steadily increasing and we are delighted to report that a membership campaign commenced during the last week of June by Miss Lindskog, newly appointed Chairman of the Membership Committee, has resulted in an increase in membership of about 210 members, bringing the total membership up to 528, this being accomplished by assigning certain young ladies in the different offices to the task of soliciting members in their particular offices. The girls found that getting new members was much easier than they expected—everyone seemed to be anxious to join and all they needed was to be asked.

We attribute much of the success of our Unit to our circulating library, in charge of Miss Harriet Kennedy. Her report for the year 1925 shows that on December 31st we had in the library 220 books, this number including 61 copies of the latest popular current fiction. Up to December 31st, 731 books had been loaned to the young women in the Fullerton Avenue Office Building, a charge of only Five Cents per week being made for the current popular fiction, no charge being made for the older books. A total amount of \$36.90 was taken in on the charge books and with this amount and an amount of \$33.22 allowed by the Unit for the purchase of new books, a total of 61 new books was purchased during the year 1925, the Librarian being able to obtain this number at the cost mentioned by securing discounts on the new books and purchasing several second-hand books from other circulating libraries at prices as low as 25c in some instances (for the no charge section of the library) furnishing the members a much larger selection than could possibly have been secured had regular prices been paid.

The increasing popularity of the library is shown by the fact that during the period January 1st to August 31st of this year, 1,736 books have been taken out by the members, an amount of \$74.00 having been taken in on the charge books, making the library practically self-supporting. The money derived from the small charge of Five Cents has enabled us to purchase the latest popular fiction as soon as published, so that at the present time, we have in the library about 100 copies of such books. As soon as the books are a few months old they are placed in the no charge section.



it would seem that an enjoyable season of that indoor sport is to open in October.  
September 14, 1926.

Green Bay Chapter

*H. C. Ballard, Historian*

Regular meeting was held Thursday, Sept. 2nd at the Legion Building, being opened at 8:00 p. m. by the President with a large number of members present. The Club extended a vote of thanks to Catherine Browning, Officers and Chairmen for the efforts they put forth in making the Annual Picnic such a success.

The Sun Shine Committee with Mrs. A. L. Jefers as Chairman reported sending flowers to two members who were ill. Mrs. Ed. Redline reported on caring for one needy family a basket of groceries were sent by the members.

Mrs. Redline also talked about the bowling clubs—we are all interested and many are planning on participating in some of the games.

The Club Pledge was read and we are all learning it and also trying to live up to it.

Communications from the General Headquarters were read.

At the close of the meeting refreshments were served and all members present reported a delightful time after our summer vacation.

Chapter No. 3 Bensenville, Ill.

*Mrs. L. Knowles*

On Saturday evening June 5th, the Third Annual Dance, was given in Central Park Pavilion, Bensenville by the Ways and Means Committee.

A beautiful Junior Lamp was raffled and won by Mrs. Du Few our own Depot Agent and member of Chapter No. 3.

The shade of the lamp was made by Mrs. E. Steffin. In spite of the cool weather a good crowd was present. The music was good, rendered by McCains orchestra of Mont Clare.

On Wednesday August 25 the Second Annual Basket Picnic was given at the home of Mrs. McKinsey at Itasca. It was a real old fashioned picnic; everyone bringing their own basket of lunch and coffee was served at noon.

In closing may we add, that all the committees are working like Trojans and we trust that the members will come to as many meetings as possible.

The afternoon was spent in sewing for the Bazaar. Watch this column for the details of the Bazaar. Wednesday September 1st the regular monthly meeting was held in the Club House. The president Mrs. Badenberger, reported that water would be piped into the club house and that a promise was made to have the grounds filled in, in the near future. All members are looking forward to the water, as it will make it more convenient for the Social Committee, no more carrying water from the "Village Pump."

The various committees of the Bazaar gave their reports. Seems like its going to be a wonderful affair—the Chapter No. 3 Bazaar. The date will be announced in next month's issue of the Magazine. We extend to all members of other Chapters a cordial invitation to attend, if possible.

Chicago Chapter  
Union Station Unit

*Union Station Unit*

A party of winnin'  
They went in a swimmin'  
Up at Druce Lake, one day,  
The water was fine  
They had a swell time  
And are going quite often, they say.  
Now we have a touch  
That an excellent lunch  
Had a great deal to do with the case,  
And a supper so fine  
One scarcely could dine  
At a more satisfactory place.

Then a good peppy hike  
Down the lanes and the pike  
A party of jolly good fellows,  
And by the way  
This all happened one day

In August, up at the Costelles.  
For this outburst of rime  
Please forgive us this time  
And we'll promise again not to slip,  
Perhaps t'was the weather  
But we do not know whether  
It was or was not, we'll admit.

There is every indication of an active winter season. Our first regular monthly meeting will be held on Tuesday, September 14th, at 5:00 p. m., it is hoped with a full attendance.

And from the report of our bowling committee,

Savannah Chapter  
*Minnie Seitzberg, Historian*

Savannah Chapter will open their fall activities with a Pot Luck supper, Wednesday eve, Sept. 16th.

Our dance held in the Depot Sept. 3, was a huge success, considering the rain. 75 couples were present—and we cleared \$43.50.

At the Labor Day celebration, held in Old Mill Park, we had a Fish Pond which was a great attraction for the kiddies, and we had to replenish our stock a number of times. It netted us a nice little sum. Our Cheerful committee has been very busy during vacation.

We are all looking forward to the big meeting in Chicago in Nov. and Savannah Chapter plans on a big delegation.

# In a Watch there can be No Substitute for Accuracy

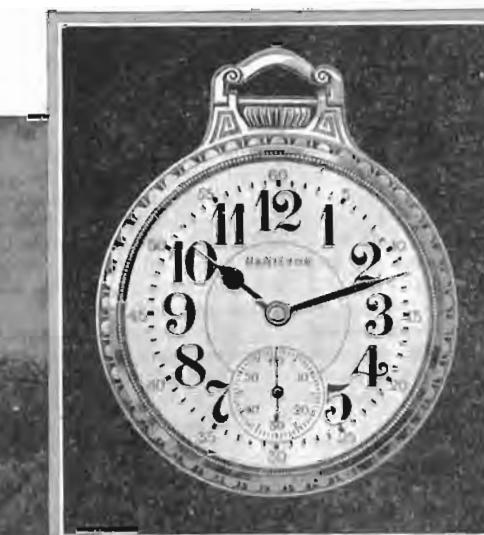


KEEPING trains to schedule is a serious business. Especially is this true of Rapid Transit Lines with frequent trains, fast schedules and many stops.

Consequently, Trainmaster B. F. Kelly, of the B & O Staten Island Electrified Lines, chose a Hamilton to aid him in timing his trains. Trainmaster Kelly, like thousands of railroad men throughout the country, knows that in the Hamilton accuracy and dependability come first. They are qualities of which every Hamilton owner is sure.

Ask your jeweler to show you the Hamilton 992 movement in new railroad model cases. Here is the last word in accuracy, sturdiness and rugged beauty. Models can be had in 10K yellow filled gold or 14K green, yellow or white filled gold. These Hamilton models represent the highest development in economical time service.

**HAMILTON WATCH COMPANY**  
1003 WHEATLAND AVENUE  
LANCASTER, PENNA., U. S. A.



**Hamilton Watch**  
"The Railroad Timekeeper of America"

## Twin City Chapter

*Mrs. F. J. Ober*

After an absence of two months from the columns of the Milwaukee Magazine, the Twin City Chapter of the C.M.&St.P.Ry. Women's club again makes its bow, and appears, refreshed and invigorated after its summer recess, and ready and eager to take up the fall campaign along the lines of raising funds for material benefit work, increasing our membership and also for our social good times.

Our first intensive work will be along the line of a Membership Campaign. This campaign, starting with the first meeting of the season, on Monday Sept. 13th, will last for three weeks, and every member is urged to do her utmost to increase the number of our membership. The campaign will end with a rally to take place on our regular meeting night of October 4th.

The meeting of Monday evening, Sept. the 13th, which was the first meeting of the fall season, was given over to the renewal of friendships, suspended during the summer recess, and many were the hand-claps and expressions of delight at seeing again the familiar faces. It savored of a family reunion.

Our meeting was opened by our president, Mrs. L. Q. Johnston, who asked Mr. Harry Jones, a Milwaukee employee, to lead the introductory "sing," Mrs. J. H. Foster at the piano. Following two songs by the club, our secretary, Mrs. R. A. Bryant read the reports of the last general meeting in May, and also of the last Board meeting. Mrs. C. L. Christofer then read the treasurer's report.

Mrs. Johnston then took the floor, and in her own inimitably clever way, told of the things touching the workings of our own Chapter which had enacted from the General Board at Chicago, during the summer months, and in humorous vein spoke of the meetings which our contributory members have been holding in our club room. A "Courtesy" (?) Meeting, after which numerous cigar and cigarette ends were left in evidence; a "Safety First" Meeting, at which someone inadvertently dropped a flower pot from one of the windows, etc., etc., drawing a good laugh at the expense of our nice men.

A splendid program followed. Two baritone solos by Mr. Harry Jones, Mrs. Walters, accompanying. A song and dance skip cleverly done by Miss Naomi Johnson and Mrs. Marcel Harrison. And then Miss Kathryn Monroe gave several readings, piano accompaniment by Miss Margaret Van Zanten.

After the program, punch and wafers were served by the Social Committee, Mrs. W. W. Weidenhammer officiating. This closed a very delightful evening—a gratifying harbinger of those which are to follow.

## Beloit Chapter

*Mrs. Fred E. Miller, Historian*

Our regular business meeting was held Sept. 1st at the passenger station. It was our first meeting since June and as every one has had a vacation we ought to have lots of energy to start our club work again. Much new business was discussed and President Black suggested having a C. M. & St. P. Women's Club Bowling team and a swimming class. Everyone was very much in favor of it.

During the evening President Black introduced Mrs. de Weerd, who gave a very interesting talk on the Hospital problem in Beloit. She explained how and why we could and should have a modern hospital. Mrs. de Weerd is a very capable speaker and we were very glad to have her with us.

Mrs. Bauer, who has been Chairman of the Ways and Means Committee has resigned her position and Mrs. Yohn was appointed in her place.

On Wed. Aug. 25th the Club motored to

Clear Lake for a picnic and as the guests of Mrs. F. T. Black who was spending her vacation there. Swimming was the feature of the day. Everyone had a wonderful time and a wonderful picnic lunch.

A special meeting was called at the home of Mrs. Archy Morrissey last week and many members were present.

Our next regular business meeting will be Oct. 7th.

## Tomah Chapter

The Railroad Women's Club held a special meeting at the Legion Hall, Monday evening August 23rd, to discuss plans for the picnic, which was held at the Tourists Camp ground Sunday afternoon August 29th.

The club members and their families turned out in good numbers for the occasion. The afternoon was spent in having contests for the children and a ball game for the men which was quite a success.

A picnic supper was served at five o'clock.

On Wednesday evening Sept. 1st there was a regular meeting held.

There were three new members added to our list which shows an increase in membership of the club.

The committee is planning to make a patch-work quilt to be given to someone in need of it.

The next meeting will be held Wednesday evening, October 6th.

## Montevideo Chapter

*Maud Hamlin, Historian*

We didn't have the heart to call a meeting in August, the weather was so hot and everyone felt so out of sorts so we have no business to report for August, as far as a meeting is concerned, but we are having our September meeting next Thursday, Sept. 16th, and we expect to have a large crowd out and start our fall and winter program at this meeting.

Our president, Mrs. Sizer is very anxious to get started on our recreation work, hiking, golfing, or whatever suits the individual taste, and we have sent the word along for our members to start practising up in their particular line.

You will get reports from us at a later date just what we are doing along this line, as also our Sunshine work which is kept up whether we have a meeting or not, whenever occasion arises.

## Dubuque Chapter

Dubuque Chapter will begin Fall work in earnest at the first regular meeting on Friday evening, September 17th. At that time reports will be made of the work of the various committees during the summer and as the chairmen of the standing committees are holding meetings prior to the regular meeting, reports will also be made and plans completed for affairs to be held this Fall, which will include a Rummage Sale, Bakery Sale, a series of dances, a show and card parties.

During the summer months the Sunshine Committee work has been carried on as usual with the result that the treasury is somewhat depleted, so it is necessary that everyone lend a hand in making each venture a success in order that Dubuque Chapter may continue to be in position to render aid during the approaching winter. Mrs. E. A. Meyer, President of Dubuque Chapter, has had two meetings of the Board for the purpose of planning the work to be submitted at the regular meeting. Dubuque Chapter has an enthusiastic and interested membership and there is every indication that it will continue to grow in a social way as well as increasing its relief work.

As in the past, at the conclusion of business at each regular meeting, the Program Committee will supply interesting and varied programs and entertainments. Mrs. Keck has in view an unusual amount of good talent that she hopes to be able to secure to assist on these programs.



The Milwaukee Floats in Beloit Parade

## The Beloit Celebration

On July Fifth, under the direction of the "American Legion" one of the biggest celebrations was held in the gateway of Beloit.

The event started with a five mile parade. Flags from every business house, manufacturing plant and transportation Company made this large parade possible. The celebration continued throughout the day and evening.

Mr. R. M. Telfer, general agent at Beloit conceived the idea of putting on a float and by subscription among the employees managed to get enough to make this possible. The ladies who were responsible for the pretty float, on which Mr. Telfer and Mr. T. Carroll of Freeport (Mr. Telfer has been in the service of the company for 61 years and his very good friend Mr. Carroll has 62 years to this credit, both are working at the present date) are sitting are Miss M. V. Howard, Miss Mary McDonald of the superintendent's office, Mrs. F. T. Black, wife of division accountant, Mrs. George Huntford, wife of round house foreman, and F. J. Fairchild, baggeman.

Mr. W. J. Hughes, Master Mechanic, and George Haslaford, round house foreman, together with Thomas Flannigan, L. J. Conway, Ed. Rack and George Storey all employees at the round house, a gay novel float representing a locomotive and bearing advertising on our new train service was possible.

As in the past, at the conclusion of business at each regular meeting, the Program Committee

## Special Commendation

While H. & D. No. 63 was passing through Croton, June 24th, Operator Fossess discovered brake rigging down on car in train and got signal to the crew. Train was stopped and the defective rigging removed. Operator Fossess has received special commendation for alertness and careful inspection of passing trains.

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

At 5:30 AM, July 6th while KC Division Extra 8248 West, was passing Cone station, Operator R. E. Robinson inspecting the train and immediately got signal from the crew. Brakeman Finkenauer was not on duty at the time, and his watchfulness in the company's interest is greatly appreciated.

Dubuque division brakeman A. C. Lenz discovered a broken arch bar on car in train No. 65, August 17th and stopped the train in time to prevent further damage.

C. & M. Division brakeman Peter Mick was instrumental in securing passenger business from Chicago to Seattle and return with side trips to Yellowstone Park through the Gallatin Gateway. Cooperation of this kind is just what we need and is highly appreciated.

Foreman Knute C. Johnson, Chicago Terminal, while handling train to Yard 2, noticed about one foot of flange gone off the wheel of a car in the train. Train was stopped immediately and a possible derailment thus averted.

Illinois Division fireman, E. H. Green, Savanna, Illinois was successful in his effort to prevent delay to train when at DeKalb, August 23rd, train 87, engine 8349's grates were out of place and impossible to get back. Instead of knocking the fire out or calling for another engine fireman Green covered the fire in the firebox with green coal and put a board over it; then got into the firebox and got the grates back in place. Such work is most commendable and highly appreciated.

Conductor T. A. Biggs secured ten passengers who held tickets to Sioux City only, through to Chicago and East. Some of them intended to go on competitive lines out of Sioux City. Mr. Biggs seems to hold high record for ticketing passengers through Sioux City for the East.

J. F. Teal, Chief Clerk to Mr. Paul, turned in freight traffic from Sioux City to Fargo, N. D.

Mrs. Jack Carney, wife of Engineer Carney, turned in tips for five Chicago tickets plus three New Yorks, which were secured. Fred Filner, ticket clerk, depot, secured passenger for Chicago, who was on her way to Illinois Central.

E. Oland, ticket agent, depot, handled a Chinaman walking through waiting room, and later sold him a ticket to Seattle, Washington.

G. N. Curtis turned in passenger traffic tip which developed into two round trips to California via Seattle.

H. M. Stuben on No. 108 changed three passengers from competitive lines to our line for Chicago, also one for California via Milwaukee and Pacific Coast Limited.

Mrs. H. M. Stuben turned in traffic tip for three passengers East.

Michael Noonan, Night Yard Master, turned in traffic tip on grain movement from Kansas City to Milwaukee, 51 hours, 20 minutes; time enroute from Kansas City to Milwaukee, 29 hours 29 minutes. This illustrates the cooperative spirit spoken of by Chief Operating Officer Cullick in his Magazine article last spring, on the value of coordinated efforts in speeding up the time in transit on the railroad.

Master Mechanic Paul turned in three tips on passenger business Milwaukee, Wisconsin and East, rail two miles west of Cary's Spur. It was promptly reported, inspected and the de-

fect repaired. The company greatly appreciates commendable watchfulness of this kind.

Dubuque Division conductor, J. D. Walsh discovered defective draft iron on car in train No. 471, at Freeburg, September 10th, while he was in charge of train 404 meeting 471 at that point.

**Good Fellowship Tour A Success**  
The following letter speaks for itself and is published so that all who contributed to the comfort and enjoyment of the Sioux City Chamber of Commerce may know their efforts were appreciated.

Mr. B. O. Searles, D. B. & P. A., C. M. & St. P. Ry. Co., Sioux City, Iowa.  
My Dear Mr. Searles:

I have just finished cleaning up the details of the 1926 Good Fellowship Tour of the Sioux City Chamber of Commerce, and hope with this letter to close my files on the same.

Certainly the success of our trip can be attributed to the officials of the C. M. & St. P. Railroad Company. It seemed to us that every one in the entire system took special pains to see that our people were properly taken care of. Your own efforts were very much appreciated, inasmuch as you were the go-between for the Chamber of Commerce and practically everybody on the railroad.

Mr. Elder being with us and having direct charge of the movement of the train was certainly appreciated, and his presence added materially to the success of the movement.

It would be a difficult matter for me to go through and mention each and every one who I know contributed to the success of the trip, but I wish you would advise your officials that we were very well pleased here, and at the way along the line, and wish to bespeak a good word for every one who had anything to do with the movement of this train.

Sincerely yours,  
Harrison Kilbourne,  
Gen. Sec.

**Southwest Limited Service Made Him Forget the Heat**  
Superintendents of Passenger Service, Chicago, Milwaukee & St. Paul R. R. Canal & Adams, Chicago, Ill.

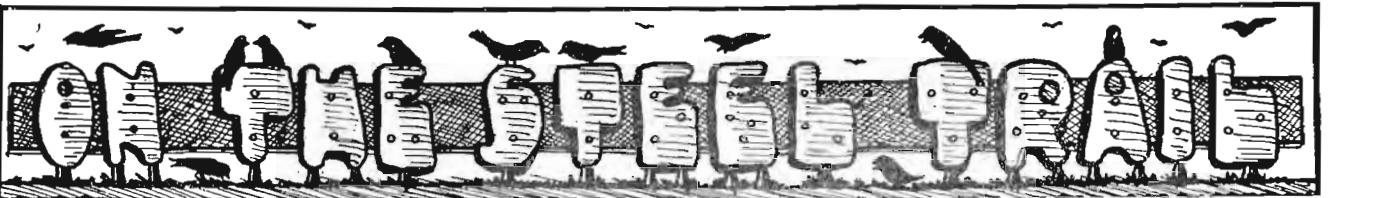
Dear Sir:  
I am compelled to write these few lines to you by a sense of appreciation of service rendered under the most trying conditions.

I came out of Kansas City Monday evening on the Southwest Limited. Kansas City had sizzled with a broiling heat during the few days of my visit there. When I went to the train, I knew that a drastic punishment might be in store for me, because I knew the car would be hot and I knew the dining car would be hot.

It is, therefore, with a feeling of deep gratitude to all your employees on that train that I write these lines. The old conductor, the sleeping car conductor and even the Porter won me at once by their uniform courtesy. They helped me put in better spirits. I went into the dining car and instead of finding sultry conductor, I found one of the pleasantest men I ever met in my life. His name is Frank Moberg. I copied it from the bill of fare. That man tried in every possible way to make every passenger feel that they owned part of the railroad and that he was there only for the purpose of helping them.

A youngster upset a cup of soup and instead of being disgruntled at it, he went over there smilingly patted the boy on the back and cleaned up the table for the parents and jolted the boy into a feeling of security from any parental displeasure. He was all over the dining car in one line, smiling, helping everyone to be comfortable and making suggestions for your comfort. The only fault I found with him was that he was trying to make you eat more than ordinary your stomach should hold under those conditions.

The car was cool, the action of the crew (Continued on Page 47)



#### LaCrosse Division Items

J. H. Pike

Engineer Geo. Nelson, Agent Geo. Webb and car Foreman Hokland are planning to accompany Joe (Pardner) Alman to the Old Veterans Convention which is to be held in Milwaukee. "Pardner" tells the boys that he can show them the sights around the city and I guess he can.

Section Foreman Tony McMahon of Doylestown has been promoted to Assistant Road Master on the Watertown-Madison and Madison-Portage Branch.

Chas. (Opie) Brannan has a new affinity around Portage. He has a habit of disappearing from the Oneida hotel every evening and he has also taken a preferred run so as to spend the most of his time at Portage. More power to you Opie.

Train master Dodds and family have returned from a three weeks trip through Northern Wisconsin and through the sage brush and cactus of South Dakota.

Among the many veterans that attended the reunion at Milwaukee recently were Mike McQueeney, P. F. Ryan, D. O'Leary, T. Cleary and E. Chapman. Sam Cadman was on the entertainment committee and conducted himself like an expert.

Conductor Chas. Draves is still twyng to catch his breath after the fast ride he had on a silk train between Portage and Milwaukee. Chas. says that all he had time to do was to hang on with both hands.

The workmen are busy on the new depot at LaCrosse and the building will soon be ready for service.

Car Clerk Rufus Neumann has taken off his white collar and donned overalls for a job braking. At the present Rufus is on the Madison way freight where he will get lots of practice.

The Company is sure doing a lot of building. We have a new freight depot at Kilbourn to replace the one that was burned some time ago.

Milton Wadsworth, conductor on the Madison is very ill. Mr. Wadsworth has been sick for some time and we are hoping for a speedy recovery.

#### Iowa (Middle) and West

Ruby Eckman

Brakeman Raymond Reel of the middle division was in the King's Daughter's hospital at Perry in September for an operation for appendicitis. Raymond has been wading it off for some time but decided to have the deed done. He has been doing nicely.

Conductor John Evans and Amos Case who used to be a conductor, went to Clear Lake in August to attend the Central North West Whist Association. Both men came home with three "Top" buttons and Evans was one of the mixed team winning a big loving cup. One of the other men had held the cup for a period so Evans brought the cup home.

Operator D. J. Crowe of the Perry Dispatcher's office force was off duty several days the latter part of August on account of sickness. Operator Herman Krasche relieved him.

The big event of August was the annual picnic of the Iowa division, held at Marion on August 21st. Perry sent down a delegation of about two hundred and fifty and they helped make things merry. All concerned were wonderfully pleased with the treatment and entertainment furnished by the Marion and Atkins folks and

want to go there again some time. The Marion Chapter of the Woman's club got their hand in at serving a big dinner and did it so well they will not be afraid to tackle anything in the future. The business men of Marion and Cedar Rapids cooperated with the Railroad folks in the entertainment of the guests. About fifteen hundred were served at the big dinner in the evening.

Signal Foreman Walter Ivey of Perry raised some beans this summer that were "some beans." Walter got a few seeds from P. Johnson the wrecking foreman at Manila and when he harvested his crop they averaged twenty-two inches in length and were good to eat. They were a pole variety and grew about fourteen feet high. Walter had to carry some samples around with him to convince his friends that his stories were true.

Miss Myrtle Brown, chief timekeeper at Montevideo was in Perry the latter part of August for a short visit at the W. L. Schmitz home. Miss Brown didn't stay long enough for us to hardly get acquainted but she says she will stop longer next time.

Lieutenant Charles Murphy who has been in Norfolk, Virginia for several years had a two weeks furlough to spend with his parents, engineer and Mrs. W. T. Murphy in September. He left Perry for Chicago where he will be retained for the next two years as recruiting officer.

Mrs. J. Q. Hull left the latter part of August for San Pedro, California to spend several weeks with friends.

Ben Tutt of the car department force was on the lay off list in September on account of a mashed finger. Leslie Lee was also off a few weeks on account of an injury.

Patricia Joan was the name Mr. and Mrs. John Wagner gave to their eight pound daughter born August 22nd. John was so pleased with the little miss that he had to be watched or he would have given all the passenger engineers and extra supply of grease and oil the day the little one arrived.

Round house foreman A. J. Kressen furnished amusement for the round house force one day last month on account of a little accident. The round housemen have a pond and flower garden at the round house. Something went wrong with the spray and the foreman started to walk the plank to the center of the pond to repair it. In some manner he lost his balance and fell into the pond and while the water wasn't very deep it was deep enough to force "Angie" to go home and change all the clothes he wore.

Speaking of rising H--- reminds us of July 29th, every thing was as quiet as usual around the Harlowton depot until Number 15 pulled in and then a young riot took place. All caused by a Russian who gave the name of I. M. Roughneckie, when questioned, who was giving an imitation of a nut that was more than slightly cracked down by the mail car. Special Agent, Buckley, promptly took him in charge and called on General Yard Master, A. E. Hoops and Trainmaster, A. C. Kolbse, to subdue him until the sheriff could be called.

Under sheriff "Doc" Ehler, who responded, swore A. E. H., Buck., and A. C. K., in as a posse and commanded Art's car for the trip up-town where "Doc" unlocked the strongest cell in the County jail just to find that instead of a Russian he had none other than Post Master Squires in charge. It is reported that "Art's" car and "Bucks" office were slightly the worse for wear after the fun was over.

Harlowton friends, he has many of them here, of O. M. Conductor "Joe" Wright, are glad to see him back on his run again after almost a year out of service due to an error in reading train orders. He made his first trip over the RM east end on August 2nd, coming in on Number 76. "Joe" we are glad to see you back in the land of sunshine and promise.

Switchman Tony Lyons of the Miles City Montana yard force spent his vacation visiting in the east and stopped off at Perry to see his parents on his way home.

Harold Leintz an Iowa division brakeman who has been working in Florida had a narrow escape from drowning recently according to reports received from Coronado Beach.

#### Sparks from the East End of the Electrification

Adolph C. Knudsen

Right the first crack of the bat we will tell the world that the Musselshell division has a new conductor. He weighed nine pounds when he checked in at St. Joseph's hospital, Lewiston, Mont., he is the son of Conductor and Mrs. Ira M. Cain, July 29th, is the date the event took place.

The writer is happy to record that Day Warehouse Foreman, Fred Hendershot, who has been on the sick list for several months past is reported greatly improved in health. Trucker, A. L. Christianson is Warehouse Foreman during Fred's illness.

Before we go any further we want to thank Mrs. Deco for the nice greeting she gave us in the August Magazine. It is nice to get a word like that when you are a new comer to rails and don't know for sure if you are wanted or not, and I hope that she will still continue to think the same way after I have pestered the editor with "Sparks" a few times more. The Rocky Mountain is a big division, and an important one too, and we only plan to cover that part of it east of Twodot. That will make us hurry to do it right as we will also have that part of the Musselshell division west of Shawmut and the Northern Montana south of Oka. The territory is small but it is awful loud.

Our Commercial Club proudly boasts that any thing that can be grown successfully anywhere north of Omaha, Neb., can be raised around Harlowton. That may sound like a handsome boast, but the readers who have journeyed this way will vouch for this after getting one squint "Days of '49 Celebration" August 26th, to the crops of whiskers being grown for the 28th. Local merchants report a good demand for sheep shears, lawn mowers, and garden getting ready for the 28th. Yes, the natives rakes, it's the committee on whisker shaving can even raise h-e-l-l once in a while.

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Engineer George Williams of Miles City, is at the throttle of one of the yard engines, three shifts being worked during the fall rush of business.

It seems that where any thing worth while is under way there is always a railroader mixed up with it in some way, that is true of the "Days of '49 Celebration" scheduled for Harlowton, August 26th-28th, sponsored by the Harlowton Shrine Club. There are more than a few rails serving as committee chairmen here is the list, Lieutenant, J. R. Ralston, and Electrician, Howard (Curley) Ahrens, Lighting; Night Yard Master, Dom Grivetti, Street Entertainment; Trucker, John Ellison (The Montana Bear); Wrestling and Boxing; Pipefitter, John Olson, Whiskers and Finesse; Engineer Wm. Almquist, Street and Window Decorations; Car Foreman, Ed. Hagan, Indian Blankets; Machinist, J. C. Cathey, Poker; Switchman, Fred Fortney, Chuck A. Luck; Condr. J. S. Waters, Black Jack(21); Engineer, George Eaton, Wheel of Fortune; Car Repairer, Carl Fertington, Blanket Salesboards; Agent, W. A. Peace, Dolls; Caller, Allen Ross, Erecting Tents and Stands; and well guess that is all.

Pipefitter, H. C. Kyger, is working day shift with Shepard on nights while John Olson is laying off.

Departments and department heads at Harlowton are as follows, Round House, W. F. McGrath, Foreman, Frank Kubek, Asst., Foreman; A. E. Kellum, Night Foreman, Car Department, Ed. Hagan, Foreman, Pat Sheedy, Worker Foreman, Store Department, H. L. Stamp, Storeroom; R. A. Good, Sectional Stockman, Operating Department, W. A. Peace, Agent; A. E. Hoops, General Yard Master; Dom Grivetti, Night Yard Master; and Roy (Fuzzy) Harrington, Relief Yard Master.

Machinist, Joe Mooney, is now Machinist Inspector at the Round House vice A. E. Kellum, appointed Night RHM.

Machinist J. C. Cathey and wife spent a week camping in Musselshell Canyon.

We regret to announce that J. O. Mathews, of the Car Department is seriously ill, he is reported much improved as this is written. We hope that the good reports continue to come.

Electrician and Mrs. Howard Ahrens, spent a week touring Yellowstone Park, making the trip in their Willys-Knight sedan. Electrician, Sam Curray, came over from Deer Lodge to relieve "Curley."

Mrs. J. H. Todd, wife of Machinist Apr. "Jack" Todd, and children of Miles City, spent several weeks visiting relatives and friends here and at White Sulphur Springs, returning home on August 13th. We understand that "Jack" is some bachelor when he gets started. We'll bet that he was glad to turn the cooking over to her when she got back.

Machinist Apr., Hugh McNally, of Miles City, spent several days here checking over the machinery in use in the machine shop. We are glad to see Hugh when he comes this way.

The writer has been requested by the rank and file of the men of the Car Department to extend through the Magazine, on their behalf, a vote of thanks to Mrs. J. P. Retalick, wife of Car Repairer "Jim", Retalick, for the fine flowers she has been furnishing the Car Department office.

Musselshell Engineer and Mrs. Roy and Fireman and Mrs. Earl Hogan spent several days in Sweet Grass Canyon, camping and fishing. We don't know if they caught any fish or not as we haven't even heard of the boys telling fish stories after they got back.

B & B Foreman, O. E. Blake, spent several days here checking over material now on hand for the A. F. E. job at the coal dock. A job that we understand will get under way as soon as Blake's camp gets through making all that jacket over at Three Forks.

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



**98¢**

**Send No Money!**

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

**NEW - 1926 Sensation  
The HALVORFOLD**

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

The HALVORFOLD, new invention, just  
patented, enables you to show 4, 8, 12 or  
more visitors in leather cases, photos,  
etc., each under separate transparent  
celluloid face. Also two large card  
pockets and extra size billfold. Made  
only of HIGH GRADE, Genuine  
COWHIDE, CALFSKIN and PIG-  
SKIN. All skin stitched, extra heavy,  
no lining cloth lining. "Backbone" of  
loose leaf device prevents "breaking  
down". You simply can't wear out  
your HALVORFOLD. Size 3 1/2 x 5 in.  
closed. Just right for big pocket.  
Gold corners and snap fastener. Our  
special price to you Cowhide or Moro-  
cco, \$8.00 worth \$10.

**FREE** We will engrave your Name in  
the Billfold free. Gives your case  
an exceptionally handsome appearance. An  
ideal gift with your friend's Name.

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If your dealer does not handle the American Bank roll or the HALVORFOLD, use this coupon for quick action  
U. S. LEATHER GOODS CO.

Dept. 411, 564, W. Monroe Street, Chicago, Ill.

Gentlemen: Send me at once the articles I have marked below the sure to check  
the right squares). When the package arrives I will pay the postage your mark.  
I will return the goods plus \$1.00 if once refund my money including postage,  
same as you have guaranteed for 20 years. I absolutely take no risk. Also send  
me your free folder illustrating many bargains in GENUINE LEATHER.

I want the:

AMERICAN BANKROLL, 98¢ grade—GENUINE BLACK LEATHER

AMERICAN BANKROLL, \$2.48 grade—Mahogany Calfskin

HALVORFOLD PASS CASE, \$5.90—Genuine Black Cowhide or Morocco

HALVORFOLD PASS CASE, \$9.00—BLACK RUSSIA Calfskin

HALVORFOLD PASS CASE, \$7.00—Genuine Brown Pigskin

(engraved free)

Name \_\_\_\_\_

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Emblem \_\_\_\_\_

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

Be sure to check engraving name  
you wish in addition to name

**SENSATIONAL SALE \$3**

Here is a genuine L. O. Smith (the only ball-bearing typewriter made) at the lowest price ever offered and at small monthly payments. All the 1926 improvements; highest quality rebuilt; guaranteed for 5 years.

SEND NO MONEY  
Without delay or red tape, we'll send you this typewriter for a 10 day FREE trial.

FREE Typewriting Course, Tools, Money Box, Cover and Case, all free. Write today for Special Offer and free typewriter manual.

Smith Typewriter Sales Corp., 949-360 E. Grand Av. Chicago

## PIMPLES

Cleared Up—often in 24 hours. To prove you can be rid of pimplies, blackheads, acne eruptions on the face or body, barbers' itch, eczema, enlarged pores, oily or shiny skin, simply send me your name and address today—no cost—no obligation. **CLEAR-TONE** tried and tested in over 100,000 cases—used like toilet water—is simply magical in prompt results. You can repay the favor by telling your friends: if not the loss is mine, WRITE TODAY. **E. S. GIVENS**, 405 Chemical Bldg., Kansas City, Mo.

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No sewing necessary. **PILCHER'S "Detachable" Buttons** fit any garment. Don't bother to sew or worry about buttons. If dealer can't supply, send 25¢ for full assortment of 3 sizes, 3 colors.

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Dept. 401 Louisville, Ky.

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Young Process Really Remanufactures Typewriters

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Hotels, Clubs, Restaurants and Dining Car Supplies

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"Bill" Greetan, Car Clerk at Avery, spent several hours in Harlowton August 16th, shaking hands with old friends. "Bill" likes to get back on the old stamping ground once in a while.

Boilermaker and Mrs. W. A. Cavanaugh and family, returned the fore part of August from Milwaukee to Chicago. He has taken one of the Chicago-Madison runs.

The fisherman's special was taken off after Labor day which will cause many changes to be made in the passenger service of the C&M division. In a few more weeks some of the extra passenger men will have to be putting moth balls in their uniforms for the winter.

I guess I will have to appeal to Mary to gather some notes for me in and around the division office as I am not well enough acquainted around there. So Mary get busy and help me out.

The cabbage season on the C&M division is now in full swing. The crop looks pretty good this year and we should move a good many cars during the season.

Operator Sturges left on a hurried trip to Salt Lake City on account of illness to his wife who was taken suddenly ill on her way west.

It looks very much as though we are going to lose our agent Mr. N. E. Thompson at Somers who is running for county treasurer on the republican ticket. Good luck to you Mr. Thompson if you are elected just leave the smokes in the bill box and I will gather them up and pass them around for you.

It has been rumored around that Conductor C. A. Roesch is about to become a married man. Mrs. J. Horn was called to Portage on account of the death of a relative.

The death of Albert Mohr, Flagman for many years, is very much regretted by his many railroad friends. The employees of the C. M. & St. P. Ry. Co. extend sympathy to Mrs. Mohr and family.

Mrs. A. Griffith, Mrs. J. C. Rodehaver and Mrs. R. P. Rawson, entertained for Miss Lucille Lehrbas at a shower, at the home of Mrs. Griffith. Five tables of 500 were played and a delicious lunch was served by the hostess. Miss Lehrbas was presented with a gift.

Mr. Karl Hoffman, Gateman, spent a week at Milwaukee attending the State Fair.

Mrs. J. James and family spent Labor day at New Lisbon visiting with relatives.

The employees of the C. M. & St. P. Ry. Co. extend sympathy to Arthur McDonald and family, also his mother, on account of the sudden and unexpected death of his father which occurred last month.

Roadmaster B. Jim Deenen entertained his sister from Austin, Minn. who came up to spend a day or two with him.

Hunting season will open up in a few days. Ducks are not reported as being plentiful, but Oh Boy! lots of Pheasants.

With very unfavorable crop conditions on the Aberdeen Division, we are still enjoying a very good business.

Labor Foreman, Ed. Gray of the Roundhouse is recovering from an operation performed several days ago. We hope to see you out and around again very soon Ed.

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Mr. E. L. Grantham, Solicitor at Aberdeen, who suffered a stroke on May 21st has safely arrived at Denver, Colo. where he will spend several months with his brother. Reports indicate that Mr. Grantham is on the road to recovery.

The Division Storekeeper's office was moved from the passenger station to the Supply Yard during August. They have very roomy and comfortable offices. The depot employees miss the smiling faces of the Store Dept. forces as much as they miss us. We are compelled to be satisfied with listening to Neva's sweet voice over the phone instead of calling on her personally.

Messrs. Kelly and Richards of the Store Dept. were visitors at Aberdeen during August.

Sam Tony who purchased a new Essex some two months ago, is mourning the loss of the car. On Sunday August 29th while rounding a curve in the trail near Mina, S. D. he broke a front wheel and wrecked his car. Too much speed Sam.

### C.&M. Notes

J. M. C.

Dispatcher Williams has fully recovered from his recent illness and by the time this news item goes to print will be back at his duties.

The interlocking plant at Rondout was taken out of service for a period of five days in August to make some necessary changes in the locking. All trains were required to make a full stop at this point while the change was made.

The Vets convention was held at Milwaukee August 23 and 24th, many of the old timers were present and all report a very good time in and around the good old town of Milwaukee.

If you happen to be looking for some one to make a bench for you all that is necessary is to call on Muggins Proctor who is a past master at this art. He will furnish lumber upon request.

Conductor Ed. Salisbury has moved from Milwaukee to Chicago. He has taken one of the Chicago-Madison runs.

The fisherman's special was taken off after Labor day which will cause many changes to be made in the passenger service of the C&M division. In a few more weeks some of the extra passenger men will have to be putting moth balls in their uniforms for the winter.

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Word has been received at Aberdeen that section foreman at Blakesburg has returned from "pal" (Mrs. Art Maschke) has finally had her vacation trip to Alliance, Nebraska.

Engineer James E. Gordon and Mrs. Gordon, together with Engineer George Kissinger and Mrs. Kissinger, have returned from a trip West. They visited Spokane and Seattle, also Vancouver.

The gross ton miles for the Kansas City Division, August 1926 amounted to the astounding figure of 225,984,355. This represents the biggest ever handled over the Division, not excluding October, 1922, which has heretofore been the banner month.

F. E. Rice of Minneapolis was a recent caller at Aberdeen.

Mr. and Mrs. Chas. L. Scott of Lewistown, Mont., motored to Aberdeen the latter part of August and enjoyed a visit of 10 days with Mrs. Scott's parents, Mr. and Mrs. Jay Gove.

Mr. Nicholas Kopp former employee of the Store Dept. has accepted a position with the Car Dept. Good Luck Nick.

### On Time Line—Kansas City Division

M. F. K.

Vacations continue to occupy the most prominent part in our month's events. It won't be long now until old Winter creeps around and we'll all forget that we ever had such a thing as a Summer vacation.

Mrs. J. W. Sowder and Miss Lee Sowder, wife and daughter of our Chief Clerk, returned the first part of the month from Rochester, Minnesota, where Miss Lee went through the clinic. She has since returned to work as comptometer operator, after an extended leave of absence due to illness.

The work of extending the sidings at various stations on the Division, is progressing rapidly. The one at Chillicothe has just been completed. Others in the course of construction are at Braymer, Dawn, Sewall, Moravia, Blakesburg, Linby, Titus and Culver, and when completed will be a great help in moving our rapidly increasing business.

On August 28th, while in charge of train 65, conductor George Parker smelled smoke of charred wood and pulled the air on train, which prevented what might have resulted in a very serious derailment had this car been pulled into the switches at Newton. This kind of work indicates that train was being watched and the proper inspection given by Conductor Parker to successfully operate his train.

### Twin City Terminals

M. C.

We are pleased to welcome Mr. R. C. Donehower formerly Agent, Aberdeen, S. D., in our list as assistant Agent, Minneapolis Local Freight Office succeeding Mr. J. P. Fahey who was appointed Agent at Twin City Transfer, and Mr. Geo. A. Brewster, former Agent Twin City Transfer was promoted to other duties.

Mr. Frank Foster, Cashier Local Freight Office made a trip to Big Bolder Canyon, Mont., intending to spend his vacation there, but became dizzy viewing the landscape from the heights and fell into a canyon, and spent the balance of his vacation at his home in Minneapolis recuperating.

Miss Dorothy Thorpe has been appointed the position of stenographer at the Local Freight Office recently made vacant by Miss Katherine Wright.

Miss Marion Nochy from the Northwestern Bank has accepted the position of General Clerk in the Cashier's Office.

Miss Andrews is back at her old stand in the local freight helping out on the expense desk during the grain rush.

Mr. James Churchill spent his vacation taking trips in his "Maxwell".

Mr. and Mrs. A. F. Alexandria and daughter Mary Ellen spent their vacation at Neshotah, Wis.

Miss Murphy of the Com'l Office was called to Chicago last month on account of her sister being run down by a truck and injured.

Mr. Alberts, section foreman at Coburg, is taking a ninety day leave of absence. J. A. Walker is taking his place. Fay Underwood, Traveling Agent, returned last month from a

Compliments of

## McCabe Manufacturing Company

Lawrence, Massachusetts

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Originators of

## McCABE METHOD

of

## COLD FLANGING

## Massachusetts Bonding and Insurance Company

is issuing the

## HEADLIGHT

Accident and Health

## POLICY

It is especially designed for

## Railroad Employees

and is the Most UP-TO-DATE Contract, containing the BROADEST and MOST LIBERAL BENEFITS Yet Offered

See our agents today or fill out coupon below and send to Supd. Railroad Dept. 0000, 14-20 Kirby Street, Boston, Massachusetts.

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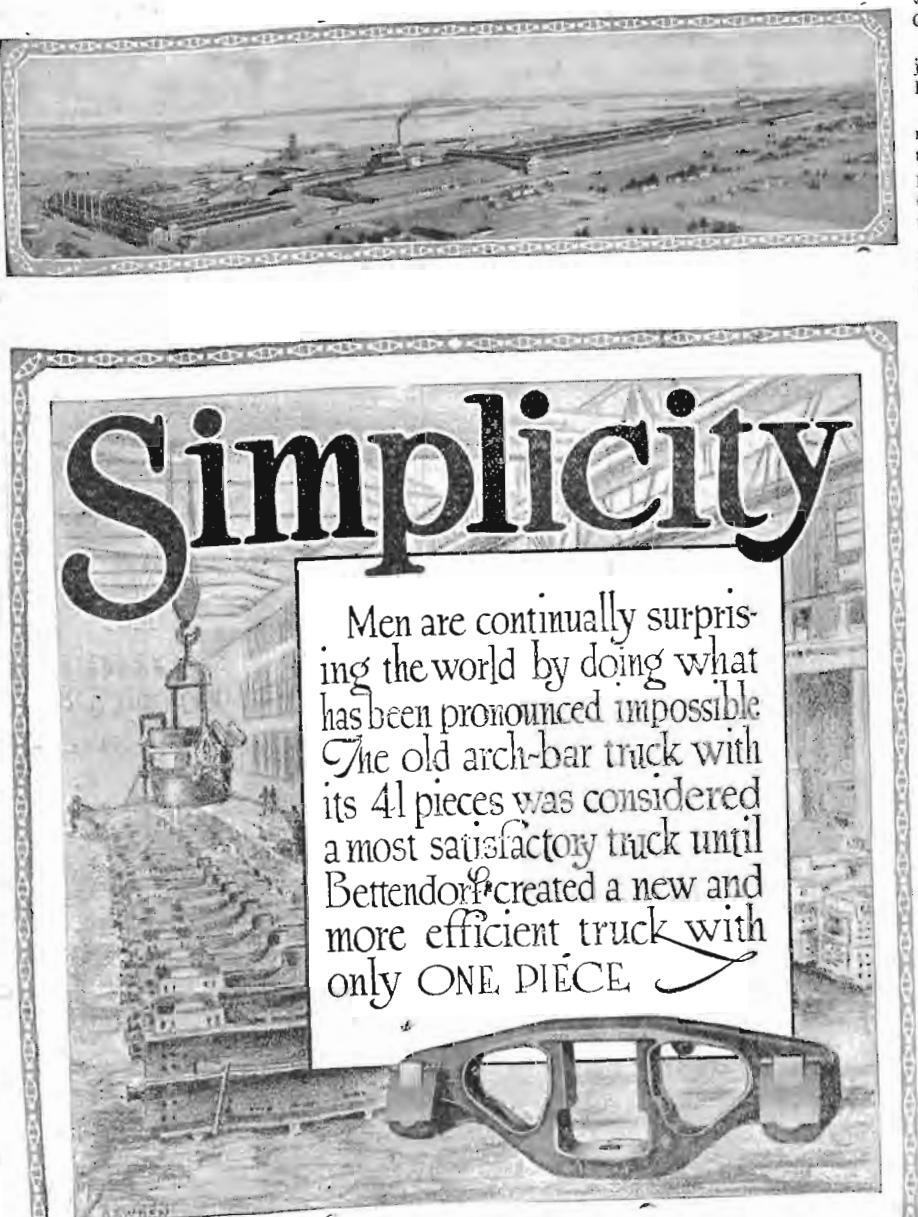
Name \_\_\_\_\_ Age \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_

Employed by \_\_\_\_\_ R. R. \_\_\_\_\_



# Simplicity

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

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# MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

vacation trip thru Alaska and Northwestern Canada. He reports a very enjoyable trip.

Understand George Ruud, diversion clerk enjoyed an evening of "Tariff filing" recently. How about it Geo?

Mr. Hartz, Accounting Department, has a new Nash sedan. He went to the factory some time ago and drove it home. Hard rains deprived the Wisconsin Highways of their usual excellent condition, consequently considerable mud had accumulated on the duco finish.

Miss Hilda Krogh drove down to Kilbourne, Wis., reports pleasant weather, but many miles of detour.

### Bad Land Echoes

"Bill Mike."

#### Sister's Fashions"

I don't know what folks are thinking, Father has not much to say And mother lets the girls just run Everything in their own way. Then the way they paint and powder, (Mother's caught the habit too), Let me tell you it's a caution What the modern girl will do. We've not had our buildings painted For half a score of years, When I see my sisters primpin' My two eyes fill full with tears For you see our house is leaking Everytime it does rain, If we had their powder money We men folks would not complain. Paint and powder, paint and powder, A fresh coat six times each day And they daub it on so thickly That the big hole blows away. Seems like Sis is always trying Some new fashion, something new, Now they have those roll top stockings And so Sis must have them too. Then they get some new perfumery, Sis must have an ounce of that Doesn't make a bit of difference If it rolls pa's purse out flat. Sis just bought some furs this summer, Wore them on the hottest day, Says that now that winter's coming They had best be laid away. Sis is getting some new dresses For this Fall and Winter's wear, Front cut low and back yet lower And of course the arms are bare, Made of slimy stuff like veiling For the cold and wintry days Till I've come to the decision 'Tis not always pa who pays. Roast in summer, freeze in winter, Wear the least when it is cold, 'Tis the custom, have to bear it, Have the fashions to uphold. Now, I'd like to have you tell me If you know who is to blame For the foolish styles, called fashions, Pa would like to know the same.

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If we had their powder money We men folks would not complain. Paint and powder, paint and powder, A fresh coat six times each day And they daub it on so thickly That the big hole blows away. Seems like Sis is always trying Some new fashion, something new, Now they have those roll top stockings And so Sis must have them too. Then they get some new perfumery, Sis must have an ounce of that Doesn't make a bit of difference If it rolls pa's purse out flat.

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## Danatured and Wood ALCOHOL LINSEED OIL TURPENTINE

Gum Spirits—  
Steam Distilled Wood

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Security Bldg., Minneapolis, Minn.  
Meyer-Kiser Bank Bldg., Indianapolis, Ind.

### The Iowa Division Annual Picnic Geo. Bushy

The Iowa Division Employees celebrated their fifth annual picnic at Marion, Saturday, August 21st, 1926.

On arrival on No. 20 at 7:50 a.m., breakfast was served in the City Park across from the depot to nearly 500 and after a short address of welcome by city attorney Smith, 125 automobiles were in waiting to convey the party on a 33 mile drive through Marion and Cedar Rapids.

The route selected through Cedar Rapids was set by Secretary Charles Manson of the Chamber of Commerce and on account of the number of cars in line the stop and go traffic regulations were suspended and special traffic officers provided.

The only stop being made at Quaker Oats where the entire party was conducted through the various departments—this being the largest cereal mill in the world.

Then through the wholesale and manufacturing districts the three minus cereal company, the Home of the Adolphus Busch Chautauqua System—this being the first chautauqua system in the United States, through Daniels Park, a view of the Rock Island shops across Cedar Lake, Coe College, then through the business district across and up the river to Ellis Park with its beautiful grounds and golf course overlooking the river.

Coming down Ellis Boulevard we then passed over to the old Douglas Steel Works which is now the Ten Million Dollar plant of the Peerless and Ford Company—the greatest exponents of corn sugar.

Again crossing the river we viewed the Sinclair Packing Plant and J. O. Cherry Creamery Supply Co. and then with the joy of seeing a beautiful modern Junior High School building

## UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MCGRAW BLDG.  
CANADIAN OFFICE TRANSPORTATION BUILDING MONTREAL

Old, Gone Forever Days  
Dedicated to Levi Dodge, former cowboy, horsebreaker, trail boss and scout. Solicitor for business among the ranchers of the northwest in the early days of the Chicago, Milwaukee and Puget Sound Railway. Now living on his ranch ten miles south of Reeder, North Dakota. Rekindle the campfire, Cowboy

And sit in the light of its blaze  
While our thoughts stray over and back  
To the old, gone forever days.

Gather mesquite or sagebrush,  
Let the flames shoot up to the sky  
So signal all the old timers  
To gather once more ere we die.

Let them gather their packs and bed rolls,  
Their chuck wagons, outfit and all,  
The bosses, wranglers and strayed men—  
Have all of them answered the call.

When all are gathered together,  
When hand clasps are over and done  
Let's sit by the light of the fire  
And call on them all, one by one

To relate events that transpired,  
Recounting happenings of old  
Till warmed up on those old subjects  
Many word pictures we unfold;

Of driving long-horns from Texas  
Up north where buffalo grass grew,  
Of fights with outlaws and red men  
And all of the details thereto;

Of being scouts with the army,  
Of riding through desert and swale  
Of hardships, of thirst and hunger  
And of death that lurked by the trail;

Of riding, branding and roping,  
Of stampedes and hairbreath escapes,  
Of happy, go-lucky cowboys  
Who loved to have fun and to jape.

But now the old days are over,  
Recollections alone remain,  
Let's live once more the old past—and  
Rekindle the campfires again.

—Bill Mike.

we enter Beaver Park with its many acres of natural beauty.

On leaving the Park we pass through winding drives with great numbers of natural forest trees still standing and view our country's crowning glory—beautiful homes.

The twelve o'clock whistle was lunch time to the 800 who found their way back to Thomas Park located on Indian Creek at Marion just below the Main Line and Kansas City Division bridges.

A baseball game between a picked team from Perry and Council Bluffs vs. the Marion-Atkins team was sweet revenge for the Marion boys, they having lost the two previous years.

The chief event of the athletic contest was the fat man's race won by John Eggle of Perry but Steve Hines, Frank Keith and Warren Thompson are still contenders for the heavyweight championship.

Dinner was served for 1600, the dining room being under the management of the C.M.&St.P.Ry. Women's Club.

Supt. Flannigan was called upon for an after dinner talk and his words on the pension were especially well received by an attentive audience.

John Jenny's Band gave a concert in the afternoon and in the evening all the picnickers who desired to, enjoyed the dancing at Cedar Park.

Thomas Park and its tourist camp with gas and piped spring water, with athletic park adjoining are still new and are the result of the organized endeavors of a community that contains a large percentage of Milwaukee Workers.

We are assured of the same community co-operation and loyal support of our home merchants, and with proper notice given through the magazine to the present workers and to the old friends of the Iowa Division, when you shall again be our guests we are looking forward to a day of greater happiness.

Mrs. Flannigan, Pres. C.M.&St.P.Ry. Women's Club.

Mrs. LeRoy, Chairman Dining Room Com.  
Mrs. Weller, Chairman Kitchen Com.

Idelle Fullerton, Chairman Reception Com.

Lee Stankev, General Chairman.

C. J. Setters, Chairman Entertainment.

C. L. McDonnell, Chairman Commissary.

Kenneth Hillerage, Advisory Committee.

Charles Cartington, Advisory Committee.

George Bushy, Secretary/Treasurer.

### H. & D. Division "BAB"

Our back from my vacation alright, but just hated to go to work again, like most of us, I guess.

Miss Edna Jones, formerly clerk in Master Mechanic's office, but now living in Minneapolis, visited over Sunday and Labor Day with friends, staying at the Sandahl home while here.

Mrs. Emmett Lahiff who was our camp operator at Monevile about three years ago, also visited with us over Sunday and Labor Day. Mrs. Lahiff makes her home in Minneapolis.

B&B department is busy making changes in the store room for the Store Department this week. They are building a large platform and will move the two car bodies which are used for store rooms, up to platform, making a decided improvement both in appearance and facilities for handling material.

At the last Safety First meeting held at Milbank, S. Dak. Mr. R. E. Sizer was acting chairman and presided over the meeting very creditably until a wee mouse made its appearance, in close proximity to the chairman's point of vantage. Members who were present tell that the chairman didn't keep his feet on the floor while friend mouse was busy exploring, and Mr.

Sizer himself said he was glad he didn't wear the bufoon collegiate trousers, for more reasons than one.

The ditch for carrying water to the two new water columns which are to be erected at both ends of the platforms, to take care of our thru passenger trains, has been finished for some time and we are now waiting for the water columns to arrive. Trains No. 15 and 16 will then be watered on the run, so to speak, and the engines will run straight thru to Mobridge, making a little better time than heretofore.

Stock business has been exceptionally good this last week—JEA says this had been the heaviest week for years—a train every time he turns around. In fact over three-hundred cars of stock have gone thru our terminals in less than three days, and the way it looks business will keep up this way for some time.

At the Kiwanis Pig Club Show held at Montevideo a week or so ago, our Supt. Mr. P. H. Nee won first prize in the Judging Contest, and our astable station Agent, Mr. D. Fisher, won third place. They sure do know their groceries, don't they, or would you say pork?

Master Mechanic Martinson and Mrs. Martinson, accompanied by relatives, made a trip to Wisconsin via automobile, going first to Minneapolis, then to Crystal Falls—Iron Mountain—over into Michigan and finally to Wisconsin. Mr. Martinson says he surely had some wonderful fishing—in fact he has a new way of catching them now—just ask him, he'll tell you all about it—it's good too.

F. E. Falkingham, chief clerk o Master Mechanic, enjoyed a visit from Mrs. Kalkingham over Sunday. Mrs. Falkingham lives in Minneapolis and FEE gets pretty lonesome sometimes.

Mr. P. H. Nee, accompanied by the roadmasters, Chief Carpenter and Master Mechanic, made a flying trip to Chicago, to meet Mr. Byram and Mr. Gillick on important business.

Chief Clerk Riechert and family expect to take a short trip to Waterloo, Iowa the first of next week, visiting relatives for a few days.

Montevideo has started a new industry, which

will mean a lot of new business for the Milwaukee, and of course we are always interested in

Milwaukee business. Thru the efforts of our Sept. Mr. Nee, and our Agent, Mr. Fisher, the Worthington Assn. of Worthington, Minn. with

Mr. E. O. Olson, Manager, have decided to start a sort of chicken hatchery, creamery and egg market at Montevideo, using the old Moyer site as the best location.

Mr. Fisher were untiring in their efforts to learn all about the business, visiting Benson, Redwood Falls, Pipestone, Tyler, Ortonville, Marshall and Appleton, Minn. to get the cooperation and interest of the farmers, and to make the concern a paying proposition for our town and our railroad.

This will be an important industry and will employ from seventy-five to one hundred people, and also mean a nice shipping business for our road. The company at Worthington Minn. shipped 696 carloads in 1925, and we hope we can look for this amount of business after the project is perfected in our town.

Motoring on the Milwaukee  
Up and down hill on the Rocky  
Mountain Division  
Nora B. Deco

Well you never saw such a place as this place is. Why when I left the job last July you had to go around by Eustis to get over the gravel and sand and lumber and old waiting room benches and there wasn't any place to hang your hat because there weren't any walls to hang any hooks into, and now I come back, and there is steam heat, and slick floors, and ticket windows in every direction and drinking fountains,

and dressing rooms and a brand new typewriter table and instead of reaching up and turning on a light over the telegraph table, when it gets so dark you can't put down what that wild man on second trick over at Deer Lodge depot is sending you, now you hunt up a janitor, or his second assistant and he looks in the log book and if the temperature is right and the wind from the northwest, he looks up a little iron box and opens and shuts switches till the whole outside and inside of the union station is lit up like a Chinese fourth of July, and one switch is for the east end of the pavilion and another for the north side of the lawn and some for the flag pole, and maybe one or two for the picket fence and when they are all working, well the Montana Power will surely be nice to us we are their best customers, I'll say. All the looking glasses in the dressing rooms make you look so handsome, and the large framed pictures on the waiting room walls are so attractive, and the nice little lady whose name is Miss Leah Middleton and who hails from Miles City and who smiles at the passers by from the news stand, is so easy to look at, that after all we are most of us glad there is such a job as second trick telegraphing at Three Forks. I can't imagine how it all happened. All I did was bob my hair so I wouldn't have to worry over hairpins any more.

Engr. Flynn's nice little daughter, who is also pretty easy to look at is on her way to College at Bozeman where she will have a try at it this winter, Engr. McCormack's son Francis will also attend college there this year and they all about it—it's good too.

We are glad to say that Mr. Joe Wright wife of Condr. Joe Wright who has been on the sick list for some time, is considerably better.

Mr. Wright made a trip to California to see her and reports her better than for a number of years. We are all glad to see Joe back again to work on the division.

Operator Ralph Kemberling and wife are away for a month with home folks at Denton and will make a visit in Portland and around the coast before returning to Three Forks.

Engr. Shaw has been working at the local freight house for several years has taken a lay off and will attend the college at Bozeman this winter. Emmett Butler will take his place there for the present.

We will lose this evening those pleasant people who came here last July to look after the Park tourists and send them on their way rejoicing.

Mr. Myles who was ticket agent at Cleveland and Mr. Kennedy who held a like position in Omaha and who were assigned to this place until Sept. 15th. They were accompanied by their wives and name their friends by those who know them. Not a tourist or passenger passed thru this station but left feeling a bit friendlier for having met and taken the hand of either or both these gentlemen, a smile and a handshake went to everyone and we all hope they will return again next year. We had a

fine and successful season considering we started having more than his share of trouble. While his wife was quite ill his daughter was in the hospital where she had an operation for appendicitis. All are improving now, however.

Fireman Early was called back to work account shortage of men on the RM division. Firemen Bales and Hamilton also Burns are on the North Montana during the grain and stock rush which will last for some time if crops mean anything.

Mrs. L. A. Gibbs wife of fireman Gibbs from the Nor. Mont. was a Ringling visitor with her small baby daughter, visiting for some time at the home of her mother here.

Bobby Chambers was a passenger on seventeen one morning recently on his way to Deer Lodge where he will attend school for the winter. His mother, Mrs. Bruce DeLong accompanied him.

Mrs. Tom Leeser and son Dick spent several weeks visiting with Mrs. Leeser's mother at Lowells. Mrs. Carr while horse back riding was injured but is improving each day.

All that wild shouting and racket we all heard every time we went thru Harlowton wasn't a fight or anybody trying to do everything out of the ordinary at all it was "Wild Bill" Don Cervetti, practicing all the bad language he was learning to use for the Days of '49 and the reason they let the Sheriff leave the County

while this celebration was on, was because Don took one look at 'em and they fell dead, I should think they would with that crop of whiskers.

We regret to announce the death of Vera 19 year old daughter of Engr. N. H. Mayo at her home in Deer Lodge August 29th. She had been an invalid all her life. We offer the family our deepest sympathy in their loss.

The Piedmont helpers have been moved to Butte Yard and two oprs. at Piedmont and one at Donald has been pulled off. Fireman Keeney, and Hamilton are assigned to the helpers. Fireman Markel and Fauver having moved to Three Forks. Operator Osterholm who must have opened up the station at Donald has gone to Ringling for the present.

Fireman Wilcox and family have returned from a fine visit with home folks in Wis. and Iowa, where Herb says they forgot all about the chickens out here, till they got back again.

Wonder how that man over at Deer Lodge knows so much about married folks bussing each other around, any way the object of my remarks was to bring him out of the trance he was in, and it worked. So we will now have the latest right off the bat from Powell County. He is usually too busy winning contests and banking the money he can't do much else, or that is what we were told at least.

Our Kandy Kid from Harlowton is back with a swell writeup again, and if I can get a few news items from here and there along the division now I will be like Helen of the Muschelshell I will cut a nick in the post, one of them along the front of the pavillion perhaps. Thank you again Helen for another compliment, you have me in your debt always.

Mrs. Vaninwegian and small daughter from Seattle are visiting with Mr. and Mrs. Butler for a few days. They used to live here before Mr. Vaninwegian got rich or something and moved to the city. Before we forget it Mr. and Mrs. Tom Fairhairs have bought one of the nicest homes in the city and will move into it shortly.

Phil Sustello who has been working at the local freight house for several years has taken a lay off and will attend the college at Bozeman this winter. Emmett Butler will take his place there for the present.

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fine and successful season considering we started having more than his share of trouble. While his wife was quite ill his daughter was in the hospital where she had an operation for appendicitis. All are improving now, however.

P. W. Price has returned to work on the way freight, Des Moines to Perry, after doing passenger work for some weeks.

Conductor C. V. Shaeffer is back on the job after a fine vacation spent in the Ozarks pulling out some large fish.

R. F. Bellard has returned from an extended vacation.

Conductor M. B. Dixson has sold his rooming house and is now living like a railroad man.

E. J. Gant has nothing to do right now but milk his fine goats.

J. Ridener sent his wife away for a few days. Was all decorated up in white this morning.

After running a train for several weeks conductor D. C. Hollett is taking a little vacation.

Roadmaster J. Flanagan is recovering slowly from his recent accident.

A. E. Brown has returned to work at Milford relieving H. H. Jacobs who spent a few days visiting the great "Cowboy" State Fair, and watching the fat woman. Mr. Jacobs takes charge of station at Nemaha September 15th, a shiny nose, cuffs hanging loose, and a collar

Otoeboji station was closed for the season unfurnished. From an exciting tale which has

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**WEHR STEEL COMPANY**  
**WISCONSIN**

**Per-fex-ion  
Auto Black**

mak's any small car look better, last longer and worth more.  
A few hours work and you car will look like new. Clip this ad now and send with \$2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

**THE THRESHER VARNISH CO.**  
**MANUFACTURERS**  
**Dayton, Ohio**

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**THE SENTINEL  
BINDERY**

JOHN C. SALZER

**MILWAUKEE, WISCONSIN**

to Des Moines. Has taken a house at 28th and those during the summer, taking charge of station at Jolley, relieving Agent R. V. Dawson.

Fishing is picking up at Storm Lake. The Rockwell City bunch putted out a gang last Sunday including one 27 inch pickerel. Mrs. N. P. Van Marion spent some time recently visiting her parents at Ottumwa, Iowa. Supt and Mrs. O. V. Van Vise returned September 14th from a vacation spent in Yellowstone Park, Milwaukee and Minneapolis. They report a fine time although they encountered some stormy weather while in the park.

Dispatcher M. C. Carlson and wife and small son have returned from a vacation part of which time was spent attending the Veterans Convention in Milwaukee. Also visited in Minneapolis and Kansas City.

**M. C. B. Gossip  
"Loaf"**

I understand we are expected to call Irving Clowes and Eugene Kleiner, Mr. Clowes and Mr. Kleiner say that they have become single old married men. Two marriages and one engagement among the boys in our family is almost too much. Yes, Edwin Weber is engaged too. Congratulations messieurs.

Massachusetts baseball circuit had great attractions for the McB Office this year, after Judge Earle and Bertram Kruse left the way, John White, Dorothy Yoder, and Edith Hamm joined. They all reported having such a wonderful time, that we began to wonder if the games are the only attraction there.

Conductor J. L. Tiefelt thinks he has been having more than his share of trouble. While his wife was quite ill his daughter was in the hospital where she had an operation for appendicitis. All are improving now, however.

Fern Hawking spent a week of her vacation in Chicago and with all the attractions there could not help but enjoy every minute.

Conductor C. V. Shaeffer is back on the job after a fine vacation spent in the Ozarks pulling out some large fish.

"Steve, why don't you play golf?"  
I don't think I would look good in knickerbockers.

But, BUT, Steve is playing golf and in knickerbockers—what made you change your mind Steve? Steve spent most of his vacation on the golf course according to reports which have reached us.

A number of the McB offices spent the holiday at Labor Day at points of interest. Fredrick Andrews was at Sheboygan Falls, Mary Ruth at Green Bay, and Lillian Skobis at Eagle River.

Mr. Barnard revisited Niagara Falls over Labor Day and reported plenty of rushing water both in falls and rain. However, Jack was with him again and the sun shone long enough for them to enjoy the falls in comfort.

If you crave excitement just stop at the Atlantic Hotel. Particulars furnished upon request. Does one enter the Congress Hotel with a shiny nose, cuffs hanging loose, and a collar

Otoeboji station was closed for the season unfurnished. From an exciting tale which has reached us, it seems one day.

**Des Moines Division Items  
Frenchy**

Engineer Harry Carey was married early in September to a Miss Pettit of Des Moines. They all fall sooner or later. Conductor Jas. Hardie has moved his family

Charles Juneau, Jr. though only twelve years old is a real Milwaukee Road booster. While waiting for one of his playmates in Wauwatosa recently, he said to the youngster's father, "Mr. Smith how do you route your goods, over the Milwaukee?" And upon receiving an affirmative reply, said "Atta Boy, that's the only way."

Helen Horan is getting along nicely now, has discarded her crutches and all that is necessary now is to get her strength back so she can once more climb, the 999 steps on the west side.

John Freiman is getting better slowly but surely. He wants to thank the office for the basket of fruit which was sent him over Labor Day to help cheer up that holiday for him.

The decision arrived at on the noon-hour ballgames is that the following is an all-star team and one that would be hard to beat:

Carl Jaeger	P.
F. Andrews	C.
I. Clouse	1st B.
Francis Anzia	2nd B.
Jerry Rosar	S. S.
Art Wickman	L. F.
Joe Roessch	R. F.
Al. Barndt	Utility

The next best team would be:

E. A. Kleiner	C.
Aug. Gehl	P.
Roy Haight	1st B.
John Trojan	S. S.
Ed. Szymczak	2nd B.
Frank Skola	L. F.
John Kozlowski	R. F.
Bill Tschantz	Utility

The latest stars to be uncovered since the last issue are Aug. Gehl, who through his fine all around playing was sought after by the captains of all teams, and Al. Barndt who through his advice from the bench made the games more interesting.

The noon-hour ball games will soon be discontinued and a horseshoe league is to be formed. A schedule of games is to be drawn up so by the time the snow is falling we will be able to say who is the champion at this very interesting sport. There has been a hint at a prize or two so it will be well for all those who intend to join the league to get in some practice before the regular games start.

#### From the Banks of the Wabash Roberta Bair

H. A. VanBrunt, Traveling Engineer, and wife are spending their vacation at Marquette, Michigan. We understand that the fish there are as large as whales. We wouldn't be surprised if the fish caught the fisher. We hope that Mr. VanBrunt leaves his hay fever at Marquette before returning.

Miss Eleanor Faris is spending her vacation at home—at least that is what she says, but we wouldn't be surprised if we got a post card from Chicago, signed E. I. F.

Catherine and Alice are still "raving" about California. We can't decide which they like best—Cataline Island, Princess Marguerite or the moonshine in the Montana Canyon. There seems to be a lot yet that we haven't heard about.

Clarence Schwartz is wearing a smile these days. Upon inquiry we found out the reason—little Ruth Ann has come to their house to stay.

Yardmaster Robson at Faithorn has been enjoying his annual vacation.

Night Yardmaster Wills at Latta has returned from a vacation and is enjoying two weeks of daylight as General Yardmaster in place of Mr. Stalcup, who is making a trip to Albuquerque, New Mexico.

Conductor Mark Carter is acting Yardmaster at Latta.

On account of high water and washouts on Sullivan Branch, together with the Big 4 trains detouring, Latta has been a good place to get experience during the past week.

Extreme highwater has caused some damage to tracks and abutments on Terre Haute Division from Wabash River to White River and by prompt work, this Division was able to recover more rapidly than other railroads in this vicinity and assisted the Big 4 by detouring a number of their trains.

The section men in Latta District and Sullivan Branch deserve honorable mention for excellent work in patrolling tracks and rebuilding same in order to keep mines working.

Honorable mention should be made of switchman R. D. Pound, who discovered a car of coal in a dangerous condition in an extra north, passing Preston Yards on north Belt at Terre Haute and gave the information to conductor A. R. Taylor, who set car out and avoided a possible derailment.

H. T. McCown has bid in on the job made vacant by Mr. Correll and we also wish him the best of good luck with his new work.

Tod Genung, an old time yard clerk, is back with us again and intends to help us battle wrong numbers, weighers, hard conductors, etc., this winter.

A well known saying around the yard office, "Did the mail get out on the 'Owl' this morning?"

Special Railway officer, "I'm after Bill Johnson for damaging railroad property."

Yard Clerk, "Yes, I heard he stuck his head out of a car window and bent a bridge girder."

Sammy Amour, clerk to Trainmaster J. H. McDonall, spent an enjoyable two weeks vacation in August, in Washington and Atlantic City. He came back well rested and full of ambition.

Has anyone seen the new "Whippet" G. K. was g-o-i-n-g to buy?

Quite a change was made in the car department the first of September when George A. Lentz was transferred to Faithorn and J. C. Davis was assigned to West Clinton.

The deluge of rains on the eighth and ninth of September caused quite a lot of damage to the railroad, and also caused all but one mine in Clinton district to be idle on the ninth. Workmen were kept on the job until the damage was repaired and trains were again moving before many hours. Trainmaster J. H. McDonall displayed his stamina by staying on the job until conditions were back to normal.

Officials of the Terre Haute Division met here on August 23rd for their Safety meeting. The session was held in a special coach near the station. Business of importance relative to greater safety on the railroad was discussed and interesting talks were made by officials. Our station certainly took on the appearance of a busy terminal, on that date, with so many of the lead men here.

We have just heard that the biggest strip mine in the state, "The Mid-continent Coal Corporation," has opened up a tract of land over a mile long and almost a mile wide, east of West Clinton, near Centenary. The tracks, we understand, will be on the Chicago, Milwaukee & St. Paul railroad, and will mean much more business for our road. Already several carloads of material have arrived here and have been placed for this new mine and, under present plans, the mine is to be in operation by the middle of December. From all appearances it looks as if "The Mid-continent Coal Corporation" will mean a great deal to this district, as the plans indicate they are going into business on a large scale.

Emmett Maloney, the athletic Oriental Clerk at the Local Office, who only recently underwent a serious operation at St. Joseph's Hospital of this city, recently bought the charming home of Mr. Folsom, Inspector for the Transcontinental Freight Bureau, who moved to another house on North Mason Street. Emmett is now seen making frequent evening trips to the new home, doing much measuring. Coming events are casting their shadow before and we hope to

be able to give some real news in the near future.

Our detective bureau informs us that Miss Willa Lindsey, petite and charming Bill Clerk "judgement in buying a new Buick."

The mystery as to why it takes so many switch lists has partly been solved. Some one

is chewing them up. Now then, Watson, the next thing is to find out who or what is doing it.

"I'm through with you ! ! !" said George L. as he discarded his faithful straw hat a few weeks ago.

Yard clerk, "Is the mileage book the best seller among the books of travel?"

A mule and a Ford met on the highway one day. Said the mule to the Ford, "And what might you be?" "I'm an automobile," said the Ford. "And you?"—"I'm a horse," and they both laughed.

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

R. R. T.

On August 10th the docks had the pleasure of welcoming Mr. J. H. Powells, of Lake Alfred, Florida, and Mr. Verne I. Powells, of Los Angeles, California, father and brother respectively, of our own Ray Powells, of the claim desk at the local office. Mr. Powells Senior is also an old railroad man, formerly being a locomotive engineer on the Burlington Road, but is now retired and living in the balmy climate of Florida.

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Mrs. Lalk, now of Milwaukee, but formerly of Tacoma, when Mr. Lalk was division Freight Agent here, together with her children, Bobbie and Roma, and her mother, Mrs. Woodward of Dubuque and Milwaukee, was a recent visitor to Tacoma on a vacation trip. While here they went to the Mountain and visited the sea shore at Moclips.

Mr. and Mrs. Eberhardt of Chicago, visited the Docks August 11th; Mr. Eberhardt is with the Freight Claim Department at the Windy City.

Mrs. Floyd Galbraith of Moberly, Missouri, Junior, were guests of oah Waldron, Assistant Foreman at Dock Two, and Mrs. Waldron for several weeks in August. Mrs. Galbraith is a veice of Mrs. Waldron. Noah kept the family car busy driving them to points of interest in the vicinity, including a visit to the seashore at Copalis Beach.

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extraction and owning a great big car at least better than any Scotchman would buy. On being reproached with fickle ness Miss Willa replied, with a faraway look in her lovely eyes: "Well you don't expect a girl to go out with the same man all the time?" We have of course instructed our slueh to camp on the trail of this handsome shiek and procure more details for us.

Ben is wearing a disconsolate look during her absence.

Ted Rogers, one of the best-known checkers at Dock Two, drove to Vancouver with a friend for a four-day visit about the middle of August. We suppose that he made inquiries into the present address of a certain Johnnie Walker, who used to be known in these parts until the State of Washington went dry, but Ted denies any speaking acquaintance with him.

Pete Borden, one of our warehousemen at Dock Two, is receiving congratulations on the addition of a baby boy to his family.

The recent addition of a swing-man to the janitors' roster gives all the watchmen and janitors at the Local Office, Passenger Station and Docks one day off per week. Anton Johnson is on the swing job, while Frank McLellan has come back from the Shops to take Anton's former job at Dock Two. George Deckier is now permanently at Dock Three, Charles Devine being sick in St. Joseph's Hospital.

Chester MacLennan, Chief Yard Clerk, returned to work August 16th after an extended vacation trip with his family. Our readers will get an idea of his strenuous activities when they learn that the itinerary included Toledo, Buffalo, Niagara Falls, New York City, Washington, Philadelphia, with a visit to the Sesquicentennial Exposition (which proved somewhat disappointing), Boston, Cambridge, (famous as Chester's birthplace), Chicago, St. Charles, Illinois, Elgin, (with a visit to the watch factory), Rockford, St. Cloud, Minn., Litchfield, Minn., Minneapolis. Chester is making everybody's mouth water by telling of all the lobster, codfish, brown bread and beans he absorbed way back East.

Another one of our tourists to return is Lester Prescott, Yardmaster's Clerk, who came back to work on August 24th, after an extended trip with his mother. He stopped at the Twin Cities, Boston, Plymouth and Cape Cod, Marblehead, Woonsocket, Providence, Plymouth, N. H., Bretonwood, N. H., Concord, Lowell, and goodness knows where else. On the way back his mother stopped at Minneapolis, Lester coming back alone. Lester absorbed a good many shore dinners along the coast and went on fishing trips on the Atlantic, but has no phenomenal catches to report. We are glad to see his pleasant smile again.

General Yardmaster Fred Rehbeck and Mrs. Rehbeck went on a vacation August 25th, driving to Seaside, Portland, Mount Hood, Port Angeles, Lake Crescent with a little side trip across the straits to Victoria, doubtless for a little historical research. During his absence Mr. McShane acted as General Yardmaster. Traveling Freight Agent W. R. Rehm has now moved his family here from Aberdeen, Wash., where they were formerly located; they are occupying a home on South Twelfth Street. The Traffic Department enjoyed a visit on Sept. 8th from Mr. J. F. Wahske, who represents our line at Portland, Oregon.

Mrs. Nelson of the City Office spent the Labor Day holidays with her parents at Seattle.

Miss Stange, the charming stenographer at the City Office is going on a vacation trip to San Francisco the latter part of September, to visit two brothers and a sister living there. However she is not going on a pass but is driving down with friends. Now what do you think of that for a railroad girl?

Joe Baughn, the handsome Rate Clerk at the City Office used his new Whippet car to take the family to Pacific Beach over Sunday and Labor Day.

Roy Kidd, the popular Chief Clerk at the City Office, and Joe Baughn of the same, together with Assistant Agent Bement of the Local Freight Office, are developing into regular golf fiends out at the Meadow Park links. Roy, we regret to inform his sorrowing friends, has not turned in anything better than 118 so far; Ralph Bement has him backed off the map with 108, which, to be sure, is nothing to brag about, either; while Joe, by virtue of somewhat longer experience at chasing the ball, has a score of 96 to his credit. None of the three has as yet graduated into regular golf tops, but when they do they will present a matchless picture of masculine pulchritude.

John Betters, one of the best-known warehousemen at Dock Two, has invested in a Chrysler sedan and has already been to Aberdeen and Hoquiam in it.

Mrs. Bogie, wife of Ben Bogie, one of our old reliable men at Dock Two, has gone on a visit to her daughter at San Francisco, and

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Loose Leaf Specialists  
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## Iowa Division (East) and Calmar Line J. T. Raymond

Cond. Steve Parmenter was a busy man for about ten days showing his old pardner Sam Wood of Salt Lake a good time around Marion and Cedar Rapids. Sam was enroute to Penn and Cedar Rapids. His old railroad friends are always glad to visit with him.

Engineer W. R. Barber began work Sept. 1st soliciting membership for the pension association, a better man in our opinion could not be selected. "Billy" spent several days in the K. C. Divn. leaving for the Coast Line Sept. 7th. The Pension Assn. issued a statement July 31st showing desirable progress, we wish the Iowa Divn. would line up 100 per cent for the pension plan, let us try for this result.

Mr. and Mrs. J. L. Franz and son James visited with Marion relatives and friends several days while on their vacation, they had a very enjoyable time renewing old friendships, their stay was too brief.

Mrs. L. E. Morrow of Marion died at the family home Marion Aug. 28th following a stroke of apoplexy suffered Monday Aug. 23rd. The funeral services were held Tuesday and remains interred at Marion. Mr. Morrow who is a veteran in the Milwaukee service is assured of the sympathy of many friends in his great loss.

Cond. Wm. Recp who was injured some time ago continues to steadily improve. He goes to Anamosa about once a week for treatment.

Ye Scribe attended the meeting of the Milwaukee Veteran Employees at Milwaukee Aug. 23rd and partook most heartily of the superior brand of hospitality dispensed by Chairman W. D. Carrick and his able associates of the Entertainment Committee. These gentlemen have the hearty thanks of the Iowa Divn. delegation who very much appreciated the royal time provided for them at the banquet and picnic.

You Iowa vets who were not there missed something very fine.

Engr. and Mrs. Micheal Curran left for Rochester Sept. 11th to visit a daughter who was ill in hospital.

Mr. and Mrs. Willis Jordan visited the Iowa State Fair during Mr. Jordan's vacation. Cond. John Troy visited the State Fair at Des Moines and the Minnesota State Fair.

Chief Timekeeper and Mrs. F. J. Cleveland spent a weeks vacation visiting their son and family at Correctionville, Iowa.

Mr. and Mrs. Harry Scrampton returned to Marion about the first of Sept. from an extended trip abroad, among the places visited were England, Scotland, Belgium and Italy. They both proved good sailors suffering no illness whatever while on the ocean. They had a most enjoyable time and received a royal welcome home.

Mrs. A. J. Campbell of Marion was taken to Mercy Hospital Aug. 28th for treatment. She is on the road to recovery, and it is hoped she will thoroughly regain good health before very long.

Mr. and Mrs. L. C. Low have returned to Marion from their summer outing spent at Lake Okoboji.

On Friday Sept. 3rd President Byram and a company of officials including Chief Operating Officer J. T. Gillick, Genl. Mgr. O. N. Harstad, Genl. Supt. E. W. Lollis and Supt. Flanigan went over the division from Atkins to Green Island making a brief side trip to Cedar Rapids.

Mr. and Mrs. Chester Cornelius have returned from a vacation trip to Seattle, Wash., while there visited Mrs. Lola Cornelius Blach.

Cond. E. A. Cleaver of Marion passed away Aug. 30th at the age of 58 years after a long illness, funeral services were held at Marion the past week.

Mr. and Mrs. W. E. Cooper were called to Spearfish, S. D. owing to the sudden death of

Oak Shade Cemetery. Mr. Cleaver began work for the Company Nov. 1891 giving faithful service. He was a genial man and highly thought of by his comrades, we shall miss him from the ranks. Besides his wife he is survived by his three sons. Lyle and Elton at home and Wayne in Florida. We extend heartfelt sympathy to the family in their bereavement.

Marion friends were greatly shocked by the news that came Sept. 3rd of the death of Cond. Charles Fullerton of the Coast Line, at a Tacoma Hospital where he had gone for an operation. Charles is a Marion boy and a son of Mrs. Esther Fullerton. He visited his mother here last spring when she was critically ill. The remains were brought to Marion, funeral services were held at the Masonic Temple. A. F. & A. M. Lodge No. 6 was in charge at the grave in Oak Shade Cemetery. A wealth of beautiful flowers banked about the casket and chancel attest to the esteem in which the deceased was held in this community and in Alberton, Montana where he had lived for a number of years. The surviving members of the family have the sympathy of a large circle of friends on this Division in their bereavement.

E. L. Sinclair of Marion was away several days attending a family reunion at Green Bay, Wis.

Miss Hannah Johnson of the Supts. office was away on a vacation visiting in Redfield, S. D., and Chicago.

Mr. and Mrs. L. A. Patton have moved from Marion to Waucoma where Mr. Patton has been appointed Agent. They have lived in Marion for a long time and have many warm friends here who are very sorry to see them leave.

B. C. Snyder had been appointed first trick Operator at Indian Creek, R. E. Tarr working second until J. I. McGuire who had been appointed can be transferred from Coon Rapids.

Mr. and Mrs. R. L. Taylor left Marion Sept. 1st by auto on a vacation trip in Northern Minnesota. E. E. Edwards working 2nd trick "MA" office and T. J. Allen on clerks job Train Disps. office.

Cond. John Dignan of the Farley Passenger started on a vacation Sept. 8th going west. Cond. Tom Costello relieving.

At the Iowa Divn. picnic Master of Ceremonies Stanley immediately after dinner announced by megaphone that Supt. Flanigan had something to say of interest to all present, the crowd quickly gathered at the Park pavillion and Mr. Flanigan gave a brief history of the Employes Pension Organization showing that its rules conformed with the requirements of the State of Illinois by whom the charter was issued and that the plan is most substantial, he urged all eligible employees to join and especially pleaded with the ladies to use their influence with the male members of the family to join. Mr. Flanigan has been invited to make a more extended talk on the subject before the Women's Club.

Agent W. D. Schesser of Long Grove and Miss Hazel Mebrey of Kenosha, Wis. were married Aug. 23rd. We extend heartiest congratulations and best wishes for a long and happy life.

Elsewhere is a writeup of the Iowa Divn. picnic written by Engr. George Busby and the success of the picnic indicates the fine spirit of fellowship that prevails among the officers and employees of this division. It took a prodigious amount of painstaking labor on the part of the various committees, they spared not themselves and everything went over big.

Mr. and Mrs. Chas. Dewald of Marion visited relatives in Seattle, Wash.

General Yardmaster H. L. Shekelton went to Los Angeles for a two weeks stay with his mother.

Mr. and Mrs. H. T. Dorsch of Marion visited us helping out at Rockford for a few days.

Understand Yard Foreman Learmonth is now in training to become a hustlin' insurance agent. Says he handles the best in the Land, Midwest.

Cond. and Mrs. John Higgins of Monticello have been at Rochester several weeks where Mr. Higgins is undergoing treatment which is accomplishing desirable results.

Cond. Walter Ziel has given up the pool turn and returned to his old "love" the west Baptist Church officiating, burial was made in

end pick up, thereby putting Cond. Kuhl on the east end way freight.

Car Repairer Sam Lunn knows now what it is to be a bachelor, as his wife is at present in the Spring Valley hospital recovering from an operation. Sam says she will soon be home "then he won't have to wash the dishes any more."

## Sioux City & Dakota Division

H. B. Olson

On August 16th, Sioux Falls held another of its BIG SAFETY MEETINGS at the Municipal Court room. Eighty-seven men and women were in attendance and enjoyed a real Safety First meeting together with an excellent entertainment as follows:

Violin Solo by Master Donald Lovejoy, with

Mrs. H. B. Olson at the Baldwin. Reading by Miss Vivian Murphy. Male Quartette by Messrs. Ashworth, Gamberg, Reed and Olsen. Reading by Miss Gencive Lewis and two Tenor Solos by Mr. J. Jamison, Chief Dispatcher, all of which were enjoyed immensely.

Supt. A. J. Elder gave some valuable facts regarding accidents which have occurred and how a great many of them could have been avoided. After the meeting the Women's Club served ice cream and cake which was also enjoyed by the inner man.

Cashier Norman Capwell and wife are spending their annual vacation with relatives in Nebraska.

A brand new roof has been applied to the depot at Hawarden and Agent H. J. Brown says its a great relief not to have to sweep out the water after each rain as has been necessary with the old roof.

A cyclone of destructive nature struck Geddes, S. D. on Aug. 15th and demolished our freight house, tipped over several box cars wrecking a nearby hotel and damaging other buildings in the town. No one was injured and the building destroyed will be rebuilt soon.

Agent Bert Holvik at Ethan, S. D. has 7 fine male English Bull pups which he says will be ready for sale in two or three weeks and any one who wants a real bull dog should communicate with him.

Section Foreman G. M. Kostie of Mapleton, Ia., visited in Sioux City on Labor Day. This is the 2nd time George has been to the city in 4 months—pretty often ain't it George?

The new depot at Menomonie is progressing very rapidly. When completed the "Milwaukee" will have a very up-to-date depot.

Mr. R. E. Thompson spent a few hours at the County Fair at Plainview and he says that he did enjoy it. Later Mr. Thompson didn't take in the County Fair. Too much correspondence, eh, Dick?

The Freight train on the Chippewa Valley Division between Wahasha and Eau Claire had an engine with a 15" cylinder, is being claimed that no heavier power could be operated over this division. In the last year Roadmaster McClellan strengthened the track so that a larger engine could be used. And since Roadmaster McClellan has come to Wahasha he has worked most earnestly to see that the tracks were in the best of condition at all times. He certainly accomplished the desired result for the tracks were never in better shape and the word "Wreck" has been completely eliminated from his vocabulary.

The business on the C. V. and Wahasha Division has been increasing so rapidly that a G 5 superheater engine has been assigned to the run. Engine 2349, G 6 engine, assigned to this run has been pulling more tonnage than the G 5 engine that was previously operating on this run. This engine handles 45 cars, 2,000 tons, daily making the trip to Eau Claire from Wahasha with 6 tons of coal less than the G 5 engine did. And also makes the round trip of 100 miles to Eau Claire without taking the coal gate out. This demonstrates quite clearly the advantage of using the superheater. Take

formerly assistant accountant at Sioux City, and Arthur Piper, another former assistant Accountant at Sioux City, who is now accountant at Austin, Minn., were guests.

Ethel Mandel, her husband and baby were there too. After the picnic dinner, Mr. and Mrs. Downing were presented with a beautiful set of Haviland china by the Supts. Office. Later in the evening, the picnic crowd rode over to the pavillion at Stone Park and danced.

Mr. and Mrs. Harold Ness have moved into a new apartment at Morningside. Fay Ness is one of our stenographers, and makes the best devil's food cake imaginable. Hope that when she invites us out, she won't forget the cake.

Superintendent A. J. Elder says he is going to learn to dance all over again. We are anxiously awaiting the Women's Club dances so that we can call his bluff.

## River Division News

M. M.

During one of the electrical storms the past month the chimney on the home of Engr. and Mrs. Hilger was struck by lightning and the top of the chimney was knocked off but fortunately no more damage was done. Mr. Hilger was not at home at the time but belief is generally accepted that it is well to have a non-conductor of electricity around the house.

Agent F. C. Beck and wife have purchased a new home on the West side at Wahasha and after some remodeling will move into same the later part of the month.

Engineer Jerry McGraw has been rather a proud Veteran of late and especially so since he was in receipt of a gold medal inscribed and indicating that he had been 40 years in the Brotherhood. He received it from the headquarters in Ohio. Well, Jerry, your many friends wish you many more years in this organization. Mr. McGraw has been engineer on the Wahasha Division for the past 35 years and has spent practically all of his railroad career on the C. V. and Wahasha Divisions.

Crushed rock is being used for hard surfacing around stations Ethan and Dimock. This is a fine improvement and will dispel with the mud which has been very much in evidence after each rain.

Agent Bert Holvik at Ethan, S. D. has 7 fine male English Bull pups which he says will be ready for sale in two or three weeks and any one who wants a real bull dog should communicate with him.

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everybody heard about Charley Foote's sore leg?

The members of the Superintendent's office gave a farewell picnic at Stone Park, August 25th for Mr. and Mrs. Clyde Downing, before their departure to Chicago. They're Mullen, Page Thirty-nine

and Justice to the person for "tires," but it seems that they were unable to find any.

Opr. Pat Horn motored over into Indiana for a day during the first part of the week.

Engr. Paul Schultz has gone and done it now, parted with the most of his valuable possessions.

It is said that the daughter of one of our most popular conductors is about to embark on the sea of matrimony in the very near future she has the best wishes of the entire division for a long and happy married life. Congratulations to them all (including RAN.)

I wonder why the entire evening force at the yard office including the 3 p. m. crew are all crazy about sauerkraut and wienies?

Brakeman Henry Roman and Oswald Brown are helping out at Rockford for a few days.

Understand Yard Foreman Learmonth is now in training to become a hustlin' insurance agent.

Says he handles the best in the Land, Midwest.

Opr. E. J. Morton and wife of Seatonville were calling on friends and relatives in Ladd the past week.

Mr. and Mrs. W. E. Cooper were called to Spearfish, S. D. owing to the sudden death of

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ing all the cars out eliminates having the Menomonie train come in after cars and saves considerable, avoids having the section man at Ted Cedar shovel coal. Engineer M. M. Wheeler has had charge of this run for several years and advises that this was the most effective and profitable change that was ever made.

Supt. L. T. Johnston, Mr. John Turney, District Master Mechanic and Roadmasters C. Carlson and E. E. McClellan and Chief Carpenter John Ostrum attended a meeting at Chicago the latter part of September.

bride all the good wishes and started them off for California on their honeymoon. About four weeks after we received an S. O. S. call by Western Union for money and transportation home, pocket picked and stranded in a strange town. We are glad to say that Mr. Baker didn't lose his bride, both arrived safe and sound as soon as they could get here after the emergency transportation reached them.

### I. & D. Items

Marie

Trainmaster O. A. Beerman, has moved his family to Mason City, Iowa, from Madison, Wisconsin. Mr. Beerman, was recently appointed Trainmaster on the I&D Division and will make Mason City his headquarters.

A Special Train of Indians and their horses from Kadoka, South Dakota, passed through Mason City, Sept. 1st, at 2 P. M. on their way to Philadelphia, to attend the Sesqui-Centennial Exposition. These painted, feathered, beaded First Americans demonstrated a dance on the pavement between the depot and the Office Building for the amusement of all. A large number of people had learned of this movement and the Station grounds had the aspect of a school playground. One of the Indian Bucks had the misfortune to lose a finger while at Mason City. A horse got down in one of the cars and John Woodknife in trying to get it up, caught his finger in the jam of the baggage car door and severed same.

Helen, our telephone operator claims to have lost 22 pounds. Another 22 pounds and perhaps we can notice it.

Charles Wright says his home is all fixed for cold weather. He has spent his vacation getting ready.

According to Pauline there is surely some difference between a Ford and a Studebaker. Hunting season is approaching. About time to start polishing up old Betsy and then Mr. Rabbit and Mrs. Duck beware.

Mr. and Mrs. Stephen Glover, have been guests at the W. F. Ingraham home at Mason City. Mrs. Glover, was formerly Miss Miriam Ingraham.

Mary Gene Braheny, Stenographer in the Superintendent's Office spent Sept. 5th and 6th in Kansas City. She was accompanied by Miss Margaret Carroll, Assistant Cashier at the C.R.I. & P. Freight Office at Mason City.

Besides being warehouse clerk, Mr. Fred Studt has quite a productive vineyard. He has sold about 1000 pounds of grapes to the boys at the local office. He says that should make a lot of jelly.

Nellie McGraw spent her vacation last month in the east visiting Buffalo, Detroit and Niagara Falls. She reports a wonderful trip. How come Nellie, that you didn't go to the Ozarks?

Elmer Smith, Clerk on the bill desk says he has about decided to stay single. What's the matter Elmer, did she turn you down? Wonder if his decision will have any effect on his pal, Paul.

### Car Department

During the extremely heavy business in August the car department came through with colors flying. No bad order loads were held from one day to the next account of "too much business" but everything was cleaned up currently.

The sympathy of the Milwaukee family is extended to Mr. Lawrence Flagler who recently lost his father.

Mr. Eugene Reed, clerk in Mr. Clark's office is suffering with a very bad carbuncle on his neck. We are hoping he will soon be able to leave St. Joseph's hospital where he has been for about two weeks.

### Yard Office

Another addition to the Milwaukee family. Mr. and Mrs. Harlan Hofferty announce the birth of a daughter. No wonder Harley is whistling and singing all the time.

Overheard in the yard office: "Hello there you old blanket! blank etc." Well if it isn't you, you (more of the same thing.) We thought a fight might be the next thing on the program but it was only Frank Reed saying "Howdy" to one of his old time friends.

In July we wished Yard Clerk Baker and his

We notice Jay loosening his belt since he has been enjoying home-cooking.

Mrs. Chris Swarner, wife of a Yard Cleaner at Mason City, passed away at their home on Saturday evening, September 11th, 1926. Mrs. Swarner has been in very poor health for some time. Mr. Swarner has the sympathy of all in his bereavement.

Miss Grace Moran, steno in the Division Freight & Passenger Agent's Office has returned from her vacation which was spent on a Dude Ranch at Athabasca, Montana. There is someone who wonders if the bachelors who spend their vacation at Athabasca, have anything to do with Grace deciding to spend her vacation there next summer.

Wanted to know—why Otto's pass read for only one.

Irene Wilhelm, Station Timekeeper, has returned from her vacation spent in Yellowstone Park, going thru the park via the Gallatin Gateway. After being chased by the bears going down Uncle Tom's Trail and seeing Old Faithful "gaze" she called it a vacation and came home.

Reverend Frederick Ring, Father of Mrs. W. F. Ingraham, has been a recent guest at the Ingraham home in Mason City.

J. W. McGuire, Conductor on the I&D Division, has moved his family from Mason City to McGregor; as that point is a more convenient lay over point for Mr. McGuire. They have rented their home in Mason City.

If anyone is in need of an extra pair of gloves at any time, in case of wet feet, sore corns, etc. call on Miss Braheny in the Superintendent's Office, as she always has a supply in her desk.

We are glad to learn that Milton Olson, File Clerk in the Superintendent's Office has secured transportation on the Interurban before the cold weather set in. Now it won't be necessary for him to use his snow shoes. Walking was fine this summer, but not so good at 20 below zero.

Carl Donavan, Chief Yard Clerk, enjoyed a weeks vacation in the month of Sept. Be prepared for some good fish stories upon his return.

Marie and Joe Fiala, employees at Mason City Roundhouse, are expected to return from abroad where they have been for the past several months, visiting their birthplace and other places of interest in Europe.

The Milwaukee Women's Club will resume its activities this month.

Lost—Four false teeth. Finder please return to the Mitchell Roundhouse.

F. H. Diskoff, Yardmaster Mason City, his wife, Irvin Hansen, Gladys O'Neil, H. J. McLaughlin and wife, Faye O'Neil and Ruth Chapin spent a week in Minneapolis at the Minnesota State Fair.

Charles Blanchard, Division Lineman, enjoyed his vacation in Minnesota.

Lou Hendrickson, Condr. was just released from the Park Hospital, after undergoing an operation for appendicitis. Everyone is glad to see him back.

Frank Smith, Train Dispatcher and wife, spent a two weeks vacation in the Black Hills.

Mary Ramsey and wife, Train Dispatcher, spent their vacation in Davenport and driving thru scenic Wisconsin.

Margaret Radler of Nora Springs, is relieving at the Mason City Freight House, in place of Ray Wallace, who is on leave of absence.

Harry D. Arnold has been employed as Bill Clerk at the Mason City Freight House.

Dott E. Westfall, Clerk at Mason City Roundhouse, is spending her vacation in the Black Hills.

The Mexicans are renovating their quarters opposite the Office Building at Mason City and slowly returning for their winter's rest.

B. F. Maddus, formerly Perishable Freight Inspector at Mason City, has accepted a similar position at Benicia, W. A. Lindquist of Minneapolis has taken his place at Mason City.

The Duck season opens the 15th of September. Suppose the morning of the 16th will find a number of Milwaukee Guymen at the Head of the Lake, waiting for the sun to rise.

A new water treating plant is under construction at Bridgewater, S. D.

### "Novelties of 1926"

Leo and his ice cream cones.

Jay and his bicycle.

Mary and her street car.

Mac and her flyswatter.

Ruth and her diamonds.

Clifford and his Private Office.

Milton and his "Sweet Mammy."

Otto Secory is going on his vacation. Says he is going home and ask Mother if she has any objections. Better hurry Otto.

O. A. Beerman, Trainmaster, saved the life of J. O. Davis, by pushing him off the track directly in front of No. 11 on the morning of September 4th at Marquette, and narrowly escaped losing his own life by so doing.

### S. M. East

R. G. E.

Miss Violet Beatty is the new Stenographer in the Superintendent's Office, coming here from the Hormel Company where she has been employed for the past two years. She is filling the vacancy made by the resignation of E. F. Gaskill.

Effective September 11, 1926, Mr. Frank Bradt severed his connections with the S. M. offices to take up new duties in the office of Mr. N. A. Meyer, Lines West. The vacany is being filled by Miss Rose Kralich, formerly General Clerk. Dwight Kresskern has been appointed to the position of General Clerk, and his offices at the Baggage Room are now being carried out by Mr. Christ Nelson.

A. L. Piper returned to his work on August 3rd, after a two weeks vacation spent in and around Sioux City.

Traveling Accountant Lathey visited at the Auto Store Department on August 10th. Didn't see anything of Jim up at the Superintendent's Office, but reported as the boys met him out in the open and came back with the report that he looks and feels fine.

The Milwaukee Women's Club will resume its activities this month.

Traveling Time Inspector McGovern passed through Austin on September 11th enroute to Los Angeles, California where he will spend three months. His duties during his absence will be performed by Mr. Ed. Kastbaugh, who also made a short call at Austin on the 14th.

Sympathy is extended to Mr. Leonel Blappert who was called home during the latter part of August due to the death of his mother.

Herb Norgren, Clerk in the Master Mechanic's Office, and Fred Karpf, Brakeman on the I&M Division left Austin on Saturday September 18th to spend a week up in the Northern part of Minnesota during the duck season. It is expected that they will incidentally stop across and shake hands with King George.

Miss Mancella McGovern spent several days during the latter part of August at the home of her sister, Mrs. H. J. Birken of Des Moines, Iowa. Marie says he had a WONDERFUL time.

Have been trying to find out where Ray Hoffman spent his vacation but he has been so very busy since he returned that he has not had time to give us a detailed account of his whereabouts.

Kenneth Meyer, Clerk in the Chief Carpenter's Office at Austin, left Austin on September 7th in company with a friend Mr. Lee Owens, on a month's trip by car to California. Mr. Owens will remain in the Southern State where

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Boiler  
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he will attend college. Kermit will return via Railroad. There's a pretty lonesome girl about the heat, we are inclined to believe that it was the humidity and not the shirt.

H. B. Williams is taking his vacation during the first couple of weeks in September. This time he is spending at home.

The Hollandale Excursion, which was originally set for August 18th, was postponed until September 4th. There were a number of Milwaukee and Rock Island officials present. President H. E. Byram spoke a few words at the Fair Grounds, where a Rodeo was being held on that date.

### Iowa & Minn. Division

D. M. W.

Mr. C. R. Parker, operator in "VD" office Minneapolis was down in Iowa the first part of September visiting relatives and friends Bill Hickey relieving while "Old Faithful" Fred Germain, operator New Yard St. Paul tickled the bug for Bill.

Russell Rissberg has just returned from a months leave of absence on account of sickness. Russell looks pretty good, he couldn't have been very sick; We are inclined to think that there is some attraction out at the Lake.

Harry Lowe has just returned to work also, having been up north for a month trying to dodge the Hay Fever, but he says the hay fever must have laid off too because it went up with him.

John Anderson is planning his annual Duck shoot. We hope his plans work out better than heretofore.

Lou Johnson is planning on spending about 3 months with the Alligators again this winter. Jim Cane said to tell Lou to wear his old clothes if he monkeys around those animals. Jim ought to know.

W. E. Niblack, Agent Bixby and family returned to work Sept. 16th after spending a months vacation in the East. They were in Washington, D. C. New York City, Philadelphia Sesqui Centennial. Mr. Niblack said the Milwaukee exhibit at the Centennial was wonderful. They also visited the Old George Washington Home at Mt. Vernon and many other places of great interest. He says there are wonderful things in the East but little Southern Minnesota has got 'em all beat.

Signal Maintainer Thos Jones and family were called to Mineral Point, Wis., Sept. 15 on account of the death of Mr. Jones' mother. The entire I&M Division extend their sympathy to the bereaved family.

### General Office Items

Vila

#### Something about Ties.

The masculine element of the Comptroller's office has been vainly trying to learn from Mr. Frank Owen and Mr. Nick Werhane who their hairdresser is. Recently one morning they arrived at the office simultaneously sporting new cravats of identical pattern and material. When they finally became conscious of this fact each became highly indignant, and insisted that the other sought to discredit him. Regardless of who is right, it would be interesting to learn, at which sale the bargains were purchased, as two master minds picking on the same article goes to prove that it must be an outstanding value at its price.

#### Fashion Note.

Discriminating dressers will be pleased to learn that "yellow" is once more gaining the public's fancy. In combination with some of the more delicate shades, such as red, purple, orange, etc., some very harmonious and striking effects may be obtained. Mr. E. J. Belzer, who has recently acquired a shirt, with collar to match, of crepe de chien in the very latest and brightest shade of yellow, gave his fellow employees a treat by wearing it to the office the

other day. Although the office force complained of the heat, we are inclined to believe that it was the humidity and not the shirt.

Mr. Scoffren underwent a very serious operation recently, but reports from the Oak Park Hospital are that he is getting along nicely now and his many friends in the Engineering Department wish for his speedy recovery.

Our friend "Bill" Molitor after a week of swimming and catching fish in Northern Wisconsin evidently thought he had acquired sufficient aquatic ability to capture a bathing beauty in Atlantic City, so upon his return from Wisconsin he immediately hurried East on a fast train. From the smile on his face there is no doubt of perfect performance.

Announcement has been received of the marriage of Miss Margaret Kress and George Hesler on Sept. 15th at the home of the bride's parents in Deerfield. Much happiness is wished to the young couple.

Do you remember about a year ago an item about the Winandys going to California via the Leaping Lena Route. You know when it comes right down to it there is no place like good old "Chi", especially when it is "Home Sweet Home" and these two lads after enjoying their trip have returned. Harry Winandy is now affiliated with the Track Elevation Dept. at Mairfair, and no doubt, Henry will be with us also before long.

Richer by over a hundred dollars is D. J. Short. He sure held the lucky number one week. Like the Arab who silently folds his tent and steals away, likewise did Mr. Mitchell (Engr. Dept.) leave us Saturday, but in these days of radio I'll bet we could find him touring in the East for a week.

We have received several cards from Miss Merrill which indicate without a doubt that the Saguenay River trip is delightful, as well as Montreal and Quebec. Hazel's return trip took in the beauties along the Hudson from Albany to New York, New York City, and Washington, D. C.

Mr. Knuth, Mr. Jackson's able assistant has returned to his duties in the Engineering Department after being absent since last April on account of illness. Mr. Knuth, we are just awfully glad you are back.

C & M Division.

It was with deep regret that we learned of the death of Mr. A. P. Cordes, C&M Division Conductor, on Saturday, Sept. 18th at his home in Chicago. Mr. Cordes had been with the Milwaukee for forty-five years. Our sincerest sympathy is expressed to the family in their bereavement.

On August 31st, while nearing Edgebrook Engr. Scully of Train No.133, noticed an object on the track and upon closer scrutiny discerned a small child sitting there. He exerted all his power to bring the engine to a stop, and Fireman Vande Velden got down on the pilot of the engine ready to snatch the child from its dangerous place, if such a thing were possible. When within a foot or two of the babe the train was brought to a stop much to the relief of the engine crew. Engineer Scully and Fireman Vande Velden are to be highly commended for saving the life of this young child.

### R. & S.W. Division

Lillian L.

Machinist Joe Conway, who has been employed at the Beloit Roundhouse, for several years past, has accepted a similar position with the Company at Janesville. Joe leaves many friends, who wish him well in his new field of labor.

Conductor John Cavey resumed work on Sept. 13th, after having been off several months due to an injury to his knee.

Mr. O. R. Gabin, third trick operator at

Rockton, took unto himself a wife on August 25th. Mr. and Mrs. Gabin are now making their home in South Beloit. The best wishes of the Division are extended to them.

Arthur Lubitz. He also leaves to mourn his loss a wife and small child. Our sympathy is extended to the family and friends.

### Tacoma Shop News

"Andy"

Allen Witbeck, Special Apprentice, who has been working at Tacoma Shops during the summer months has left for Purdue, where he contemplates attending school this coming winter.

It is with regret that we report the hard luck of Frank Murray, Machinist at Tacoma shops, whose house and garage were completely destroyed by fire recently, which also consumed his entire household belongings and automobile.

Steve Oelmespie, Carpenter, has returned to work following a very serious operation and is getting along fine.

Scott Lovejoy, Electrician Helper, and Ballast star, has finally resigned from the ranks of bachelorism and has entered the state of conjugality or in other words he is now a Benedict, as the result of a recent wedding wherein he was united in marriage to Miss Ruth Johnson.

Congratulations to Fireman and Mrs. Chas. N. Harrington on the birth of a son September 12th.

Brakeman Chris Hoaglund had the misfortune recently to run into a telephone pole on the River Road. Chris says someone moved the pole into the middle of the road. Although he was going at a MODERATE rate of speed, he could not stop until the windshield came up and met his head. Doctor Crockett was called upon to put several stitches in his badly gashed scalp.

R. A. Neiske, has given us the official advice that a very successful fishing season is just about coming to a close.

Robert Vatreneck, Electrician Apprentice, has returned following a period of time spent in the wilds of Montana in the vicinity of Great Falls. Bob was very glad to be back on the good old Puget Sound, but he is also a very ardent booster for Montana, he was very much taken with the climate and everything else back there and hopes to some day locate there.

Chauncey Wintersmyre, Electrician was over to Ellensburg on a job recently but he worked too fast and finished the job a day before the opening of the Rodeo, that was the part he did not like about it but that is not all, what we would like to know is the object of these weekend Gig Harbor trips.

Fred Lovett, our machine shop foreman while fishing in Clear Lake recently took a little whil fishing in Clear Lake recently took a little tumble for himself in said lake which assisted me in writing the following verse in his honor:

#### Fred's Fish Farce

Listen my children, are you go to bed,  
I will tell you the story of a gink named Fred.  
You have probably seen him, as he struts thru  
the shop,

With the song of a king and the mien of a  
cox.

Some have even termed him as bull of the woods,  
For he sees that the mechanics produce the  
goods.

Well this bird, dear children, one hot summer's  
day,

Put the urge to go fishing, and started away.  
Twas the call of the wild for the great open  
spaces.

So Fred raised up and kicked over the traces.  
He rushed to the stable to hitch up his team,  
And left for the mountains at break neck speed.  
At Clear Lake he arrived and pulled off his  
coat,

Then ran down to the shore and rented a boat.  
The skipper he gave him one hard boiled look,  
Then chalked him up in his little red book.  
Fred grabbed the oars like an old seasoned salt,  
Rowed out in the lake and then called a halt.  
Picked up his fish pole, line, hook and bait,  
Dropped it in the water and sat down to wait.  
Ah-Ha—what's that, a nibble a bite,  
Then it tugged and jerked and started to fight.  
The fish worked hard, and so did Fred.

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And soon his face became crimson red. He would dash to and fro and give great lurch, And Fred would say things they don't say in church.

Then suddenly his face became very pale, As to his mind came thoughts of a whale. But his ire was up, and thought this the bunk, Then he slipped and fell in the lake—keplunk. Down he went, down he went, till his feet touched sand, Then up he went, but slower, and swam for land. His clothes were wet, they weighed almost a ton, But he sure gave that fish a run for his money. Then he sullenly sauntered back to this car. His spirit was damped, but he bore not a scar. He stepped on the gas, and was soon on his way, To Fred, it was the end of an imperfect day.

### Illinois Division

M J S

Deepest sympathy is extended to Mr. Elmer Rashaw, Trainmen's Timekeeper, account of the recent death of his mother at Chicago, Ill.

Anne Lilly and Velma Batham are the two Comptometer Operators from Davenport working on the Inventory in the Supt's Office.

Maurice Kaufman is again in Asst. Engr. R. G. Heck's Office. Maurice kept a watchful eye on the "Weed Killer" when it was on the division and we are glad to say that his upper garment is still intact.

Viola says anyone with hay fever has her sympathy. We know it Vi and that ain't all. Sorry to discourage anyone so young Ted, but you would make a bum tenor.

Mr. R. H. James, Special Representative to Mr. C. H. Buford, is acting as Trainmaster at Savanna during Mr. H. E. Sittler's absence on his vacation.

Harry Hoffman, machinist at Savanna Roundhouse, who was injured in a fall two months ago is not improving rapidly as his friends would like to have him. An ex-ray examination shows that Mr. Hoffman is suffering from a dislocated shoulder.

Congratulations are extended to Machinist Arthur Hether and wife, account of the birth of a son, Edward Irwin, born August 26th.

We regret to report that gang Foreman William Sheetz is suffering from an attack of pleurisy. Witnesses state that no doubt his trouble was brought on by stooping over so long picking "black eyed susans" along the railroad tracks. We believe Bill will eventually learn that green-house flowers are cheaper than doctor bills.

Sympathy is extended to Roundhouse Hostler Henry Yeager, account of the sudden death of his wife September 7th.

A certain stenographer in our office spent Sunday in Dubuque recently. We can't tell who she was because she brought a full bottle back with her. Two of our official force agreed perfectly that it was the "real stuff," too.

A pathetic accident happened recently in which Chief Clerk Mulder might have been seriously injured—but he wasn't. He was returning from a trip to the roundhouse and unconsciously stepped in the way of a sparrow and a grass hopper who were having a race on the lawn. Both of them ran over him, but he managed to escape with minor injuries. (P. S. He didn't stop to find out how the race ended.)

Clarabel: "May I get a pass from Cedar Rapids to Savanna? I am going out there in a car for part of my vacation."

Irene: "That's preparedness for you. Get a pass, in case you might have to walk home from your car ride."

Clarabel: "Well, PLEASE remember that he is my cousin."

And we thought that "cousin" story was worn out years ago!

Roundhouse Foreman J. R. Slater and wife are spending an enjoyable vacation in California,

visiting with their son, Robert, who is employed in one of the leading theatres in Los Angeles.

Dan Mogan, chief caller at Savanna Roundhouse, is spending his spare time in playing baseball. Altho a beginner, it looks as tho Dan would make a "big league player" when he grows up. Even now he can hit the ball once in a while, but when he does it frightens him so that he forgets to run. Well, time is the best remedy, for that, so don't get discouraged at the start.

U-auto-No: that Nahant Yards, during the month of August, handled 41,264 cars with 102 engine shifts switching cars, 10.19 per car, and on Sept. 13th, handled 1662 cars, the largest one day's business in the history of Nahant Yards.

Agent G. H. Hall is very busy lining up to another Shriner Special, which is going to move soon via our line to Mount Pleasant, Iowa.

Engine Foreman Justice Peterson has returned from his fishing trip, looking and feeling in the best of spirits, so put on a little speed boys while driving through the town of Bettendorf.

Car Checker Harry Eagle is back at work again spending a week at the Wisconsin Dells.

Grover Bluhm, car checker, has sold his tin lizzie and says he is going out after bigger game.

Buck Stevens, Stevedore, has returned from Tomah, Wis., after visiting with friends and relatives.

Roh Dillig, Asst. Ft. House Foreman, has returned from a two weeks vacation in North Carolina. Bob says the native there have no "pep"; no place for Bob then.

Owing to the illness of Henry Logishfield, Night Yardmaster Nahant for three nights second week of September, and Terminal Trainmaster Flanagan not being able to find someone to fill the place, Mr. Flanagan helped out the situation and was on duty a big part of the day in order to keep things going.

Roy Schultz, Claim Clerk, is back at work again after spending two weeks with relatives at Omaha.

Abstract Clerk Albright says it won't be long now until we have a "frost."

### Fullerton Ave. Building

J. T. Griffin

The Cubs and White Sox are overlooking two of the greatest fly chasers in Mr. Bunderson's crew. Mr. Moyer and Mr. Murphy of the overcharge Claims Bureau who are boasting 400 this late in the season since they received their new hats. Flies are at a premium since they started swatting.

A street faker recently presented his wares in front of our Fullerton Ave. entrance selling a Silver and Nickel "plating" fluid that will shine up your old water faucets and many other old metal fixings about the house. Earl Kellton and Bill Roloff bought 3 bottles. They had some old fixings at home that needed shining up. In the experiments that were made that afternoon all the old pennies they could find were plated and polished brightly. The stuff worked fine. Nothing was said when they reached home but both quietly went to work at the water faucets. They needed it, what a surprise the wife would have in the morning.

It was a beautiful morning. Bill and Earl had each gone to breakfast in great anticipation.

The shining faucets? Where are they? What had become of them. Search us. They must have evaporated as did the faker that afternoon. We heard him say as he departed "It's a shame to take the money."

One of the prettiest weddings of the summer was celebrated on Sept. 1st at St. It's church when Miss Katherine Stackpole, of the Ticket Auditor's Office and Mr. J. F. Boyle were married. The wedding party and friends were entertained at breakfast at the Edgewater Beach Hotel, after which the bride and the groom

left for a motor trip through Eastern Canada. Her co-workers presented her with a beautiful lamp.

Demonstrations in "necking" as an aid to the ambitious golfer, given by appointment by lady chiropractor in Lake Geneva, Wis. For further information consult A. M. Dryer, Ticket Auditor's Office.

Catherine Boiselle, Auditor Expenditure Office was united in the bonds of Matrimony and has the congratulation of her co-workers.

Rose Tager, Freight Auditor's Office is wearing a very pretty engagement ring. Congratulations.

Catherine McClure, Car Accountant's Office is a very ambitious girl when it comes to helping anyone in distress. One of the clerks accidentally spilled oil of kerosene ink and Catherine was one of the first who offered to do her bit, so without being noticed she grabbed the cover of the bottle, went to the wash-stand, cleaned it, and say—it almost looked like new (not saying anything about her hands). To her surprise upon returning found the owner had discarded the bottle, because it was of no use and there was no more ink left. Sure was she wasn't it Catherine?

Supt. Gibson of Beloit stepped into Benenville where he formerly resided to shake hands with all his friends (and that includes every employee) Sept. 13th. All glad to see him looking so Hale and hearty.

La Vern Snethurst, one of our switchmen has begun the erection of a beautiful home on Center Street at Benenville. Another rail who don't believe that it pays to pay rent.

Switchman Wm. Lucke has moved his family to Harmless in the city limits and is now a resident of the City of Chicago.

Mrs. Harold Ham, who was formerly Miss Catherine Beich of Harry Cameron's office is taking the place of Margery in Mr. Valentine's office temporarily while "Marg" is on her vacation in California. Cards received from Marg say that she is enjoying her trip just fine.

Viola Kahl, Ticket Auditor's Office, has re-

signed and will be married Saturday, Sept. 18, the girls of the computing Bureau presented her with a Silver Turkey Platter and gravy dish.

Hazel Dillon, Ticket Auditor's Office, is wearing a pretty diamond ring on the proper finger. When Hazel? Congratulations.

Rose Ewald, Car Accountant's Office, is also receiving the congratulations of her many friends, she is wearing a pretty diamond ring.

### Chicago Terminals Facts

Guy E. Sampson

The test of the H. C. Bleeder attachment, which was patented by two Chi Term switchmen, has been made and pronounced by those who had opportunity to observe its work, as an attachment that will speed up the switching of trains as much of the time now consumed bleeding cars will be used to a better advantage by marking and chalking cars. The opinion of all switchmen is that it will soon be adopted and put into use.

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"Smithy" of "one in every office" fame has completed his course in Mr. Valentine's office and has been promoted to a regular job in Mr. Jack Hale's office at the Galewood roundhouse. Jack Genz, no we didn't say Joe Ganz, has taken Smithy's old job. Both boys seem well pleased with their new positions.

Engineer George Bayne, who went to Wausau, Wisconsin to visit his parents was taken with serious pains and Mrs. Bayne sent for as an operation was thought necessary, but we are pleased to report that it was not as serious as thought at first and an operation was averted.

About the only real excitement at Galewood during the past year was the arrival on July 30th, 1926, of a baby girl to Mr. and Mrs. Wm. Bublitz. We all received a good smoke from the new daddy.

We have been informed from a reliable source that a few husky men of the Company's Police Department, called at Mr. Emerson's office and advised Mr. P. E. Beutell, who was sitting at his desk to put on his coat and hat and come along gently. The mistake was soon corrected, however, as they had been talking to the wrong party—maybe you didn't have an honest look on your face Paul?

A slight change in positions of our clerks as Wallie Franz (better known as "Fatty Arbuckle" or "Heavy") takes a position in Mr. Cameron's office and Norton comes to O'Brian's office from Galewood. These changes took place as did several others account of the vacancy in the Supt's office when Jerry Hansen was promoted to a train master's position with headquarters at Madison, Wisconsin.

The Women's club building at Bensenville will soon be equipped with city water and then no more carrying water when they serve us with those hot suppers that has made this particular club famous in the Terminal. Their club house grounds will also be filled in and next

Items from Galewood Station

Angeline Raszack enjoyed a two weeks vaca-

tion visiting New York, Philadelphia and Washington, D. C. and says the B&O diner cannot be beat. As for her breakfast she ordered soup, potatoe salad and fish, and for supper corn flakes, toast and coffee. Evidently Angeline must have had the menu upside down, but anyway the meals were wonderful.

Bob Maloney took a flying trip down to Mexico for reasons unkown, but reports the country down there is very wet, but still that didn't keep Bob from having a jolly good time, although he did get his feet a little damp a couple of times.

Fred Story and Dan Egan spent Labor Day at Mr. Storey's "Wind Blew Inn" Resort at Rib Lake, Wis.

Eugent Kaap and Anne Finkelstein traveled to New York, Philadelphia and Washington, D. C. during their vacation and report having a fine time.

Dorothy Brosman has just returned from Yellowstone Park, says it is an ideal spot.

A new customer to the Hanson Park Depot Garage is Jack Kerwin with his Dort car.

A Gustafson is back on the job after spending his two weeks vacation around the house, cleaning his furnace and playing tennis.

The Calvin sisters have gone down home on the farm at Frankfort, Ind. to spend a week vacation.

J. Connolly, wife and the little Connolly's spent two days visiting relatives at Allens Grove, Wis. and also did some fishing and picking corn.

Switchman Lynn Corkill off a few days last month motored to Minnesota for a visit. Lynn used to brake on the Minnesota Division.

The family of car department employee Harry Miller spent last month in Wisconsin. Mr. Miller going up for a few days returning with them in time for the beginning of school.

Items from Galewood Station

Angeline Raszack enjoyed a two weeks vaca-

has been off for several days with an infected finger.

Norma Everson spent a week at Long Lake and a week at Denver, Colo. Visiting Estes Park, etc. and reported a glorious time.

Mr. E. G. Hale and family spent two weeks vacation at Perham, Minn. and reported bass fishing wonderful, sending over 72 pounds of fish to Chicago.

Jane and Bill Haworth vacationed at the Washington Home in Mt. Vernon and reported George wasn't at home, but Cal. gave them the glad hand.

Anna Esbensen spent a few days at Phelps, Wis. picking raspberries, gooseberries, red currants and black berries. It is claimed she even brought back a porcupine.

Every night will be "Ladies' Night" now that Charlie Gould has a new motor. "Line forms on the right," says Charles. And how he drives with one hand! Need I say more, Girls?

S. O. P. A. Golf Tournament broke up in a row. Timmins had a sun stroke on the fourth hole and Pruem wanted to count it.

"Doc" Watson went down to New Mexico to see who's running the Hotel. Took his wife and baby along and says it's a vacation.

Al Dopke is on Linehan's job temporarily. The man who holds down that job must be above board.

"Wild Men I Have Known": Bill Balousek's Department.

A new department will be opened in this column—Advice To The Lovelorn: Gould, Pruem and Timmins conducting. Say when!

This business of swimming the English Channel may have a few terrors, but have you tried across the Gilwood viaduct lately? Michigan Ave. is a cow path compared with Central Ave. between Grand and North Avenues now.

ODE TO EDDIE JOHNSON'S DEN:

Step lightly all who enter here,  
And gently close the door.  
For we've a brand new paint job  
And a rug upon the floor.

Southwest Limited Service Made Him Forget The Heat

(Continued from Page 27)

pleasant and if ever a man was transplanted from a feeling of unpleasantness into a feeling of comfort, it was your humble servant that night and I would like you to convey my very sincere appreciation to these men and to make this clear and emphatic to Mr. Moberg if I may ask you to do so.

I want to take this opportunity of acknowledging the courtesies and splendid service given me by your conductor, Mr. Clayton, on a recent trip from Chicago.

Hereafter I will take the opportunity of recommending to all of my traveling men that they use Chicago and Milwaukee service.

Very truly yours,  
Equity Fire Insurance Company  
(Signed) M. W. Belcher.

I enjoyed the trip notwithstanding the fact that the heat was a sizzling one and wouldn't hesitate to travel with the same crew anywhere that they would take me.

Respectfully,  
LJ:AF (Signed) Louis Loesser.  
Nestor Drug & Chemical Co., Chicago.

Just Another Example of "Pioneer" Goodwillship  
LA SALLE EXTENSION UNIVERSITY  
August 25, 1926.  
Chicago, Milwaukee & St. Paul R. R.

Gentlemen: Attn: Passenger Department

You may be interested in an incident that occurred on the Pioneer Limited, leaving Chicago on Friday, August 20. Mrs. Bethke and I, and our children were en route to Minneapolis. Our two boys, Robert, aged ten, and Arthur, aged five, wanted to see the train and so I took them to see the sights.

When we came to the diner Robert was particularly anxious to go in. However, we had a good view of the car from the door so I told him we would not bother the guests by going through.

At that juncture the steward appeared and asked if I desired seats for three. I thanked him and explained that I was simply getting acquainted with the train and that they were anxious to see the diner.

The steward directed me to wait in the club car while he took care of the children for a moment. He took them into the diner and gave each of them a dish of ice cream and cookies.

I said nothing which would suggest anything to them, but a little later as we were sitting in the drawing room, Robert remarked: "I think the Milwaukee & St. Paul is a much nicer road than the North Western." He had made the same trip on the North Western about six months ago with his mother.

I did not see the steward again to have an opportunity to thank him, but if it is possible I should like to have him know that he has a good booster for the Milwaukee.

Very truly yours,  
(Signed) William Bethke

WB:M EDUCATIONAL DIRECTOR

He Will Recommend Milwaukee Service  
EQUITY FIRE INSURANCE COMPANY  
Kansas City, Mo.

August 26th, 1926.

Mr. Geo. B. Haynes,  
Passenger Train Manager,  
Chicago, Illinois.

Dear Sir:

I want to take this opportunity of acknowledging the courtesies and splendid service given me by your conductor, Mr. Clayton, on a recent trip from Chicago.

Hereafter I will take the opportunity of recommending to all of my traveling men that they use Chicago and Milwaukee service.

Very truly yours,  
Equity Fire Insurance Company  
(Signed) M. W. Belcher.

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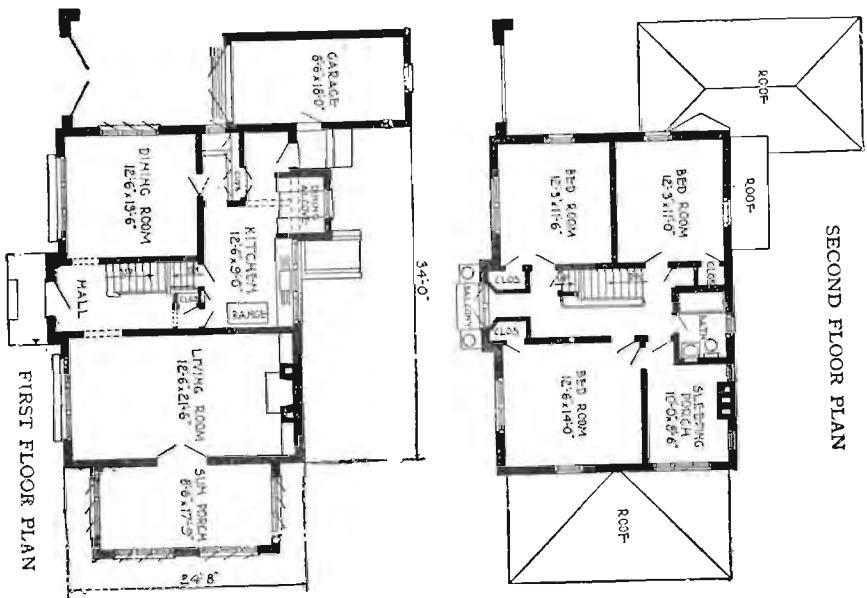
Alexander Bros.

Leather  
Belting

5th Street MILWAUKEE, WIS.

Delicious!  
coffee!





down and cover with straw; and if you have perennials they may be covered after the ground is frozen, with a few corn stalks, or leaves; but they should not be covered too early.

#### I & D Items

Ernest Wagner, Section Foreman, who lives about one mile from Presho, near the CM&StP tracks, on the night of July 19th, got up to watch a severe wind storm and in looking out of the window when it was lightning noticed a box car going up hill alone on the main line. He immediately notified the proper parties and probably avoided a serious accident.

Our old friend Roadmaster Henry Gasper has been passed up recently by several of his old friends on account of not being recognized. Do not know what has happened but for some reason Henry started wearing a light brown Fedora hat after wearing the same style of black Fedora hat for the last 40 years. The change has made Henry look younger as he did when he was on the Valley Division.

#### The Milwaukee Has Two New Fast Trains

Mr. Ingraham is runnin' Fliers through here now,

For he's goin' after business and I'll say he sure knows how.

He made the old Northwestern and the Central both look sick.

Iv putting on the Fliers, a very clever trick.

One Flier comes from Sioux Falls, the other comes from Chi.

Say now, the way they wheel 'em, you'd say they dern near fly.

The Railroad Boys, who run these trains, surely know their stuff,

For makin' time at sixty per, isn't any bluff.

There are a lot of stations, where they don't stop these trains,

But the mail clerks hook the letter sacks, off from nearby cranes.

The Fliers stop at our town and the Train Crews live here yet,

But how long they will be doin' so, ain't the safest bet,

For some merchants ship by Motor Truck instead of Railroad Freight,

Reducin' Railroad Revenues to extents that are quite great,

Now if we want the Fliers and the Railroad Boys to stay,

We'll have to lend a helpin' hand and make this railroad pay.

—Fred Soop, Sanborn, Iowa.

#### A Beautiful Home of Impressive Dignity

Here is a dignified and impressive home, which carries with it all the charm of the Georgian style.

The interior arrangement in general accords with the colonial type. The central stair hall is characteristic. At the right is a spacious living room with a fireplace and just beyond a fine glazed sun porch. The dining room with two groups of triple windows is at the left. The hall between the dining room and the living room gives desired privacy during meals. A particularly complete kitchen is shown, with a rear entry, a cozy breakfast nook, and a pantry of good size.

Besides the three excellent bedrooms and bath on the second floor, there is a good sleeping porch under the main roof.

The placing and treatment of the garage makes a pleasing balance to the sun porch at the opposite end of the house.

When built with concrete block walls, upon which an exterior covering of Portland cement stucco has been applied, and with an appropriately colored concrete tile or cement asbestos shingle roof, this house is attractive in appearance, fire-safe, and practically free from up-

keep, besides it is warm in winter and cool in summer.

An illustrated booklet called "Your Home," containing pictures of more than a dozen homes in different sections of the country may be obtained free of charge by writing the Editor. In it also is much other information of interest and value to any one planning to build a home.

#### October in the Garden

You can have a lovely "fernery" for the entire winter by planting a pot of orange, lemon or grape-fruit seeds this month. Sow about four inches deep, and water every few days. You will soon have a flourishing citrus grove.

Get your bird shelters ready, and throw out food for the birds through the fall, so they will be encouraged to visit you during the winter. Clean out the bird houses after the tenants have gone, and get them ready for next year's "renters."

Look over your lawn and if there are bare spots, seed them down and give it all a light top dressing of black dirt with some fertilizer.

Protect the roses by banking with garden soil well up above the top of the ground; and if the climbers are exposed to the cold winds, it is well to lay them

# You Owe Yourself this Finest of Overalls

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

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

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

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

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

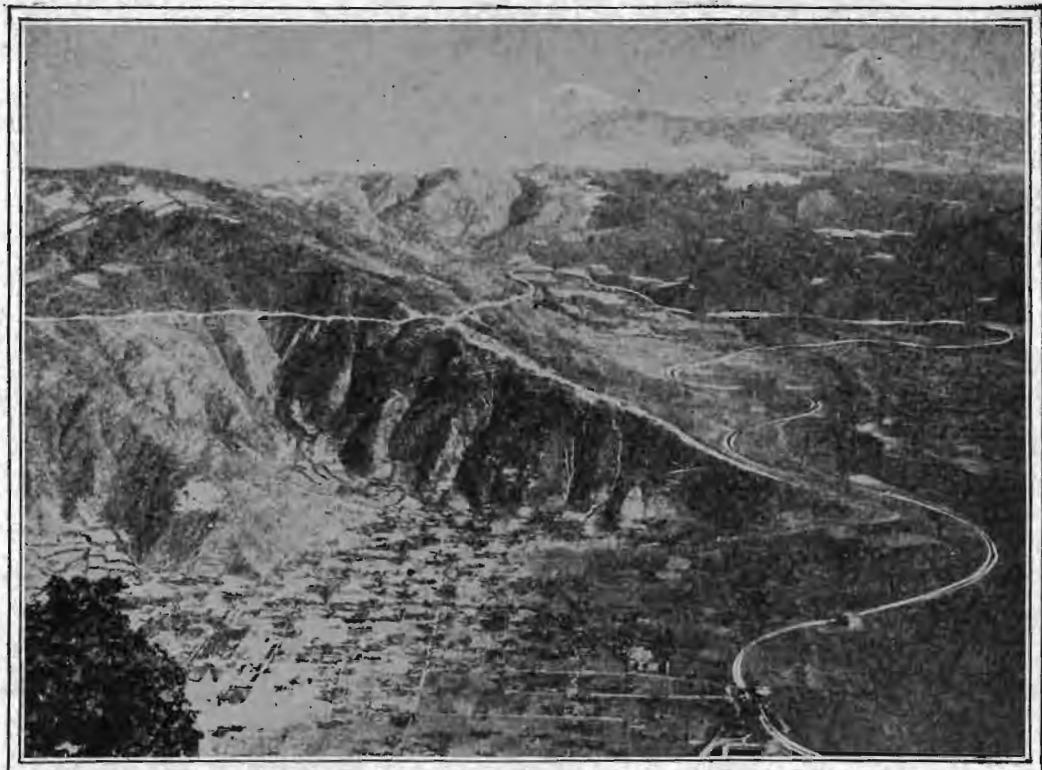
TRENTON, N.J. SOUTH BEND, IND. MINNEAPOLIS, MINN.  
SAN FRANCISCO, CALIF. SALINA, KANS.

Makers of the famous Lee Union-alls



# The New #91 Lee Overalls





## Over this mountain— electric power speeds Mexican trains

This is another mountain which electric power has conquered. Over its rugged slopes with many tunnels, around curves of 12 to 15 degrees and up 4 to 5% grades, electric locomotives are making notable operating records.

This division of the Mexican Railway is saving money—saving in time, saving in labor, saving in maintenance, because one electric locomotive replaces two steam engines, moves more tonnage, and makes better time.

Such performance smooths out many of the difficulties of railroading.

The entire equipment for this high-voltage, direct-current electrification was furnished by General Electric. Its success, a source of much satisfaction to the Mexican Railway officials, is typical of results realized by the other G-E electrifications.



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