"One" of These Homes Is Different From The Rest—IT'S FREE—Can You Find It?

Here are 16 six-room homes—each one numbered. At first glance they look alike but, only 15 of them ARE exactly alike and "one" and only one is different from all the rest. Can you find the different one? It will be given away ABSOLUTELY FREE. Someone who reads this offer can win it. Why not you?

These Clues Will Help You

If you will start at home number 1 and compare it with No. 2; then compare No. 2 with No. 3, etc., until you have compared them all, you will see that "one" and only one is different in some way from all the others.

Can you find it? You may find this difference in the trees, shutters, windows, or even the design itself might be different. Be careful because it is not as easy as it looks.

Built Anywhere in the U. S. A.

The "one" beautiful home that is different from all the rest will be given away ABSOLUTELY FREE. It makes no difference where you live. It can be built anywhere in the U. S. A. We even offer to buy a $1,000.00 lot for you and give you a two-car garage FREE. This spacious and beautiful, six-room home may be yours. If you rush the coupon with your solution, name, and address at once, this is your opportunity to get FREE a "HOME OF YOUR OWN." Be wise; don't delay.

GIVEN AWAY

You can win a six-room home—a $1,000 lot—and a 2-car garage

ALL THREE can be yours. This luxurious, colonial, six-room home, $1,000.00 cash for a lot which you can choose to any location you like—and a two-car Lincoln size garage. The home is complete and of the finest quality materials and includes all the plumbing equipment, complete warm-air heating plant, electric wiring equipment and fixtures, etc. Don't lose any time.

Duplicate prizes will be paid in case of ties. See if you can find the "one" home that is different and send the number of it to me on the coupon or a postcard quick—Don't delay.

I. M. DITTMAN, 537 So. Dearborn St., Dept. 70, Chicago, Ill.

FREE HOME COUPON

I. M. DITTMAN, Dept. 70, 537 So. Dearborn St., CHICAGO, Illinois.

I would like to win this beautiful home, lot and garage.

I think the different home is number

NAME__________________________________________________________
ST. or R. F. D.________________________________________________
CITY____________________________________ STATE______________

Act Quick! Rush This Coupon!
The Illinois Central, which serves Chicago's crowded suburban area, carried more than thirty million commuters in 1927—twenty-five per cent more than in 1926.

President L. A. Downs, of the Illinois Central, attributes much of the increased patronage to the faster and more frequent train service provided in the electrified zone.

Complete electrification of terminal lines not only brought about this sudden and substantial increase of riders but also turned the $337,000 operating deficit of 1926 into an income of $530,000 in the following year.

Speed always appeals to commuters; and in addition to speed, riders have been attracted by the absence of smoke, cinders, and noise; by the seating capacity and smooth motion of the trains; and by the clean comfort of the cars.

Not only at terminals, but on the long, level stretches of main line, electric operation produces more revenue, simplifies operation, reduces maintenance, and gives better service.

Manifold advantages of electric operation have resulted from the use of electric locomotives and cars on main and branch lines, at terminals, and in suburban traffic; gas-electric cars for light-traffic lines; oil-electric locomotives in freight yards; and gas-electric buses for feeder service. Electric floodlights expedite freight sorting, and electric signal systems promote safe transportation.
Contents

- The Northern Division .......................... 1
- E. A. Lalk ........................................... 8
- Courtesy Always .................................. 2
- A Miles City Meet ................................ 6
- First Aid ............................................ 8
- History of Milwaukee Electrification .......... 7
- E. S. McConnell ..................................... 7
- Gallatin Gateway Going Strong ................. 10
- Save A Day's Wages Every Day .................. 10
- Veteran Employees Association .................. 10
- Cards of Thanks ................................... 10
- What Every Railroad Woman Knows ............ 11
- Mrs. J. M. Cott .................................... 11
- Cutting Down the Coal Bill ....................... 11
- From Generation to Generation .................. 11
- A Traffic Man's Prayer ............................ 11
- Help Wanted ....................................... 12
- Milwaukee Road .................................... 13
- J. A. Holdsworth .................................. 13
- Otto Lambertsen Promoted ....................... 13
- A. W. Smullen, G.S.S. ............................. 14
- The Bureau of Safety ............................. 14
- Claim Prevention ................................... 16
- Current Railroad Topics ........................... 18
- The Milwaukee R. R. Women's Club ............. 19
- At Home ............................................. 22
- Special Commendation ............................. 24
- On The Steel Trail ................................ 25
- What Every Railroad Woman Knows ............ 11
- Mrs. J. M. Cott .................................... 11
- Cutting Down the Coal Bill ....................... 11
- From Generation to Generation .................. 11
- A Traffic Man's Prayer ............................ 11
- Help Wanted ....................................... 12
- Milwaukee Road .................................... 13
- J. A. Holdsworth .................................. 13
- Otto Lambertsen Promoted ....................... 13
- A. W. Smullen, G.S.S. ............................. 14
- The Bureau of Safety ............................. 14
- Claim Prevention ................................... 16
- Current Railroad Topics ........................... 18
- The Milwaukee R. R. Women's Club ............. 19
- At Home ............................................. 22
- Special Commendation ............................. 24
- On The Steel Trail ................................ 25

Are you taking a "local" or an "express" to success?

A weekly deposit in a Savings Account at Central Trust Company is a quick, sure way to success.

3½% interest compounded semi-annually.

Central Trust Company of Illinois

125 W. Monroe Street at LaSalle Chicago

National Carbide Lantern

Greater Candle Power

Stronger and better diffused light

Sturdy Construction

Burns eight hours on eight ounces of Carbide with only one filling of water

Supplied with or without rear light

For Car Inspection, Maintenance of Way and Signal Departments. Adaptable for motor car or hand use.

NATIONAL Carbide—In the RED Drum—best and most economical for all lighting and welding purposes.

National Carbide Sales Corporation

342 Madison Avenue, New York, N.Y.
The Northern Division

E. A. Lalk, Ass't. General Freight Agent

The country traversed by the C.M. St.P. & P. Railroad's Northern Division is known as the backbone of Wisconsin. Interpreted figuratively it may be taken to mean the most prosperous section of Wisconsin. Physically, the contour of the country forms a ridge running north and south, the waters to the west flowing to the Mississippi through the Wisconsin River, and on the east to the St. Lawrence through the Great Lakes.

By reference to the map of our line you will notice that it shows many branches, eight, to be exact, and the branches could be likened to the ribs extending from a back bone. Probably no division of our Railroad is as interesting in history and folk lore as this Division, nor so largely interwoven with the history of the development of the country which it serves; in fact, it was, and is, the very life of the country.

The southern terminus of the Northern Division is North Milwaukee, where the line leaves the Milwaukee Terminals to the northwest. The first few miles of right of way pass through the parked grounds of the Milwaukee County House of Correction, on and beyond across flat farming country dotted with many prosperous farms with their large barns and silos and herds of Holstein and Guernsey cattle grazing in heavy grass pastures. Power is plentiful throughout this section, and for that reason dairying is carried on in its highest state of development. Each farm house has its electric power and high power lines form a net work over the country side.

Arriving at Granville, the line passes through one of the largest railroad tie storage and tie treating plants in the country. Acres and acres of land are piled high with ties in the process of drying preparatory to being treated and shipped broadcast over the country. A person pauses to wonder that there is so much timber still in the country.

Granville is the junction with the North Lake Line, and here the train is met by a mixed train that carries the mail and baggage as well as freight up the branch. Passengers are few as the bus lines have long since taken the passenger business unto themselves. At North Lake are many beautiful summer homes. This place is primarily a vacationist's resort. The canning of peas, beets, and corn, is the principal industry of the branch. The raising of sugar beets in this section is a profitable industry for the farmers, and many of the avenues in our large cities of the middle west display any number of beautiful homes built with this flat stone; homes with delightful walls of the same material, while Lannon flag stones constitute the material for the walks, fountains, and garden pedestals and arbors. This is splendid tonnage for the railroad. The town of Lannon was so named from a family of the early settlers.

Returning to the main line we continue west through Germantown, so named because of the many Germans in the vicinity. Here is located the Badger Milk Products Company, manufacturers of various milk products, and a canning factory. At Richfield, the next station, most interesting of all is a good old German Hotel with its old style high windows, green flowers, mostly geraniums, and its old style bar with its wood carvings, over which projects an old time German, round and rosy, with a beard, worn as beards were worn many years ago; his china pipe with its painting on the bowl, its long stem carrying it well down on his shirt bosom. He serves you near beer from a keg, while his wife looks on and gravely shakes her head and says: "Es gibt kein gutes beer maehn. Vas?"

Beyond Richfield many of the farms have field stones upon them, while long stone pile fences show the labor of years and years removal of the stones from the fields. Here and there are remains of saw buck fence, indicating that there was plenty of timber in this section at one time. Another interesting sight in this section are the rock culverts built under the railroad and highways for drainage and farm road crossings; I do not recall any other place on the railroad where there are so many of rock construction. They form very pretty pictures with a stream of water flowing through and the rocks covered with moss and other clinging growths. All that would be needed to fill the picture would be a boy fishing or a cow drinking.

Arriving at Rugby Junction we pass the Soo Line's connection. It is at this point that the Soo Line leaves its main line to operate over our rails under contract to Milwaukee. Rugby Junction has no industry, but it interests us because in the vicinity of this place the Earling family received their initiation in the Railroad field, in which spirit several of its members have been successful. Richfield and Rugby Junction were their first stamping grounds.
Leaving Rugby Junction our line runs parallel to the Soo Line until Slinger is reached. Slinger is known to most old timers as Schlesingerville, named from the Schlesinger family, prominent people in that vicinity. Slinger is a word coined from the original name. Slinger has several industries, but the Railroad boys know it best for its country sausages. No, the brewery is not running now, but the White House lunch counter is. On up the line is the Kissel Motor Car Company, builders of custom built cars; doing business and still making a car to your order, and one any one is proud to own. Hartford is a good town, a busy farm-trading center, in the middle of a very prosperous community. W. B. Place & Company makers of gloves and mittens are located here. Rubicon and Woodland are farm trading centers.

Arriving at Iron Ridge, named from a ridge of iron ore running through the town, we decide upon a trip up the Fond du Lac Branch first. The line from Iron Ridge to Fond du Lac was originally a narrow gauge railroad, known as the Fond du Lac, Amboy & Peoria Railroad Company. It was organized in 1876 and built from Fond du Lac to Iron Ridge in 1877. Judge Kinyon was President and Geo. P. Knowles was the Attorney. The town of Knowles is named for this gentleman. The line was originally laid with 30 lb. rail and ballasted with slag from Mayville. Farmers of the district financed it, and it was afterwards acquired by the C.M. & St.P. and the gauge widened. The gauge was widened in one day, a Sunday in June 1884, a remarkable engineering feat at the time.

The principal town on this branch is Mayville. At Mayville are large iron furnaces, and at Neda are the mines and fluxing stone quarries. When these two furnaces are blowing this is a busy place for the railroad. The town of Mayville was founded in 1845 and receives its name from the family of May. The town had its inception in a dam and saw mill site. The first furnace, a charcoal furnace, making six tons of iron in twenty-four hours was built at Mayville in 1847.

Holy Hill's Famous Shrine, Hartford, Wis.

Brownsville and South Byron passed we arrive at Fond du Lac, meaning in French "End or foot of the Lake." Its location at the south end of Lake Winnebago suggests the name. Fond du Lac is an old city, its historical record dating back to 1787. It is located on the old French passage from the Great Lakes south to the Wisconsin River.

Industrial Fond du Lac is growing. Its area at present covers 6.1 square miles. Its principal industry is the manufacture of refrigerators. Here are located the Gurney Refrigerator Company and the Sanitary Refrigerator Company, both of which rank well up in the industry. The Latex Tire & Rubber Company, Northern Casket Company, and the Menzies Shoe Company are going concerns, while the Reuping Leather Company is one of the largest industries of its kind in the country. Fond du Lac is quite a cheese center as well. From a railway service standpoint our Company is well located at Fond du Lac, serving nearly all of the large industries direct with our rails.
On the return trip, to cover the most ground, Oshkosh should be our starting point. Oshkosh was named from a Menominee Indian Chief; the name in Indian means brave. The town was settled in 1827 and was first known as Saukeer, so called from the Sauk Indians. The south side was called Algoma, meaning in Indian "Big Water." In 1840 the name was changed to Oshkosh. Oshkosh has always been a sawmill town, and its real growth dates from the big fires of 1874 and 1875.

Oshkosh leads in the manufacture of sashes and doors. Here are located the Paine Lumber Company, the R. McMillan Company, Goddard Mfg. Company, Foster Lothman Mills, and other industries—Oshkosh trunks, Buckstaff furniture, Dearborn Company furniture, Delta rug, and last but not least, Oshkosh Overall B'Gosh!

From a traffic standpoint we are well located in Oshkosh and can give service directly to most of the largest industries. Oshkosh bids fair to be one of the largest towns in Wisconsin; it is growing fast and has a sound progress.

Just out of Oshkosh is Fords, a cabbage center. Arriving at Ripon, we are again on what may be called the main line. Ripon has a fine college and boasts a large cannery and washing machine factory, run by the Barlow Seeling Company, who make the "Big Three" Electric Washer.

A run up the Berlin Branch is interesting. Alongside of the track at different places are sand pits. Mining of moulding sand is a great business around Berlin. The natives pronounce the name Berlin, accent on the first syllable. The town was established in 1848. In the depot at Berlin hangs a picture of the officers and employees of the Milwaukee Road taken years ago. The picture looks like a Bolshevik Convention from the display of beards. I am told none are now living who were on this picture of a hundred or more. Father Time sure takes his toll.

Rush Lake, Winneconne, and Waukau on the Branch are canning and farming communities. Winneconne is from the Indian, and means "Muddy Water." Waukau is also from the Indian, meaning winding or crooked waters. The Railroad built this branch in 1857. The depot at Waukau was built the same year and is still doing duty as such. By the way, if you want a good day's fishing, Winneconne Station on Lake Poygan is the place.

Just to the south of Ripon is Brandon, where the Markesan Branch takes off. Fairwater, Utley, and Markesan are prosperous towns, doing a good dairy and canning business, and this branch is a good tonnage feeder for the division.

Leaving Brandon, we pass through Waupun, Atwater, and Burnett, to Horicon. The larger of these towns is Waupun, taken from the Indian, and meaning "Dawn of Day." Here is located the State Penitentiary, a hosery factory and canner.

Horicon, which is also taken from the Indian and means "Clear and Sparkling Water," is located on the famous Horicon Marsh, a natural game haven. Thousands of wild fowl make their home in these broad marshy wastes. The principal industry here is the Van Brunt Mfg. Company, manufacturer of seeders which find a sale all over the world. Marsh hay is handled in large volume, and is shipped for packing purposes. Coming into Horicon the railroad right of way is fringed at various places on the west side, particularly along cuts, with lines of pine trees. These were planted years ago by the Railroad Company to act as snow breaks, and generally speaking, have proved a success. In addition, they also act as posts upon which to string barbed wire.

The principal station on the line west of Horicon is Beaver Dam, a busy place, engaged in the manufacture, principally, of iron and steel castings and stoves. At Beaver Dam is located the home of the Monarch Range, a large institution doing a splendid business and shipping to all parts of the country.

Pages and pages of detail could be written on the industries and beauty of the country through which the Northern Division passes, but I have not the time nor space to enlarge further. Suffice it to say that the Northern Division challenges any other Division on the Railroad, outside of the coal divisions, to show a greater density of created traffic for the same mileage.
**Courteous Always**

On May 21st, the Muscleshell Division held its regular courtesy meeting with all railroad employees including General Superintendent C. Bowen. There was a good turn-out and some excellent talks were made by employees present. Mr. Bowen opened the meeting with a little address, extracts of which follow: He said, “The meaning of the word ‘courtesy’ as defined in the dictionary is an act of courtesy or respect, or an act of kindness performed with politeness.

“What I have to say to you today I want to try to practice myself, as well as to teach it to you, and I am going to make as good an effort as I can to live up to what I talk about. In our daily lives as employees of the Railroad Company, it would be a very good thing if we instilled into our daily work a little bit more courtesy in dealing with one another. So many things come up on a railroad that need immediate action or attention and sometimes those who have a lot of responsibilities don’t have a little luck enough up, and perhaps say something they shouldn’t. Now, in order not to have so many things come up. We have to learn the art of courtesy.

Conductors, engineers, agents and every person in the service has an opportunity to extend courtesy to the patrons of the railroad a good many times a day. We had on our division recently, two or three little incidents that might have been handled more courteously if those involved had thought of the definitions of courtesy, as given above. One was the case of a gentleman on one of our passenger trains, going to the Old Country who wanted to send two or three cablesgrams. He had traveled about 200 miles before he reached our division;

Agent Wm. E. Davies: Our branch of the service is one that requires more patience, courtesy and kindness than any other. My idea of courtesy is one where you must be as kind to a person and as of us as you would expect them to be to you under like circumstances. If a man comes to do business with me I do not feel if I quote him too high for his money that I have done anything special for him, but if I do those things kindly and send him away feeling good I believe I have done something for him than if I do if I follow a written rule which is in some particular book of etiquette. Kindness I think is the root of courtesy; service goes with it. We have lots of occasions where it is necessary for us to make a great deal of explanation to avoid having people remain offended as some people do not understand conditions. In the railroad business has certain rules that must be followed and often people do not understand this.

Car Foreman H. A. Grothe: There are a number of us working for the railroad who don’t come in contact with patrons of the company, and it has occurred to me that we should not forget to hold up the other one among ourselves and in this way be able to extend greater courtesy to our patrons.

Machinist F. L. Reynolds: Courtesy should start at home. If we practice it at home, it will become a habit just like eating, and it would be a good habit for each one of us.

**First Aid**

First Aid to the uninjured renders first aid to the injured unnecessary. Many of the lives lost and many of the cripples in our country could have been saved if people had stopped to think. The thoughtless man in most cases is the man who is having ‘hard luck’ and getting hurt. He is a man thoughtless about his safety. He takes chances, gets hurt and people say he is always getting injured.

Regardless of all safety devices in the world, there is no practical guarantee against accidents unless men are trained and disciplined in the ways of safety. With the automobile, the railroad, and the various industries, the responsibility for the safety of the work they undertake. While we believe that the safety devices and equipment utilized by the railroads have contributed materially to public safety, we think much credit should be given the railway officers and employees who have so scrupulously discharged their duties.

A traveling salesman comes to do business with us and says, “I want to try to practice myself as well as to teach it to you. I am going to make as good an effort as I can to live up to what I talk about. In our daily lives as employees of the Railroad Company, it would be a very good thing if we instilled into our daily work a little bit more courtesy in dealing with one another. So many things come up on a railroad that need immediate action or attention and sometimes those who have a lot of responsibilities don’t have a little luck enough up, and perhaps say something they shouldn’t. Now, in order not to have so many things come up, we have to learn the art of courtesy.

Conductors, engineers, agents and every person in the service has an opportunity to extend courtesy to the patrons of the railroad a good many times a day. We had on our division recently, two or three little incidents that might have been handled more courteously if those involved had thought of the definitions of courtesy, as given above. One was the case of a gentleman on one of our passenger trains, going to the Old Country who wanted to send two or three cablesgrams. He had traveled about 200 miles before he reached our division;
History of Milwaukee Electrification
Edmond S. McConnell

Our Trans-Continental train service is unique among passenger trains, for it traverses the longest section of electrified railroad in the world. The Puget Sound Extension of the "Milwaukee"—familiarly known as "Lines West"—is electrified for nearly 650 miles crossing five mountain ranges. The Rocky Mountain and Missoula Divisions, a continuous stretch of 440 miles extending more than half way across Montana and a short distance into Idaho, crosses the Big Belt, the Rocky, and the Bitter Root Mountains. The Coast Division, 208 miles in length, extends two thirds of the way from Whittier, Alaska, to Sacramento, California, crossing the Saddle and Cascade Ranges.

The eastern terminal of the original electrified line was at Madison, Montana, and the Western terminal is Avery, Idaho. The second section begins at Othello, Washington, extending westward through Seattle and Tacoma. The total electrified mileage is comparable with the distance from New York to Akron or New York to Denver and Los Angeles.

It takes more than fourteen hours to traverse the first section—from mid-afternoon on the journey's end at Seattle until early the following morning. The second section is covered in eight hours—from noon until early evening. For more than twenty years Indiana Pacific passengers, making the round trip of the journey—the fortunate traveler on the Milwaukee is transported by the smooth, smokeless, noiseless force of "Milwaukee" power which transforms the mountain grades that were once the most difficult part of the transcontinental journey into what is now the most delightful part of the trip.

The "Milwaukee" is unique in another respect, for it is one of the very few steam railroads that have turned to electricity solely for the purpose of reducing operating expenses and expediting traffic over its lines. Other electrification projects have been undertaken as a necessity because of tunnel or terminal operation which made the use of steam locomotives extremely objectionable if not impossible, but after more than ten years of highly successful operation, the "Milwaukee" electrification remains the outstanding achievement of its kind anywhere in the world.

The electrified route mileage is several times that of any other trunk line in the United States operating electric locomotives, and it is one of the few electrifications where steam locomotives are not held in reserve for emergencies. On no other steam road in the country are electric locomotives used over more than one division. Hence, the full economy of electric operation has not previously been demonstrated because of the necessary duplication of steam and electrical equipment and the need for very difficult conditions for steam locomotive operation.

Sixty-one electric locomotives have released 160 steam locomotives for service elsewhere on the system. Forty-two freight locomotives have demonstrated their ability to move a larger volume of traffic over the mountain grades with far greater economy, reliability, and satisfaction than the steam locomotives which they replaced. In the passenger service the same things are true, but what is more, the increased comfort and cleanliness resulting from electrical operation are of greater significance to the traveling public.

The Rocky Mountain and Missoula Divisions are typical of mountain construction having numerous curves and many unavoidable long grades. There are also numerous tunnels on these divisions, the longest being St. Paul Pass Tunnel piercing the crest of the Bitter Roots. Steep grades, sharp curvature, and frequent tunnels combined with heavy snowfall and winter temperatures as low as forty degrees below zero created very difficult conditions for steam locomotive operation.

In fact, our passenger trains headed with two steam locomotives often had difficulty in maintaining scheduled speed during cold weather because of their loss of power and decreased efficiency due to low temperatures. These circumstances gave a very intense faith in the possibilities of electrification and an abundance of partially developed water power made electrification the logical step.

There was no precedent as a guide, but with the boldness and vision which characterized the building of the Puget Sound Extension plan were made for the complete electrification of 440 route miles comprising the two divisions. An exhaustive study of all possible electrification systems was made with special reference to the heavy traffic requirements of a trunk line railroad such as the "Milwaukee." The result was that the 3000-volt, direct current, overhead power supply system was selected. Although this was the direct current electrification at this high voltage, and many difficulties had to be solved, it has more than met expectations.

The unqualified success of the system is attested by M. Mauduit, Secretary of the important French Railway Commission which spent three months inspecting the various electrification projects in the United States. With respect to the choice of systems M. Mauduit made the following statement:

"On account of the remarkable results obtained by the Chicago, Milwaukee and St. Paul Railway with 3000 volts direct current, the writer does not hesitate to formally conclude in favor of the adoption of this system, and he believes it to be actually the only system suitable for the electrification of heavy traction lines."

The contract for the initial electrification including forty-seven electric locomotives was made in 1914, and on December 9, 1915, the first electric locomotives were placed in service between Three Forks and Deer Lodge, Montana. Electric service was gradually extended over both the Rocky and the Western divisions, and steam locomotives being entirely superseded about a year later.

The results were even better than had been anticipated, and with the knowledge of assured success, plans were made for the electrification of the Coast Division where the long tunnels, steep grades, and heavy snows of the Cascade Range made steam operation especially difficult during a large portion of the year. As was natural the same system was chosen, and in the fall of 1919 electric locomotive helper service was inaugurated on several heavy grades. By March, 1920, the divisional service was completed except for the ten miles between Black River and Seattle, which was deferred because of existing legal restrictions.

Between the two electrified sections is the comparatively level Idaho Division of 212 miles which is still a steam engine division, but which will presumably be electrified eventually. The short distance into Seattle was completed about a year ago.

The traveler on Milwaukee trains will be immediately attracted by the mighty electric locomotives, giving scarcely a thought to the power behind them. Although there are unquestionably the most interesting feature of the Electrification, the power generating and distributing systems and some of the other remarkable features of the Electrification are worthy of more than passing comment. So this chapter will be devoted to some of the less conspicuous features of the Electrification, reserving the next chapter for the electric locomotives themselves.

An absolutely reliable and uninterrupted power supply is of fundamental importance for an electrified railroad of the magnitude and extent of the "Milwaukee," and this is particularly true when the electrified line is entirely independent of steam operation.

Electric power for the Rocky Mountain and Missoula Divisions is purchased from the Montana Power Company which has an extensive net-work of power lines covering the western half of Montana. The power system is fed from a group of huge hydro-electric generating stations located at Great Falls on the Missouri River, another large plant at Thompson Falls on the Clark River near the Idaho border, and a number of other widely separated stations, all of which are supplied from such dependable reservoirs that the system operates without any steam plant reserve.

The Montana Power Company operates the second largest exclusively hydro-electric generating and distributing system in the United States.
The system supplies an unusually diversified load; mining, smelting, and electrified railroads, each with a connected load ranging from 70,000 to 100,000 kw in the case of the smelting and mining companies. This enormous load constitutes a large proportion of the power of the system.

In addition to the power company's transmission lines, the railroad has a 100,000-volt transmission line connecting the fourteen substations on the original electrification. This high-line may be seen from time to time parallel with the single- or double-tracked main line crossing a hillside in the near distance where the line eliminates some of the curves of the railroad grade. Power is fed into the "Milwaukee" transmission line at seven different substations, and under emergency conditions the railroad company's line may be used to transfer large blocks of power from one part of the system to another.

Power for the Coast Division is supplied by the Inter-Mountain Power Company which obtains energy from the Washington Water Power Company and the Puget Sound Transmission Light and Power Company. The Washington Water Power Company operates several hydro-electric plants on the Spokane River in eastern Washington. Power from the power systems is fed into the railroad company's transmission line at Taunton Substation near the eastern end of the Coast Division. At the western end the Puget Sound Traction Light and Power Company feeds into the railroad company's transmission line at Renton Substation. The two power systems are interconnected by the "Milwaukee" 100,000-volt transmission line which parallels the right-of-way. Altogether there are eight substations in the second electrified zone.

It is apparent from the foregoing description that because of the widely separated locations of generating stations in both electrified zones, there is little probability of an interruption of the power supply. Except for the small steam station reserve of the Puget Sound Company, the "Milwaukee" electrification is supplied entirely with hydro-electric energy, which fact is of national importance in connection with the conservation of coal and timber.

Electrical energy in the form of 100,000-volt, three phase, alternating current is delivered to the railroad over the high tension transmission lines from the hydro-electric generating stations. Current at this voltage cannot be used directly for the traction motor on the electric locomotive. It is almost a thousand times as great as that used for house lighting so suitable means must be employed to reduce this voltage to a usable value. At intervals of about thirty miles conversion stations, or substations as they are called, are placed to reduce the voltage and at the same time convert it into direct current at 3000 volts.

At this voltage the energy is fed to a copper feeder cable which parallels the track throughout the electrified zones. At frequent intervals this feeder cable is connected to the trolley wire, the latter consisting of two copper wires about half an inch in diameter, which are supported over the center of the track about twenty-four feet above the rail. It is from this trolley wire that the locomotives receive the current for their propulsion. On the entire electrification there are twenty-two substations, each equipped with 100,000-2300-volt transformers, suitable switching and protective apparatus, and one or more synchronous motor-generator sets for converting the 100,000-volt alternating current into direct current at 3000 volts. The synchronous motors operate at 2300 volts alternating current, each driving two 1500-volt direct current generators mounted on the same shaft and permanently connected in series to give 3000 volts.

The following tabulation gives the name, location, and capacity of the several substations.

<table>
<thead>
<tr>
<th>Name of Station</th>
<th>No. &amp; Size</th>
<th>Station Location</th>
<th>Capacit.y KW.</th>
<th>Miles from Chicago</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Dot</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1348</td>
</tr>
<tr>
<td>Josephine</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1341</td>
</tr>
<tr>
<td>Puywis</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1712</td>
</tr>
<tr>
<td>Piedmont</td>
<td>2-1500</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1717</td>
</tr>
<tr>
<td>Janesville</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1720</td>
</tr>
<tr>
<td>Monroe</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1724</td>
</tr>
<tr>
<td>Gold Creek</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1727</td>
</tr>
<tr>
<td>Ravenna</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1728</td>
</tr>
<tr>
<td>Primrose</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1730</td>
</tr>
<tr>
<td>Pollock</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1732</td>
</tr>
<tr>
<td>Sheen</td>
<td>2-2000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1735</td>
</tr>
<tr>
<td>East Portal</td>
<td>2-1000</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1740</td>
</tr>
<tr>
<td>Aver</td>
<td>2-1500</td>
<td>Missoula Divn.</td>
<td>4000</td>
<td>1745</td>
</tr>
<tr>
<td>Total, R.M. &amp; Missoula Divn's.</td>
<td>32</td>
<td></td>
<td></td>
<td>1750</td>
</tr>
<tr>
<td>Taunton</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2010</td>
</tr>
<tr>
<td>Doria</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2012</td>
</tr>
<tr>
<td>Kittitas</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2014</td>
</tr>
<tr>
<td>Col. Hum</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2016</td>
</tr>
<tr>
<td>Hyak</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2018</td>
</tr>
<tr>
<td>Cedar Falls</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2020</td>
</tr>
<tr>
<td>Renton</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2022</td>
</tr>
<tr>
<td>Tacoma</td>
<td>2-2000</td>
<td>Spokan Divn.</td>
<td>4000</td>
<td>2024</td>
</tr>
<tr>
<td>Total Coast Division</td>
<td>28,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Both Electric Zones</td>
<td>40</td>
<td></td>
<td></td>
<td>87,500</td>
</tr>
</tbody>
</table>

Indicates the stations where power is delivered to "Milwaukee." Each of the first questions that will come to the traveler's mind is: "Why are the substations quite often located in such isolated places rather than in some near-by town or city?" The answer is that the location of each substation is carefully calculated with reference to distance, grade, and probable load. The substations are closer together on heavy grades where the power requirements are greater.

One of the features of the substations is the attractive operators' bungalows, which together with the brick substation buildings and the well kept grounds, constitute a pleasing picture against a background of low rolling hills or towering mountains. As a rule three operators are required for each substation, one for each eight hour shift, although some stations are closed down during certain hours depending on traffic conditions and train schedules.

The trolley overhead which is known as the twin catenary type and was developed especially for the "Milwaukee" electrification, consists of two No. 0000 hard drawn copper wires flexibly suspended, side by side, from a single steel messenger cable by independent and appropriately connected to the contact wires. Secondary tracks such as yard tracks and passing tracks have only one No. 0000 trolley wire suspended in the same manner as main line trolley. Bracket type construction is used for single track wherever the track alignment permits, while cross-span construction is employed in yards and wherever two or more tracks are to be used. The trolley wire is normally located at a height of twenty-four feet and two inches above the top of the rail, but tunnel and overhead bridge clearances in a few locations require the minimum trolley wire height of about 18 feet.

All of the overhead construction is supported on wooden poles of 40 ft. greater length, suitably spaced and guyed. Because of this substantial construction, and by reason of the four contacts secured with a double slider pantograph on the trolley wire, current is collected under prac-
The superior operating features of the Electriclization are even more interesting when the economic results are considered. The principal advantages are abundant power, regenerative braking, and the elimination of train control. Even movement which is characteristic of electric traction.

The smooth flight of the Milwaukee trains disguises the tremendous power that motivates them. In order to appreciate that power, one has to mount to the cab of the giant locomotive, watch the engineer notch out the master controller, feel the train glide into imperceptible motion and on into full flight, all without the slightest strain or jerk. The smoothness of motion born of great power accounts for reduced maintenance of locomotives, rolling stock, and roadway. The immense regenereous power of the electric locomotive makes it especially valuable on steep mountain grades and for bucking heavy snow. During severe cold weather when the steam locomotive loses much of its energy through radiation, the electric locomotive is at its best, for then the low temperature that tends to cripple the steam engine makes the electric locomotive more efficient and capable of exerting more power than in warmer weather. The Electrification has insured the highest measure of dependable, on-time train performance all the year round.

Regeneration, or the recovery of energy on descending grades by reversing the function of the electric motors, reduces the cost of operation and furnishes a ready solution of the difficult braking problem. On the long sustained grades encountered on crossing the mountain ranges, great skill and perfect equipment are required to control heavy freight trains and high speed passenger trains with air brakes. The entire energy of the descending train must be dissipated by the friction of the brake shoes against the wheels. This energy approximates 1600 kilowatts or 2150 horsepower for a thousand ton passenger train moving at twenty miles per hour down a two per cent grade, thus explaining why brake shoes occasionally become red hot and wheels become badly cracked or broken.

With regenerative braking the traction motors become generators which absorb the energy of the descending train and convert it into electricity, thus restricting the train to a safe speed and at the same time returning electricity to the trolley for use by other trains. If there are no other trains between the substations to absorb the energy thus generated, the regenerative current is shut back through the substation machinery into the general power system, and credit is given the railroad for power returned. The electric braking mechanism automatically controls the speed by regulating the amount of energy fed back into the line, and the strain on drawbars and couplers is reduced to a minimum since the train is braked behind the locomotive and held to a uniform speed.

The smooth, noiseless descent made possible by regeneration is in marked contrast to the grinding and jarring inseparable from successive applications of air brakes. In contrast. the entire run is as smooth and jettikess as that of a powerful ship on a summer sea. But the feature of electrical operation that most impresses the traveler as he crosses the mountain ranges is the complete absence of smoke and cinders. The scenic grandeur for two full days is a panorama unobstructed by smoke cloud, steam, and cinders.

Traveling with the ease and speed and comfort made possible by the reisless force of fluid power, you feel as Edison felt when he said, "This is the last word in transportation." You enjoy not only the finest travel service of today but the "transportation of the future," and you realize the truth of what so many say, "The Milwaukee is the most progressive railroad in the world."

The Volta Power Dam, Great Falls, Mont.

He was subject to fainting spells, and before starting out he wrote this note, which he pinned to his shirt:

"Rastus, who is dest solvent looking gentle man speculate" up an' down de sides wid de gold obstacles?"

"Don' yuh organize him?"

"No, sh don' organize him. Ah's never been induced by him."

"I'se franchized yuh don' organize him. He's de most convicted man in our whole diocese. He's de new pasture at our church."
The Milwaukee Magazine
Union Station Building
Chicago
Published monthly, devoted to the interests of, and for free distribution among, the employees of the Chicago, Milwaukee St. Paul & Pacific Railroad.

Carpenter Kendall, Editor

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

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill., Advertising Manager, Arthur E. Needham, Room 706, New Union Station Building, Chicago, Ill.

U. S. Postage on this Magazine is Three Cents.

Gallatin Gateway Going Strong

The formal opening of the Yellowstone Park season took place on June 16th and a fine branch of Gallatin Gaters was on hand to take the initial trip via Gallatin Gateway. The INN, all shining and bright, The Inn, all shining and bright, and Mrs. Dixon and Miss Dixon, constitute the official party at the opening of the Yellowstone Park season. The memory of the Denver and Electric route through the Canyon of West Gallatin River, could be felt with aye and pleasant reminiscences of the trip; while the comfort of a luxurious hotel from which to make the start, or to end the Park Tour adds materially to the delights of Yellowstone memories.

There is no hotel in the whole State of Montana to compare in beauty with, or to equal the luxuries of the hospitality, Gallatin Gateway Inn, and the Milwaukee Railroad equipment. As a matter of pride on this feature, every time they find an opportunity to add to the Milwaukee's quota of Fr. k travel.

Save A Day's Wages Every Day

In the following bulletin which was posted in the Yard Office at La Crosse, Wisconsin by General Yardmaster "Nick" Weber, appeal was made to the Yard forces that everyone make personal effort on every possible occasion to overcome rough handling; to add to the motto, "Save The Company in Time and Damage, A Day's Wages Every Day." This is "good medicine" for all who are in any way concerned in handling freight, and is handed on by The Magazine as good thought and one by which to live and profit.

Office of the General Yardmaster
All Switchmen—All Consecrated—

We have reached the age where the old ox team, and the link and pin have been abolished. It is all speed now. We have men out soliciting business and they promise the shipper speed, and it is our plan to give them that speed, with SAFETY, SERVICE, AND COURTESY, and when we give them these things we have another problem to overcome in order to have a well satisfied, and boosting patron: This problem is ROUGH HANDLING of the cars. A few years ago it was an impossibility to check up and tell just where the rough handling occurred, but now with the product of mechanical minds, the Impact Register with time clock and tape which show every shock a car receives with its force and time, and also the present day car and train records we can tell who had the car in charge, and where it received its make in handling. Something to do is to overcome this rough handling to satisfy the shipper and save money for this railroad, as this is the thing that causes the biggest claims. Every claim is a set back in earnings both in money paid out, and in loss of good will of the shippers. I realize that at times former have the picket pulled, and the engineer misses the first signal that the formal gave, and it is impossible definitely to say so the car is cut off and starts down a track at a speed which is going to cause rough handling. Right here is where a field man can make a difference for the Company and not spend a cent, climb up and set a brake and reduce the speed before the engine starts. This will not only save damage to the equipment but to the contents of the cars as well, and that will mean another satisfied patron, and that man who set the brake can say to himself I have made my days wages right there. Now in conclusion let every man in the yard make it his aim to save the Company in time and Damage a days wages every day. This will give us the good will of the shippers and increased business, and a better good will between all men on the railroad. Let every one do his part.

N. J. Weber.

Veteran Employees Association

The Annual Meeting of the Veterans will take place this year in Milwaukee, Wisconsin, on August 27th and 28th. The program has not yet been announced, but among the attractions will be the annual dinner, which will be held at the Eagles Club House. The headquarters and place of the annual meeting will probably be at the Schroeder Hotel. This will be more definitely announced, later, as well as the program of entertainment for August 28th. The dates, however, are definitely fixed, and this announcement makes a days wages every day. This is an appeal to all who are in any way concerned in handling freight, and is handed on by The Magazine as good thought and one by which to live and profit.

Card of Thanks

Through the Magazine, may I extend to my many friends of the Milwaukee Railroad, my sincere thanks for their kindness during the illness and death of my beloved wife, and for the beautiful flowers given in token of their love and respect for her.

David J. Hagerty, Trainmaster, R. M. Division.

Card of Thanks

We wish to express our deep gratitude and appreciation to the officials, yardmasters, Order of Railway Conductors No. 46, fellow workmen and The Milwaukee Railroad Women's Club, for their loving kindness and beautiful floral offerings in our recent bereavement.

Mrs. Edith Mason and Family
Milwaukee, Wis.
Cutting Down the Coal Bill

Mr. Average Citizen, grudgingly transferring coal from basement bin to furnace does not use the black diamonds more sparingly than does the foreman of a railroad locomotive.

Locomotives hauling heavy freight trains will burn 15 to 20 tons or more in an ordinary run—more than enough to heat Mr. Citizen’s six room dwelling all winter long.

Freight locomotives of the Milwaukee Road last year consumed $6,400,000 worth of fuel and another $4,200,000 worth was burned by passenger train and switching engines.

As the coal bill of a big railroad runs into such staggering figures, careful supervision of fuel consumption brings substantial returns.

The continuous fuel economy campaign of The Milwaukee Road has reduced the consumption of coal a few pounds per train mile each year through better firing methods.

As a result of this close attention to the stoker and scoop shovel the sum of $275,000 was saved in freight service in 1927 as compared with 1926. In the last three years a total of $865,000 was saved by thus cutting down the rations of the iron horse.

From Generation to Generation

Here are a few more for the Hon- or List—sons following their fathers in the service of the Company: J. F. Millard, flagman, entered service 1882; M. E. Millard, engineer service date, 1896.

Frank C. Bell, 1892-1918, brakeman and conductor, K. C. Division. To date clerk, Coast Division. Ward Y. Bell, service date, 1918. Solicitor, Coast Division. Mr. A. W. Bell, now deceased, father of Mr. F. C. Bell, was in K. C. Division service with dates 1887 to 1911 when his death occurred.

Join August Carlson, section foreman, Cannon Falls, Minn. service date, 1902. Paul H. Carlson, Cashier, Man-kato, Minn. Service date, 1917.


Frank L. Farnham, engineer, Elgin, Ill. service date, 1881. Two sons; Frank W. Farnham, engineer, date, 1907. Lester E. Farnham, engineer, date, 1912. All employed on the Illinois Division.

E. C. Merrill, Dispatcher, Marion, Iowa, with over fifty years of service. His son, R. L. Merrill, telegrapher, dispatcher’s office, Marion; with over twenty-five years of service.

What Every Railroad Woman Knows

By Mrs. J. M. Scott

Reprinted from The Railway Age

We knew it when we married him some twenty years ago—

That he would be away a lot,

In fact, he told us so.

But the real truth we didn’t guess,

Not all—or even half

Sometimes we sigh, sometimes we cry,

And now and then we laugh.

They have no hours, these railroad men,

Their work is never done,

They just remember that it’s night

When everyone goes home.

We wives and mothers learn to smile,

The young as well as old—

And keep the meat from burning up,

The beans from getting cold.

We go to church and club, alone,

To pictures, lectures, too.

We rear the children, cook the meals

And pay the bills when due.

The youngsters get the whooping cough,

And measles, mumps and "grippe—"

We carry on both day and night,

And don’t give up the ship.

We bid our friends come in to dine,

Perhaps eight or ten, some night;

There’s biscuit, turkey, frosted cake

And candles burning bright.

The hour draws near; all things are set—

There goes the telephone!

The message says: "I have to go;

I simply can’t get home."

We ask the neighbors in to play

Or a radio party in—

Tis all the same—he’s down the state.

Nine chances out of ten.

When we’ve been married fifty years

And celebrate the day,

I fancy I’ll receive a wire

And this is what it will say;

"Tell the guests I’m tied up here

With snow and rain and flood,

Just go on with the party,

I would be there if I could."

I envy those whose days are planned,

And sometimes wish we’d stop

Meeting committees, moving trains,

And start a barber shop!

Yet, well I know if fortune came

And a million we were left

To tour the world and live at ease,

One man would be bereft.

He’d think of Harry, Tom and Dick

And say, "Let’s give away the coin

And say with the B. & O."

Sometimes I think when the Pale Horse comes

With Death upon his back,

The Heil will warn, "If I can’t go now

There are cool cars off the track."

Postlude

If one should ask of me advice

As to marrying railroad men,

I’d say, “Look Out! Take care! Beware!"

(But I’d do the same again.)

A Traffic Man’s Prayer

Teach me that 60 minutes make an hour; 16 ounces one pound, and one hundred cents one dollar.

Help me to live so that I can lie down at night with a clear conscience, without a gun under my pillow, and unhaunted by the faces of those to whom I have brought pain.

Grant that I may earn my meal ticket on the square, and in earning it I may not stick the gaff where it does not belong.

Deafen me to the jingle of tainted money and rustle of unholy skirts.

Blind me to the faults of the other fellow, but reveal to me mine own.

Guide me so that each night when I look across the table at my wife, who has been a blessing to me, I will have nothing to conceal.

Keep me young enough to laugh with my children.

And when comes the smell of flowers, and the tread of soft steps, and the crunching of wheels out in front, make the ceremony short and add the epitaph simple:

HERE LIES A MAN

"Children," said the Sunday school teacher, "this picture illustrates today’s lesson. Lot was warned to take his wife and daughter and flee out of Sodom. Here are Lot and his daughter with his wife just behind them, and there is Sodom in the background. Now, has any girl or boy a question before we take up the study of the lesson?"

"Please, thir," lisped Susie, "where is the Sea?"

Got a Mouthful

“My wife explored my pockets last night.”

“What did she get?”

“About the same as any other explorer—enough material for a lecture.”—Judge.
Maximum Car Loading

BELOW are some extracts from a speech made by Mr. M. J. Cormanley, Chairman, Car Service Division, American Railway Association, Washington, D. C., delivered at the Annual Meeting of the Transportation Division at St. Louis, last April:

"The active campaign carried on by the Car Service Division through the Shippers' Advisory Boards to increase the tons per car, together with the efforts of the individual railroads have met with success, and indicative of this, advice was received from one of the largest shippers in the country showing the improvement in their outbound and inbound shipments."

"The improvement in the inbound shipments was brought about through their ordering in quantities that would provide for maximum loading and insisting that the shippers load the cars."  

"A number of investigations recently made disclosed some rather startling information as to the very great fluctuation in earnings per car on the same classes of commodities moving under the same rates. The following being a few examples:

Potatoes. Comparison 35 cars shipped from Idaho to Portland, Oregon, first from one station to New York City, then via two different roads covering the same period, same consignee: One route averaged 10.2 tons per car heavier. Had Idaho shipments been loaded to average of Maine shipments, carriers would have had additional revenue of $90.61 per car.

Flour. Comparison 154 export cars from one station to New York via two different routes covering the same period, same consignee: One route averaged 10.2 tons per car heavier. The road hauling the heavier cars averaged $12.12 higher revenue per car.

Comparison 153 export cars from one station to New York from two consignors, via the same road. One averaged 10.2 tons per car heavier, giving the carrier an average revenue of $33.04 per car higher than the average revenue on the cars from the second consignor.

Comparison shipments export flour from one station to New York City, via one route showed variation in revenue per car $88.73 to $176.40, a spread of $87.67, due to variation in weight of lading.

Comparisons are now tossed then 29 tons."

Comparisons are now tossed then 29 tons."

Lumber and Products. Comparison of lumber and lumber products shipments from the Puget Sound district shows some remarkable variation on this long-haul traffic, same rates applying in each group:

1. Tacoma, Wash. to New England points—sash, doors and columns: 13 cars 100-capacity 4600 cu. ft.—variation from $232.99 to $1176.38 per car—spread $636.30.
2. Portland, Wash. and vicinity to Chicago and vicinity—Flr lumber: 93 cars 80-capacity 2700-2900 cu. ft.—variation from $255.74 to $591.12 per car—spread $335.38.
3. Bond, Ore. to New York and vicinity—Pine lumber: 11 cars 80-capacity 2900 cu. ft. variation from $393.36 to $533.81 per car—spread $140.45.
4. Idaho points to New York and vicinity—Pine lumber: 15 cars 80-capacity 3075 cu ft. variation from $419.34 to $686.43 per car—spread $267.09.
5. Washington points to New York and vicinity—Cedar lumber and shingles: 17 cars 80-capacity 2500-3000 cu ft. variation from $332.03 to $562.21 per car—spread $230.18.

Wheat. A review of the loading of cars of wheat last fall to Kansas City, Omaha and Minneapolis, as shown by our check, indicates a large amount of unused capacity on a commodity and indicates at a season of the year when full capacity loading is possible and essential in providing proper car supply. The figures show that had the cars checked been loaded to their carrying capacity the earnings would have been increased from $7.00 to $15.00 per car.

"We are often confronted with the statement on the part of the shippers that it is impossible for them to load cars heavier for the reason that consumers on the minimum quantities and from a competitive standpoint they must furnish what the consumers order. Contradicting this, our investigations with the consumers show many cases of commodities on which they receive frequent shipments where they prefer to receive maximum carloads. This applies particularly to the eastern territory where there is restricted track room and with heavier loading receivers could very frequently avoid demurrage and reduce incidental expenses. In other words, the shipper by a lack of knowledge on his own part or by lack of solicitation on the part of the individual railroad agent, officers or traffic solicitors, is not taking advantage of his opportunities to sell larger consignments and incidentally load equipment to more nearly its carrying capacity, even where the control is entirely with the shipper."

"There seems to be some reluctance on the part of railroad officers and particularly traffic solicitors, to solicit shippers to load cars heavier and receivers to buy in carload quantities, and there by increase earnings per car, for fear that it will result in offending their patrons and cause diversion of business to their competitors. Our own handling has proved there is no foundation for such opinions. Both shippers and receivers have shown a very great interest in the subject and in many cases have developed that they save considerable expense in many directions by cars being loaded heavier.

It is a continuous job for the railroad representatives to point out to shippers and receivers specific instances where the loading might be increased with profit to all.

"The heavier loading applies with equal force to railroads in their own purchases. They ought to set the example when buying materials in carload quantities to specify maximum, and not minimum, carloads wherever practicable.

Page Twelve
And find the P. M. has not got it ready,
same kind of equipment?
If
to get a load of mail for Uncle Sam,
Then on the wire tell Jones the time of day-
If
And seven cases of fresh hen's eggs-
And also bill out nine barrels of apples
per car per day?
for the reason we had already delivered to us in switching service?
If
Could they refuse to accept such cars
connecting line even though they were produced transportation expense—switching, loaded and empty movement, car maintenance, etc.—by reason of the fewer units employed to handle the same tonnage.

We believe the greatest opportunity today for the railroads to reduce their transportation expenses—switching, loaded and empty movement, car maintenance, etc.—by reason of the fewer units employed to handle the same tonnage.

Question No. 46
Referring to your "Help Wanted" column in the April Magazine regarding Car Service Rule 5.
Since the rule does not apply to the individual car what disposition can be made of such cars that are refused by the connecting line even though they were delivered to us in switching service? Could they refuse to accept such cars for the reason we had already delivered them an equal number of the same kind of equipment?
Are cars that are delivered to us in error figured in the average miles per car per day?

An IF For Agents
(With apologies to Kipling)
If you can keep your head when biz is rushing,
Just fifteen minutes ere the trains are due,
And load them on the truck the proper way,
Then on the wire tell Jones the time of day—

If you can bill and load ten coops of chickens
And be careful not to break their wings or legs,
And also bill out nine barrels of apples
And seven cases of 1-2-3 hen's eggs—

If you can take your little old wheel barrow
To get a load of mail for Uncle Sam,
And find the P. M. has not got it ready,
And waiting, still refrain from saying Damn—

If you can hustle back with loaded mail sacks,
And hear your tone ringing loud and clear
And answer and tell angry Mrs. Williams,
Just why her Larkin order isn't here—

If you can skip out to the freight house platform
And check and bill out forty cases of cream,
And when you have the way bill all completed,
See Bobtail bringing six more on his team,

If you can sell each waiting one his ticket,
And on the wire take down a thirty one . . .
If you can do all this in fifteen minutes
You'll be a Station Agent, then my son.

Answer to Sioux City
When the connecting line refuses to accept their empty cars in interchange alleging that they were delivered contrary to Rule 5, the fact should be immediately reported to this Office and the Car Accountant for handling direct with the General Offices of the connecting line.
There is no authority in Car Service Rule 5 to reject any cars in interchange. The railroad, however, that invoked the rule should call the attention of the connecting line to the fact that they are not observing Rule 5 at the junction point where invoked, if those are the facts and if they are unable to get the connecting line to properly observe the rule, their recourse is to then take up with the Car Service Division at Washington to enforce the observance of the rule.
In connection with the last paragraph of your letter, would say that all cars in our possession are figured in the average miles per car per day, regardless of whether these are cars in our possession due to errors of either party and this cannot be changed for the reason that the ICC requirements provide that all cars on the railroad must be counted regardless of what peculiar conditions might surround the cars.

Card of Thanks
Owing to the fact that it is impossible for us to personally thank all the Milwaukee employees for their many acts of kindness shown during the sickness and death of Mr. Hodges, we are taking this method, in hopes that it will reach those it would be impossible to reach otherwise.
We are very grateful for the treatment that was accorded us during Mr. Hodges' illness at Mason City, and also for the hospitality and kindness extended to us by Milwaukee employees during his sickness and death at Sacred Heart Sanitarium, Milwaukee. Also the consideration shown us by all concerned in the bringing of the remains to Mason City and later to Minneapolis. Your thoughtfulness that was shown in acts of kindness, flowers and sympathy is more than appreciated.

Mrs. G. P. Hodges and Daughters.

Otto Lambertsen
Promoted
Friends of Otto Lambertsen, for many years chief clerk at the freight office in Cedar Rapids, will receive with pleasure the news of his promotion on June 1st to the position of assistant freight agent. Otto has lived in Cedar Rapids all his life, and entered the service of the Milwaukee Railroad in 1909 as messenger, working his own way up to his present "good job." Congratula-

A doctor's little daughter, deeply interested in radio, glanced one morning into the office where her father was testing the heart and lungs of a patient. "Getting any news stations, daddy?" she asked.
Be a Safety First Man

"SEE that it is safe before you try to do it, or before you ask anybody else to do it!" This refers in particular to a foreman or a man having charge of a gang of men doing a piece of work. He, the foreman, is supposed, and expected, to be in the midst of such a gang, and in an erect position, where he can oversee each man, and therefore should have a continual and minute observation of every foreman man in the gang, and warn a man when he notices him doing anything in a careless or unsafe manner.

We could take this lesson from the birds of the air, or the beasts of the field; Notice a flock of wild geese; there is always one that holds his head erect while the balance feed. A herd of deer does likewise. Why do they do it? Ans., to protect their kind from harm.

In a gang of men there are generally a few that are clumsy and awkward, and again a number of new men that never did that kind of work before; These men need to be instructed from the start in the safe way; a good way to do this, is to have a green hand work with an old timer, or man that knows how.

Of course there are some men that are habitually getting hurt or injuring somebody else; such a man is a menace in a gang and should not be kept.

In a small gang like a section gang, there is not so little danger of a man getting injured, if the foreman is a careful, or "Safety First" man, and if the foreman is not such a man, he has no right to such a position, and the foreman is drawing near with such foremen and awkward and careless laborers who are needed out. It is the only remedy to make the track department 100% "Safety First." A foreman may say: "I am not to blame if a train hits my motor-car and injures or kills my men?" I say to such a foreman: "Yes you are, you had no business to get in the way of train." No more excuse for it than there is for the automobile driver who gets hit by a train; nor as much, for a foreman is in the way of a train all the time that he is on duty, while the automobile driver is in the way of a train a fraction of a minute only, and then he is before a Judge, who will assign him to a place of Safety, not "Safety First" but, safety at last.

An Old Rail

W. H.

Safety First

We see them post the Bulletins advising "Safety First.

In our welfare they seem very much concerned.

And while they hope for better things, they seem to fear the worst.

If we judge from 'New Statistics' just returned.

They keep cases on the accidents, the number killed and maimed,

The causes that we workers overlook.

Our carelessness we realize and then we feel ashamed

When we think of all the chances that we took.

They say to us "Obey the rules, make this a Safety Road,

Make sure you're right, and safe, then go on,

Now that all seems quite simple, and

from us should lift a load,

If instead of just our feet, we use our head.

The Brotherhood insures our lives, that's fine we all agree,

It surely helps the ones we leave behind.

But if we'd think of "Safety First," I think we'd quickly see

In neglecting "Safety First" that we'd been blind.

If each of us would make one resolution, maybe two;

Unnecessary chances we would ban;

The next time that these Bulletins are posted for our view,

I think we'll see we've added to life's span.

Trainman's Journal.

Roadmaster S. L. Core, on the I & D Division, in the interests of Safety, held a meeting in the waiting room of the passenger station at Rapid City, Iowa, Sunday, March 11, 1928, at which there were 30 employees from his department present.

This meeting was conducted along the lines of Regular Monthly Safety First Meetings, and many interesting topics were discussed.

The meeting was opened by the question, "How many are in favor of holding meetings of this kind every 60 or 90 days?" A rising vote was made and was unanimously favored. There was a general discussion on the matter of the meetings as to when to be held, where, and how often. After some little comment on the matter, it was decided to have the meeting places, dates, and time, coincide with the date of the regular Business meeting of the Maintenance of Way Brotherhood, which was once each month at the discretion of the Roadmaster and the men.

Roadmaster Core is certainly showing the proper Safety Spirit, and it is the hope of the Safety Bureau that this will be an incentive for other meetings of this type to be held on our Railroad.

Bureau of Safety.

The following letter was written by A. E. Howe, Conductor, Dubuque Division, and read at the Dubuque Division Safety First Meeting, May 2, 1928:

The railway accident problem is one that merits the most sincere and earnest consideration of every official and employee on the railroads of this country.

It is a problem that is fraught with many difficulties, yet the beneficial results achieved, due to the saving of life and limb by reason of the carrying out of a constructive safety program have been most gratifying, so much so, that we are encouraged to still greater efforts.

The railroads of the country are contributing so great a share of the toll of deaths and injuries from accidents, that they must not only do their part to relieve the distress and suffering which inevitably follow in the wake of accidents, but they must continue to assume the leadership in the elimination of that large percentage of preventable accidents from their toll of casualties.

The casualty field resulting from railroad operation is made up of the following classes: Employees, Travelers on the highway, Trespassers, Passengers and others.

Casualties to employees I believe constitute the greatest per cent of the total number of deaths and injuries occurring on railroad property.

It is therefore not only necessary but imperative that we devote a proportionate share of our efforts toward the reduction of that class of casualties.

I have read in the Trainman's Journal where in one year, taking all the railroads into consideration, there was an average of one employee killed every six hours and one injured every four minutes.

This terrific slaughter of human life coupled with the knowledge that constructive safety efforts have passed the experimental stage and have proven their worth, ought to be sufficient to insure to our safety program the most loyal support of every employee on the railroads of this country, as they are the ones most vitally concerned.

It is they who are contributing of their flesh and blood a substantial portion of the entire number resulting from railroad operation.

While great improvement has been made in the factors that contribute to our casualty record as is evidenced by the large reduction in the number of employees killed and injured, yet we find not a small number who apparently do not have the spirit of safety imbued in their system.

We still have those who persist in indulging in unsafe practices; they take chances and do not exercise enough care in the performance of their duties.
Our Secretary of Labor, Mr. Davis, said: "The vital factor in industry is the human factor. There is no excuse for wasting it or neglecting it. I look forward to the day when American industry will be conducted without loss of life or limb beyond normal hazards of every day existence. I look forward to the day when the worker will be as safe at his work as he is in his home, when our prosperity will come to us without the payment of a vast price in flesh and blood."

Our remedy lies largely in a continuous process of education. No man wants to be maimed or killed; neither does he desire to do harm to his fellow worker. We must always be patient with the new man and be sure that he gets a fair start.

The Brotherhood of Railroad Trainmen is the father of Safety on our railroads and our members should be always willing to act in behalf of the Safety Movement.

Highway grade crossing safety constitutes one of the most important problems facing the railroads of this country, R. H. Aishton, president of the American Railway Association, recently told the Eighth Annual Convention of the Safety Section of that Association: "The increasing importance," said Mr. Aishton, "of this question due to the constantly growing number of automobiles in operation is fully realized by the railroads and everything is being done by them to bring about the greatest measure of safety possible at such crossings.

"During the past five years, the railroads have expended nearly $100,000,000 for the elimination of grade crossings, approximately one-third of which was spent in 1927 alone. In addition, millions of dollars have been spent by the railroads for crossing signals and other devices designed to bring about increased protection for the public at highway crossings."

"Despite the large expenditures that have been made for the elimination of grade crossings by means of grade separation, the number of such crossings is increasing."

"The growing density of highway traffic makes the problem all the more serious, while the growing interstate nature of such traffic broadens the problem to one of nation-wide importance."

"The railroads are working energetically and persistently at the problem of highway crossing safety but there is a divided responsibility between railroad management and the public that cannot be ignored. Because of the fact the entire elimination of highway grade crossings is impossible for both physical and financial reasons, public interest in safety should impel some method being devised that will bring about the elimination of many existing crossings as compared with grade separation. New grade crossings should be prohibited except where unavoidable. There are many existing grade crossings which are not manifestly necessary for the convenience or welfare of the public; indeed, while at the same time it will serve the purpose of elimination as well as grade separation. Because of the enormous cost, grade separation should be limited to situations which cannot be solved in any other way."

Our remedy lies largely in a continuous process of education. No man wants to be maimed or killed; neither does he desire to do harm to his fellow worker. We must always be patient with the new man and be sure that he gets a fair start. The Brotherhood of Railroad Trainmen is the father of Safety on our railroads and our members should be always willing to act in behalf of the Safety Movement.

Highway grade crossing safety constitutes one of the most important problems facing the railroads of this country, R. H. Aishton, president of the American Railway Association, recently told the Eighth Annual Convention of the Safety Section of that Association: "The increasing importance," said Mr. Aishton, "of this question due to the constantly growing number of automobiles in operation is fully realized by the railroads and everything is being done by them to bring about the greatest measure of safety possible at such crossings.

"During the past five years, the railroads have expended nearly $100,000,000 for the elimination of grade crossings, approximately one-third of which was spent in 1927 alone. In addition, millions of dollars have been spent by the railroads for crossing signals and other devices designed to bring about increased protection for the public at highway crossings."

"Despite the large expenditures that have been made for the elimination of grade crossings by means of grade separation, the number of such crossings is increasing."

"The growing density of highway traffic makes the problem all the more serious, while the growing interstate nature of such traffic broadens the problem to one of nation-wide importance."

"The railroads are working energetically and persistently at the problem of highway crossing safety but there is a divided responsibility between railroad management and the public that cannot be ignored. Because of the fact the entire elimination of highway grade crossings is impossible for both physical and financial reasons, public interest in safety should impel some method being devised that will bring about the elimination of many existing crossings as compared with grade separation. New grade crossings should be prohibited except where unavoidable. There are many existing grade crossings which are not manifestly necessary for the convenience or welfare of the public; indeed, while at the same time it will serve the purpose of elimination as well as grade separation. Because of the enormous cost, grade separation should be limited to situations which cannot be solved in any other way."

VETERAN RAIL MEN AT MINNEAPOLIS

ON June 7th, occurred the annual meeting of the Minnesota Central, 1. & M. and McGregor Western Railroad Veterans. This rail route, opened way back "in the sixties,"—in 1867, to be exact, was the first through line between the Twin Cities and Milwaukee, and was one of the beginnings of the Milwaukee Railroad, although all three of the pieces of track started out in life under the names as given above. The Veterans all became Milwaukee Railroad men when in 1867, the route passed under Milwaukee control.

The men composing the L. & M. Veterans, like the veterans of the Grand Army of the Republic, are a yearly diminishing number. Most of those who sat at the banquet board this year, were eighty years of age and over, and their meeting this year, was the eighteenth of their association. Sitting as guests with them were many veterans of the C. M. St. P. & P, from other divisions, but all there had seen service with this road prior to 1872. Reminiscences and stories of those great days of old, when railroading was in the infant class were passed around the table and "general good time was had by all."

Election of officers followed. All of last-year's officers were re-elected as follows: President, M. J. Gw: First Vice President, W. C. Horrobin; Second Vice President, Charles R. Langan; Secretary and Treasurer, S. S. Johnston; Assistant Secretary, George H. Hazzard.

It will be noted that the second Vice President is our own "Charlie" Langan, now of the River Division, who made his debut into railroad service on the old 1. & M.

Now is the Time

Mrs. G. A. Rosback

When I have time so many things I'll do
To make life happier and more fair
For those whose lives are crowded now with care;
I'll help to lift from them their low despair—
When I have time.

When I have time, the ones I love so well
Shall know no more the weary painful days,
I'll lead their feet in pleasant paths always
And cheer their hearts with words of sweetest praise—
When I have time.

When you have time, the friends you hold so dear
May be beyond the reach of all your sweet intent,
May never know that you so kindly meant
To fill their life with sweet content—
When you have time.

Now is the time. Ah, friend, no longer wait
To scatter loving smiles and words of cheer
To those whose lives are now so dear,
That may not meet you in the coming years;
Now is the time.

Word Change Puzzle: By W. D. Severance, Portland, Oregon

Change the top word to the one on the bottom line, by changing one letter to make a different word on each line. No letters may be transposed.
Claim Prevention a Task Requiring Co-operation

Edwin G. Hale, Chief Clerk, Galewood, Ill.

Claim Prevention! How many times in the course of a day do we hear this phrase? We hear it almost constantly and when not hearing it, the subject is brought to our attention by correspondence in the shape of claims. The amount paid out because of claims is enormous and is indeed a heavy drain on the Company's revenue. A large number of rules have been laid down for our guidance in the handling of the business and if they were all adhered to, the Freight Agent's office would have a very easy time, as there would be very few claims filed. There are not so many rules to remember and watch, when they are divided up among the different departments, and if the individual employee will see to it that the work he is doing is done in accordance with the rules governing his particular line of work the claims will decrease materially.

Much can be done and is being done by the supervising forces in the way of educating the employees under them in a thorough understanding of the rules and how best to perform the tasks assigned to them.

The subject of Claim Prevention is such a large one that to cover it in an article of this kind, fully and from all angles, would be almost impossible for any one employee, as each department has some things to contend with that are entirely foreign to the other departments.

There is no short or easy way to bring about the prevention of claims. It means continuous effort on the part of everybody. For example:—The agent's forces must see to it that the freight is received in first class condition, loaded properly and billing handled correctly; the Car Department to see that cars are in proper shape for loading; the Mechanical Department to have locomotives in shape so that the Operating Department can handle according to schedules. There is much more that could be said, but that would mean going into detail in regard to the many operations necessary in the handling of the freight from the consignor to the consignee.

The one thought that I would leave with you is to handle the Company's business as carefully as you would your own.

Clay Prevention

CLAIM prevention, at the present time, is being studied and discussed more than possibly any other particular item of railroad operation, not only on our railroad but all railroads and it is proper that it should be, for no greater waste can possibly exist in any department than the enormous amount our claim payments aggregate each year. It is gratifying that the attention this subject is receiving has brought about splendid reductions in our Claim Account but it is also disappointing when one sees the enormous amount of money that is still being paid in settlements of claims, in most cases needlessly, due to someone's carelessness. Prevention of claims in some form or other can be accomplished by every member of a railroad organization.

Claims are prevented largely by educating the men who are actually in charge of the handling of freight and I do not believe there is anyone connected with the railroad that is in a better position to carry on this educational program than is the trainmaster, as he comes in personal contact day after day with train engineers, yardmen and the forces at the various stations and anyone else that is in a position to prevent claims.
Way Freight crews are in a position to make or prevent claims in performing their duties and while accompanying freights I pay particular attention to the manner in which such crews perform their duties. First of all, to properly call package freight as it is being unloaded, to permit the receipt of a complete and accurate check of his freight and, secondly: the manner in which such freight is handled. It is very important that the agent make it at stations, that the balance of the load be paled down to prevent any damage due to merchandise falling down with the damage that results. The proper handling of equipment in charging the necessary station switching is also a factor in claim prevention and whenever any rough handling is observed, I make it a point to immediately call the crew’s attention to it. The proper loading of package freight by these crews is very essential and is discussed with them at every opportunity.

The claim payments on livestock continue to be excessive and for this reason I try to accompany stock pick-up whenever possible. It is at our heaviest loading stations at the time stock is being loaded, particularly by such stock as cattle and sheep. In the loading of livestock, much has been accomplished along these lines to eliminate unjust claims. After the shipper has had called to the receiving agent if these hides had been delivered by a local drayman, he replied that these had been billed out, he replied that these had been billed out. I make it a point to get this information to the agent before bill of lading is issued so that our interests are properly protected. This feature has also been explained to train crews in such a manner that many times in the department of the agent the shipper is given the necessary information and when it cannot be given to the agent, proper notation is made on waybills by the conductors. I am positive that much has been accomplished along these lines to eliminate unjust claims. After the shipper has had called to the attention of all employees that any shipment of meat received is in good condition at time of loading, he must make mention of this stock on his own accord. After stock is assembled, the trainmaster must see to it that it is handled through terminals promptly and properly and delivered to the connecting division on time that if is possible. The handling of horses, without damage, is causing the railroads more concern than any other item as the ratio of claim payments on horses is exceedingly high. I have had occasion to be present on a number of occasions where I have been in a position to assist our Claim Department in intelligently handling such matters. While accompanying trains that are handling horses, I inspect such cars very carefully, I pay particular attention to the condition of the horses and their behavior. It seems to be a settled fact that when a shipment of meat is received in bad condition that the damage caused by rough handling and as a matter of fact most of the damage is caused by the horses themselves.

Rough handling in Transportation Yards is another claim item that requires a lot of attention and it has become a habit with me to pay particular attention to the manner in which cars are being handled by switch crews and observing unusual handling is observed, it is immediately handled with the foreman in charge of that switch engine and I believe that a considerable number has been made in proper handling of cars through the yards on our division. It has been months since we have had any damaged equipment in one of our Transportation Yards. While this does not necessarily mean that there has been no damage to the lading in these cars, it does indicate to me that the handling is better than formerly when there was considerable damage done to cars due to improper handling. The switching of livestock and dairy products and other high-class freight has been discussed with switch foremen at every opportunity and with but one exception I have not observed any improper handling of these commodities in recent months.

I do not believe there is any one man employed by railroads that is in a better position to prevent claims than the Station Agent. It is also a matter of educating him to intelligently handle claim matters and here the Trainmaster again can do a great deal. At each opportunity claim matters are discussed with agents. First of all, the maintaining of a proper seal record of cars opened at his station and the proper application of seals to cars departing from his station, being positive that he is receiving the freight which he is receipting for, whether it be a ten pound box or a carload of freight and that it is in the same condition as indicated by the bill of lading.

In the case of a carload shipment, the first thing an agent must know is that a car suited for the lading is furnished and that the car is properly loaded so that with ordinary handling the shipment will move through to destination without damage. Extreme care must be taken in loading the shipment, making sure that all notations carried on the bill of lading are transferred to the waybill so that any exceptions noted by the receiving Agent are carried on to Destination Agent where any claim, that might be presented, can be handled in an intelligent manner. This is also true in a case a shipment is to receive any particular attention or special handling such as: icing instructions, stop to part unload, etc. I always make it clear to an agent that it is up to him to see to it that shipments originating at his station are moved promptly after ready to go forward. The proper checking out of freight at the time of unloading and the time of delivery is continually being handled with our agents. In case a bad order shipment is received, an agent should be cautious as to the notation he gives covering the damaged freight. There are many agents who use the poorest kind of judgment in making such notations and I will go into detail as to the cause of the damage when they are in no position to definitely state how the damage occurred, involving the railroad to such an extent that there is nothing left for the Claim Department to do except pay the claims. I am continually cautioning our agents to give only such notations on freight bills to cover the damaged freight and then show on bad order reports by adding a notation which might be of value to the Claim Department in making proper and just settlement of such claims.

I was at one of our stations recently where a merchant, who was receiving a shipment of fruit, called our agent’s attention to the fact that several baskets of plums were over-ripe when they were unloaded. The merchant at the time made the remark that this fruit which had been loaded the day previous was undoubtedly in the same condition at the time of loading. He, however, accepted the fruit and later returned to the Freight Office asking that over-ripe fruit be returned. The agent explained to the shipper that this fruit had move on schedule and was in the railroad’s care less than twenty-four hours and he did not feel justified in assuming any responsibility on the part of the railroad company, but if he cared to bring the fruit salesman to the freight house when he again called on the merchant he would gladly explain the condition of the fruit at the time it was unloaded.

I was at another station a short time later and overheard a conversation between our agent and a Meat Market proprietor, the latter asking for a notation that the meat he had received in a particular Meat Peddler was tainted and not in good condition. Our agent told this man that it was strange that every shipment of meat received by him was in bad condition while three or four other merchants were receiving meat from the same cars and from the same firm and their meat was always in first-class condition and stated furthermore that meat of two things to the agent might bring about a condition of this kind. Either the packing plant was sending him an inferior class of meat, which would have to be handled as case stock by the Fruit Co. or the receiver was not giving the true facts as to the condition of the meat at the time of arrival and in either case the Agent was going to discontinue giving him any notations, unless the other meat in this car was also in bad condition.

At another station, while walking through the Freight House, I noticed a large pile of green hides. In asking the Agent if these hides had been billed out, he replied that they had been delivered by a local drayman, but shipping instructions had not been furnished. While I was talking to him, the owner came in with a bill of lading all filled out calling for 88 bundles of hides and immediately our Agent replied that we received only 87 hides and the balance was expected to correspond with the Agent’s count.
These are just a few instances indicative of what an Agent can do to prevent claims and I am satisfied that at any of these three stations the Railroad's interests are being protected. The total number of C.O. & B. claims is continually being handled by the Agents.

There are two Claim Items, however, that we are unable to control. One of these is the shortage of coal in open-top cars and the other the shortage of grain at destination. We seem to be having an ever-increasing number of requests to reweigh coal on track scales nearest destination and it is very seldom that such cars contain the amount of coal originally loaded into them. The variation is nearly always too great to assess the re-weighing charges, which means that we perform this service for nothing and in addition pay for the amount of coal actually shipped with the re-weighing charges taken in these weights. Cars arriving at destination apparently loaded correctly are often times short from three to four tons of coal. Most of this coal comes to us from foreign lines and a great deal of it is only on our lines but a very short time; nevertheless, the shortage exists.

Then there is the matter of Grain Claims. In looking over these claims, there are very few filed by independent elevators the great majority being presented by the various line elevators and the owners of the grain. Only a small percentage of the claims presented by the various line elevators are sent to the Claim Department for handling, the majority of which are sent to the various line companies for handling. The number of claims presented by the owners of the grain is very small.

The proper handling of O. S. road's interests are being protected.

The survey also shows that as the percentage of motor-truck tonnage decreases with increase in distance, both rail carload and less-than-carload-lot tonnage increases.

No appreciable amount of rail less-than-carload-lot tonnage is over 20 miles. In 20 to 59 miles, the less-than-carload-lot tonnage is 5.6 per cent of the total and this percentage increases to 20.3 per cent for distances of 100 miles or more.

The report emphasizes that among the factors which control the proportion of total tonnage hauled by the truck are the type of commodities handled.

The following table presents a summary of the relation between motor-truck and rail tonnage according to length of haul:

<table>
<thead>
<tr>
<th>Length of haul (highway miles)</th>
<th>Motor Truck</th>
<th>Rail C.L.</th>
<th>Rail L.C.L.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Tons</td>
<td>cent</td>
<td>Tons</td>
<td>cent</td>
</tr>
<tr>
<td>0-19</td>
<td>1,333</td>
<td>26.3</td>
<td>6,820</td>
<td>100.0</td>
</tr>
<tr>
<td>20-39</td>
<td>1,787</td>
<td>35.6</td>
<td>5,052</td>
<td>100.0</td>
</tr>
<tr>
<td>40-59</td>
<td>1,185</td>
<td>23.6</td>
<td>6,094</td>
<td>100.0</td>
</tr>
</tbody>
</table>

* Based upon tonnage between Columbus and 30 cities having rail connections.

Railroads Preparing for Fall Crop

Heavy Crop, Coupled with Increased Use of Combine Harvester-Thrower, Considered in Their Plans

PREPARATIONS are being made by the railroads of this country to meet an anticipated heavy crop movement late this summer and fall, according to a report just issued by the Car Service Division of the American Railway Association.

"Winter crop conditions this year," said the report, "are different from usual. The area of so-called soft winter wheat production, extending from Missouri east and north of the Ohio River, has suffered very heavy abandonment, and present prospects indicate only about half the crop of last year.

Heavy Crop in a Limited Area

"In the so-called hard winter wheat area, which includes the belt from Texas north to Montana, west of the Missouri River, there is a mixed situation. From the middle of Kansas south, which is the area of heaviest production, conditions are good and indicate an increase over last year of about thirty-five per cent. North and west of the middle of Kansas the prospects are less favorable, Nebraska and Colorado showing an estimated decrease of from twenty-five to thirty-five per cent under last year, with Montana about the same. These conditions will necessarily concentrate the heavy crop movement within a limited area.

Best Efforts of Roads Required

"The probable combination this year of another heavy crop with a further marked increase in combine harvester-throwers in operation, and the possible conjunction of a favorable market price (owing to reductions in production elsewhere) will produce a situation that will require the best efforts of the roads serving this territory to meet successfully.

"The attention of all railroads throughout the country has been called to this impending crop movement and the necessary action is being taken to build up the box car supply of the southwestern lines accordingly.

"The Shippers' Advisory Boards in the wheat territory are preparing to co-operate closely with the railroads as in the past in every way that will contribute to the prompt handling of cars engaged in this traffic."

In respect to the open top car situation, the Car Service Division reports that the shortage of this type of equipment will be adequate to prevent promptly all requirements of such cars. The car supply continues to be adequate and the condition of equipment is good.

Current Railroad Topics

Comparison Made of Hauling by Rail and Truck

Federal and State Highway Departments Find That Use of Motor Truck Diminishes As Length of Haul Increases

In order to determine what proportion of the total tonnage of commodities moving between cities is hauled by motor truck, and also to determine the factors influencing the choice of motor truck or railroad, a study has been made of the net tonnage transported between Columbus and 30 other Ohio cities by motor truck and rail lines. The survey was conducted by the United States Bureau of Public Roads and the Ohio Department of Highways.

The cities selected are located from seven to 134 highway miles from Columbus, and were chosen to permit an analysis of the effect of length of haul upon the proportion of tonnage transferred by motor truck and railroad respectively. Other cities were selected to determine the effect of indirect rail connections on motor-truck transportation, while others were chosen to ascertain the amount of tonnage hauled by truck between points having no railroad facilities.

The basis for the comparison was the data covering motor-truck net tonnage, and railroad carload and less-than-carload-lot tonnage for an average month of the year 1925.

A Clearly Indicated Tendency

Although other factors besides length of haul influenced the proportions of total tonnage hauled by motor truck and railroad respectively, there is clearly indicated the tendency for the proportion of motor-truck tonnage to decrease with increase in distance.

For hauls of less than 20 miles, the analysis shows that 84.5 per cent of the total tonnage was transported by motor truck. Between 20 and 39 miles, motor-truck tonnage was 54.7 per cent of total tonnage; from 40 to 59 miles, the motor truck handled 32 per cent of the tonnage; from 60 to 99 miles, the truck hauled 24.2 per cent of total tonnage; and from 100 and over, the motor truck handled only 2.3 per cent of the tonnage.
Tomah Chapter
Mrs. Henry Thom, Historian

ON Wednesday evening, May second, Tomah Chapter held a regular meeting at the community rooms of the Tomah Public Library. The President, Mrs. A. Harris, presided.

Reports of the Secretary and the Treasurer were read and approved.

The program, which consisted of piano and cornet solos, and also the p.m. "Forget" by Lucille Eddman, was greatly enjoyed by all the members present.

The annual supper has been postponed at present because of sickness.
The next meeting will be held Wednesday, June sixth.

Deer Lodge Chapter
Gertrude W. Zur Muehlen, Historian

THE regular business meeting of the Milwaukee Railroad Women's Club was held May 7th. Mrs. Chick, the Club House with our able President, Mrs. Sorenson, presiding.

The principal report of the evening was made by Mrs. Frank McAvoy, chairman of the Ways and Means committee on the Gallatin Gateway card party and dance given Friday, April 27th. The party was pronounced a huge success and netted our treasury a neat seventy-five dollars. Mrs. Pyette, they were taken to the beautiful lake-side, entertained our visitors and all our members.

Mrs. Carpenter Kendall and Miss Etta Lindskog. After a busy business day, escorted by Mrs. DeVin and Mrs. Pyette, they were taken to the beautiful lakeside home of Mrs. Pyette where she, assisted by Mrs. Lee, entertained our visitors and all of the elected officers of the Club at a bountiful dinner. After the dinner and the bountiful ride back to town a special meeting was held at the Club House.

The program for the evening consisted of three vocal solos by Misses McCaffrey, accompanied by Misses McGough and Smith, accompanied by Misses McCaffrey and readings by Miss Louie Hempstead. Misses Flynn's solos were exceptionally fine and the members showed their appreciation by applauding loud and long. Misses McGough and Smith entertained by dancing and singing, both in pairs and separately, showing considerable talent. Dr. Mickle rendered his solos with such feeling that they brought tears to several of the club members, and then the program was brought to a close by readings by Miss Hempstead who had the hall in an uproar of laughter.

At the conclusion of the program the penny march was held, after which light refreshments were served.

Our meetings are held the third Thursday of the month at 8:00 p. m. at Eagles Hall, 8th & Locust St. All visiting members are cordially invited to attend.

Portage Chapter
Mrs. Urban Budsick, Historian

PORTAGE Chapter held its regular meeting Saturday May 5 in the form of a "Mothers and Daughters" meeting. About eighty-five were present. A toast was given to the Mothers by Miss Dorothy Miller and a toast was given to the Daughters by Mrs. McFarland. A delightful vocal solo was sung by Mrs. Harry Parker accompanied by Mrs. David Bogur. A delicious luncheon was served by the committee.

The Judy Luncheon given May first was indeed a pretty affair. The club house was beautifully decorated in the form of an "Old Fashioned Garden" with vari-colored Spring flowers and paper streamers. Thirty-five cards of bridge were played after a delicious three course luncheon served at one o'clock.

No other luncheon will be given during the last of May.

A May Dance will also be given for the members of the Club and friends.

A Club picnic will be given the first week in June.

Twin City Chapter
Pearl V. Morken, Historian

TWIN City Chapter held its regular monthly meeting Monday eve May 7th. During the business session the plans for our June luncheon were discussed. Plans to entertain for members of the surrounding chapters on June 2nd.

The Milwaukee men under the chairmanship of Frank Rogers took over the entertainment and social part of the evening. The following program was rendered: saxophone solo, Melvin Burlingame, accompanist, Ted

Page Nineteen
Marquis; Scotch character songs, J. A. Vender, accompanist; C. Crown; Five Little Fiddlers, Marvin Kurzejka, Raymond Kurzejka, Harold Ferry, Tony Schindler, and Windey; Polka Time—Topics of the Day by E. J. Toppins; Lumber Jack Quartette, A. A. Kurzejka, Fred George, John Schindel, and Wm. Andrusko; Old Time Fiddler, A. A. Kurzejka, J. Toppins; Lumber Jack Quartette, A. A. Kurzejka, Scotch character songs, J. A. Henriet; Forty-Five were in attendance. After the singing, adjourned, ladies of the club gave a toasting function. A donation amounting to $13.52 was given to them by three present, which was much appreciated.

St. Maries Chapter

Mrs. Charles Conley, Historian

St. MARIES Chapter had the pleasure of entertaining Mrs. Carpenter Kendall of Chicago, 1st Vice Pres. General and Miss Eta Lindskog, General Corresponding Secretary of Songs. Mrs. Kendall sang two solo numbers on the violin and the Idaho state emblem on the harmonica. The guests responded and congratulated the St. Maries chapter with having made so fateful a step in such a short time. After luncheon a business meeting was held in the lobby of the hotel. Reports were given from the various committees which were delighted to report a membership of 127.

Very fine talks and helpful suggestions were given by Mrs. Kendall and Miss Lindskog. Miss Lindskog reported furnishings were to be sent from Seattle for our club house.

Mrs. W. O'Brien of the Spokane chapter also spent the day with us. Mrs. Kendall, Miss Lindskog and Mrs. O'Brien left on the evening train for Spokane. We all enjoyed the visit from the visiting ladies and hope we have the pleasure of having them visit us very soon again.

Green Bay Chapter

Mrs. W. E. Bartlett, Historian

GREEN BAY Chapter has been very busy for the last month making money. We held a very nice card party, evening of April 27th in club rooms which was a great success. Mrs. Jas. J. Kocha, chairman, with the following committees in charge, Mrs. Ed. Leniger, Mrs. Harry Held, Mrs. Thos. Point, Mrs. M. E. Hartings, Mrs. T. F. McLean, Mrs. C. H. Cheaney, Mrs. A. C. Gottes, Mrs. Anna L. Edwards, Mrs. Harry Moser and Mrs. H. E. Deroaul. We were honored by having with us Mrs. W. H. Buchan an officer of Deer Lodge Chapter. Our regular meeting was held Wednesday evening May 2nd in club rooms and a good set of business transacted. Mrs. W. H. Tierney chairman Sunshine committee voted to sell another box of vanilla, which will swell our club treasury. Our Ways and Means chairman Mrs. W. H. Hart sponsored a Gallatin Gateway Dancing Party in Alouette Community House evening of May 3rd and was very well attended. Hall was prettily decorated with pretty posters and flowers. We all know what a success Mrs. Hart's parties are and many thanks to her and her committee for their efforts. Our social affairs committee is looking forward by all members will be held next week May 16th and Mrs. Jas. J. Kocha Program Chairman who is leaving our chapter is honored guest. Mrs. Kocha will move to Kimberly where Mr. Kocha will be employed by Kimberly, Clark Paper Mills.

Green Bay Chapter held a very pleasant social afternoon March 29th in club rooms with following committee in charge: Mrs. Matt Kennedy chairman; Mrs. Peter Rogers, Mrs. Jean Crammer, Mrs. Ots. Tedford, Mrs. Frank Foster, Mrs. Robt. W. Held, Mrs. Dona Bridge and 500 were played and delightful refreshments served. Also held big public card party in Post Depot Mar. 12th which brought a nice sum into our treasury. Green Bay chapter extends heartfelt sympathy to Mrs. James Hart and family in the loss of the wife and mother. Mrs. Kocha will become a charter member of our chapter and resided at Ontonagon, Mich; also our sympathy is extended to Mrs. Ed. T. Redline and family in the loss of Mrs. Redline who was an officer and charter member of our chapter. As chairman of the Welfare committee during 1926 and 1927 Mrs. Redline brought much cheer and comfort to the needy of the Railroad family. Much can be said of her fine character and sterling qualities.

Our April meeting was very largely attended and held in club rooms. Supt. J. H. Valentine spoke to members on unity and co-operation in all branches of the fraternal movement. He touched briefly on the lesson of Safety First and complimented the women on their club. Mrs. John F. Martin a member of the State Board of control and a prominent club woman spoke on club work of women from a general standpoint. Both speakers were very much enjoyed.

Mrs. Mystle Bernice, Mrs. Doree Moser and our President, Mrs. Whitney sang group of songs and the program closed with a neatlyplayed by Mrs. Thos. F. McLean and Mrs. Jas. J. Kocha, which was humorous and greatly appreciated.

Mr. W. E. Bartlett and Mr. Axel Anderson who have both been confined to hospitals here are now able to be about and we are happy to say they are much improved.

Montevideo Chapter

Maude Hamlin, Historian

MEETING in April was held on April 19th with a good attendance. Owing to serious illness, our President, Mrs. Siner, was unable to preside at the meeting, but our Vice President, Mrs. Towner, filled her chair very ably.

It was voted on at this time and decided not to let our club house out to the public but to keep it for our own use, and that of individual members.

Mrs. Towner read a card announcing the birth of a daughter to our member, Miss May. The card stated and By Law, Mrs. E. E. Young. The little Miss' name is Barbara Ann and she is the newest and by far the youngest member of Montevideo Chapter, her dues for 1928 accompanying the card announcing her arrival. Congratulations to Mr. and Mrs. Young.

We were sorry to learn of the death of one of our contributing members, Mrs. Vol Hartung, father of another of our members, Mrs. Bauman. Funeral was held at home on April 21st. Flowers were sent by the club as a token of our respect and sympathy.

Our Chairman of Sunshine work reported thirty calls made in the month of April, two gifts of flowers sent and one card of sympathy sent. gave wood and clothing to four families. Our sewing department sent a goodly donation of clothing from a family who have heard of our activities along that line. Good use will be made of these clothes.
Our membership now shows a total of 84—with the promise of several more by next meeting.

Meeting was turned over to Mrs. Lofstead, who had the following to present: Two vocal solos by Mildred Botten, "Seven days and six solos on stage harmony by Mrs. Frankstand and John Pray.

Horsess for the evening were Mesdames Max, Ellis, Schmitz and Randall, who served a delicious luncheon. On May 8th we served our regular luncheon for the Kiwanis Club at the Odd Fellow's hall, and served a delicious hot lunch.

At the entertainment given by Mr. Hazel and his two daughters, we were somewhat disappointed by the crowd, but no doubt it was owing to the epidemic of flu here and at other towns along the line from which we had expected to draw a godly crowd. However, it was a decided success after all and we certainly vote Mr. Hazel and his daughters capable and interesting entertainers. An orchestra of stringed instruments, under the direction of Mrs. Lofstedt, furnished several very enjoyable numbers and Mrs. D. R. Davis rendered two vocal solos which were well received. We netted about $20.00 on the entertainment and dancing.

On May 11th we served a banquet for the graduate nurses of the Montevideo hospital, given by the Hospital Alumni. We seated about thirty people. The Club Rooms were prettily decorated in blue and white, with the effect of a bow being carried out, over the entire Club. The room was set diagonally across the room. It made a very pretty and novel setting. At the conclusion of the entertainment we will meet some of the other club members of the Northern District in Minneapolis on June 2nd, as we are planning big on attending this affair.

**Bensenville Chapter**

**Freda Knowles, Historian**

On Wednesday evening May 10th the losers of the membership drive entertained the winners to a banquet given in our club house. About seventy people were present. Many of our contributing members were also included in the invitation. The banquet was served and the delicious supper which included home made pies as dessert. After the supper a social hour was spent in playing cards and visiting.

Thursday evening May 24 brought the series of 500 parties to an end. The grand prizes were won by Mr. and Mrs. W. F. Frazee, who turned them back to the committee to be raffled and in turn were won by Mrs. Oakes and Mrs. Edith Bartholmey. The prizes were—Lady's, a Silver Pitcher—Guets, a silver cigarette case. Wednesday June 3rd the regular meeting was held in the club house. Past Presidents Day.

The program committee prepared a lovely program for the day. Mrs. Bludesberger and Mrs. Valentine, of Green Bay, were the guests of honor. We were very sorry indeed that our first president Mrs. Ingraham could not attend.

Our membership now shows a total of 84—with the promise of several more by next meeting.

Meeting was turned over to Mrs. Lofstead, who had the following to present: Two vocal solos by Mildred Botten, "Seven days and six solos on stage harmony by Mrs. Frankstand and John Pray.

Horsess for the evening were Mesdames Max, Ellis, Schmitz and Randall, who served a delicious hot lunch.

At the entertainment given by Mr. Hazel and his two daughters, we were somewhat disappointed by the crowd, but no doubt it was owing to the epidemic of flu here and at other towns along the line from which we had expected to draw a godly crowd. However, it was a decided success after all and we certainly vote Mr. Hazel and his daughters capable and interesting entertainers. An orchestra of stringed instruments, under the direction of Mrs. Lofstedt, furnished several very enjoyable numbers and Mrs. D. R. Davis rendered two vocal solos which were well received. We netted about $20.00 on the entertainment and dancing.

On May 11th we served a banquet for the graduate nurses of the Montevideo hospital, given by the Hospital Alumni. We seated about thirty people. The Club Rooms were prettily decorated in blue and white, with the effect of a bow being carried out, over the entire Club. The room was set diagonally across the room. It made a very pretty and novel setting. At the conclusion of the entertainment we will meet some of the other club members of the Northern District in Minneapolis on June 2nd, as we are planning big on attending this affair.

**Bensenville Chapter**

**Freda Knowles, Historian**

On Wednesday evening May 10th the losers of the membership drive entertained the winners to a banquet given in our club house. About seventy people were present. Many of our contributing members were also included in the invitation. The banquet was served and the delicious supper which included home made pies as dessert. After the supper a social hour was spent in playing cards and visiting.

Thursday evening May 24 brought the series of 500 parties to an end. The grand prizes were won by Mr. and Mrs. W. F. Frazee, who turned them back to the committee to be raffled and in turn were won by Mrs. Oakes and Mrs. Edith Bartholmey. The prizes were—Lady's, a Silver Pitcher—Guets, a silver cigarette case. Wednesday June 3rd the regular meeting was held in the club house. Past Presidents Day.

The program committee prepared a lovely program for the day. Mrs. Bludesberger and Mrs. Valentine, of Green Bay, were the guests of honor. We were very sorry indeed that our first president Mrs. Ingraham could not attend.

Plans for our annual picnic are now under discussion. Wednesday June 3rd the regular meeting was held at the club house with the following committee in charge: Meses. J. V. Tuomey, Robt. Rackman, E. J. Klahn, Clarence Barber, J. Wilson, W. R. Wilson, Millard Fromm and Joe Palmer. Delicious refreshments were served after prizes were awarded to Mrs. Fred Orms and Sheridan for high and second high score in bridge. The grounds around our club house are surely lovely and with the new walk and pergola our superintendent, Mr. Gibson, has promised, we should be most proud.

At the June business meeting reports were read for the month past. Several dollars were turned over to the Sunshine and Means chairman, Mrs. Thos. Kemp, from the sale of extract. Several new members were also given cards among them little Peter J. Wyland who hastened to join our chapter at the age of a few weeks. It was decided that we would postpone our meetings until after warm weather and a picnic is being planned for July. Miss Mary Couplin gave a clever reading which was well received, Maxine Greer also gave a delightful reading with Louise Oventurf furnishing piano accompaniment. Tables were then placed for cards, with a tea following.

**Mason City Chapter**

**Mrs. H. G. Crow, Historian**

The Mason City chapter held the last meeting before the summer vacation in their club room on June seventh. The usual business, program and refreshments formed the evening's entertainment. Plans for a picnic to be held June 23rd were completed.

The Sunshine committee reported 45 calls were made during the past month. The Ways and Means committee conducted a baked food sale and added over thirty dollars to the treasurers. A drive for contributing members is being made which is proving very successful.

There will be no meetings in the club room during July and August, but plans were made at a Board meeting June sixth whereby the welfare work will be taken care of as before.

**Cedar Rapids Chapter**

**Ann Hayner, Historian**

On Monday, April 30th, the Cedar Rapids chapter of the Milwaukee Women's Club gave a Gallatin Gateway Chicken Dinner and Card Party. Supper was served to a large number of persons from 6:30 to 7:30. Following, bridge and fifty hundred at about twenty-five tables. Beautiful prizes, donated by leading merchants of the city, were awarded. The entrance to the dining room was built to represent the Gallatin Gateway.

On Thursday, May 3rd, at 2 p.m., a meeting was held in the club rooms above the Milwaukee station. At 8 p.m. in the club rooms a card party was given.

During the year a series of benefit card parties were given, at which bridge and fifty hundred were played and refreshments served each Friday night.

The ladies are giving benefit bridge teas every Tuesday afternoon, to which the Milwaukee members and their families are invited. These are proving a great success.

Wednesday June 6th, the Milwaukee Men's Athletic Club combined with the Milwaukee Women's Club for a social evening. A delightful program was arranged under the direction of Mrs. Chas. Hayner and Mr. McNabb. The program included selections by a popular dance orchestra, "Jack and His Crisply Jells", Harold Reeves, tenor, sang a group of songs, accompanied by Marjorie Hungerford; Hazel Spangler Shuck, soprano, sang a few selections; Margaret Dietsch, concert pianist, played several classical numbers; little Dorothy Day Jones entertained with a dance and a recitation; Anne Dimmock played a medley of popular airs; concluding, everyone joined in for a community sing. Refreshments were served under the supervision of Mrs. Anna May Dimmock. The Midwest Refrigeration Company furnished the frozen dessert, which was made in the General Electric Refrigerator on display in the club room. The Mesdames Van decook, Brown, and Smith, of the Marion Chapter were guests.

We now have our club rooms completely furnished, and would be pleased to welcome members of out-of-town chapters as our guests.

**Janesville Chapter**

**Janesville Chapter** held its May meeting in the new meeting place, Eagles Building, with an attendance of one hundred and fifty. Supper was served and a program in honor of Frank Sullivan was opened.

City Manager Henry Frasier gave a very short talk. Musical numbers were rendered by employees and a charming reading by Miss Dorothy Jones. A short business meeting was held and dancing followed.

On Memorial Day, Company M held a realistic and a civic parade in charge of our president, Mrs. George Ryan. Mrs. Paul Selbert gave the use of her car.

**Mobridge Chapter**

**Mildred Richardson, Historian**

The Milwaukee Women's Club met in regular session on Monday evening, April 30th, in the Club Room with 110 members in attendance. This was the first meeting of our President, Mrs. Gillick, who had presided over since her return from a two months' vacation. The regular business of the club was disposed of, reports read and approved and plans made for the membership drive. Two captains were appointed, one for the East and one for the West side, with a group of helpers. The losers of the drive will entertain the winners at a party of their own choosing.

After the business meeting, Rev. Fr. O'Connor gave a most interesting and impressive talk in which he said that although the Club was banded together for the purpose of Charity, which is its main object in existence, it would still have a reason for being if not only to the employees of the system together as one big family, but made the families of the employees a part of the great system also.

Following Rev. O'Connor's talk, Miss Florence Beusch and Miss Marie Ahrens, high school students who entered the district music contest at Aberdeen, entertained the club with musical numbers.

At the close of the program, refreshments were served and a pleasant social time was enjoyed.

Our club has been taking care of several families the past month, furnishing food and clothing. There has been a great deal of sickness and sorrow in our midst and we have sent flowers and given our services wherever possible.

The Club House lawn has been filled in with several loads of nice black dirt and grass seed sown. Window boxes have been made and flowers and vines have been planted which lend beauty to the club house.

Page Twenty-one
Mid-Summer Fashion News

The Vogue of the Velveteen Coat and likewise the Lay of the Linen Ensemble are on the air these July days; and quite smart is each one. The fashion articles have for quite some time been touting the velveteen coat, but this correspondent was not able to see much of promise in anything that was said about them. But they are here now, and for this, so far, very cool summer, they do look to be very much the proper thing. They come in all the colors. I have seen red velveteen, short, double breasted coats that I know are wonderful with the sports frock—savy a skirt of pleated white shantung, sleeveless blouse of the same material or of crepe de chine and the scarlet velveteen coat with a scarlet felt close little toque to top off with. Various frocks are hung here, now, and for this, so far, green, royal blue, British blue, violet a consummation devoutly to be desired.

Such articles have for quite some time been touting the velveteen coat, but this correspondent was not able to see much of promise in anything that was said about them. But they are here now, and for this, so far, very cool summer, they do look to be very much the proper thing. They come in all the colors. I have seen red velveteen, short, double breasted coats that I know are wonderful with the sports frock—say a skirt of pleated white shantung, sleeveless blouse of the same material or of crepe de chine and the scarlet velveteen coat with a scarlet felt close little toque to top off with. Various frocks are hung here, now, and for this, so far, green, royal blue, British blue, violet a consummation devoutly to be desired.

The Latest in Colors

The new colors for summer wear feature a lovely "French lilac," which is that particular shade of lavender that combines in perfect harmony with purple. I saw, while on a window shopping tour, an outfit in this shade, or I should say, these shades. There was a sports gown of the lighter tone, a velveteen short coat of purple, a smart little felt hat in blue, handkerchief scarf with purple ribbon, a stunning handkerchief scarf, in block pattern of the two shades, the pattern being outlined with bright thread. There was an umbrella in the two shades and a smart little feather bag in the lilac shade.

The Latest in Colors

The new colors for summer wear feature a lovely "French lilac," which is that particular shade of lavender that combines in perfect harmony with purple. I saw, while on a window shopping tour, an outfit in this shade, or I should say, these shades. There was a sports gown of the lighter tone, a velveteen short coat of purple, a smart little felt hat in blue, handkerchief scarf with purple ribbon, a stunning handkerchief scarf, in block pattern of the two shades, the pattern being outlined with bright thread. There was an umbrella in the two shades and a smart little feather bag in the lilac shade.

Evening Wraps

Chiffon velvet is the newest fad for evening wraps, and here in Chicago, where Ravinia Park attracts the evening crowds, these wraps, if they are very warmly lined, will be quite the thing up at that unique and altogether fascinating musical center on the shores of Lake Michigan. By the way of putting a point on that observation in regard to a warm lining, I shall tell the story of two women friends of Ravinia—one, just returned from Paris, remarked to her stay-at-home neighbor, "I've the loveliest new chiffon gown and wrap for Ravinia, this summer." Said the wise stay-at-home lady, "My new outfit for Ravinia, consists of a stunning new fur coat." It certainly does get cold of an evening up at Ravinia. If I had been taking part in that dialogue, I should have added, a fine new heavy auto rug for my knees, as a part of my outfit.

Household Helps

Toilet bottles or crystal vases that are discolored can be cleaned by shaking with hot water into which some fresh tea leaves are thrown. Colored umbrellas can be kept clear colored if one rubs the dirty streaks off with a soft brush dipped into sweetened hot black tea. If a chair loses one rung or some other part works loose, mend it yourself by inserting furniture glue and letting it stand two whole days before using.
The Patterns

Send 25c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER FASHION BOOK. The Milwaukee Magazine, 303 S. 7th St., Milwaukee, Wis.

1928 BOOK OF FASHIONS. Address 6, 8 and 10 year's. A 6 year size requires 3½, 38, 40 and 42 inches bust measure. Pattern Company, 11-13 Sterling Place, Brooklyn, New York.

UP-TO-DATE SPRING AND SUMMER
6175. Girls' Cape-Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 3½ yards of 39 inch material. To finish 38 inch size with sleeves requires 4 36, 38, 40, 42 and 44 inches bust measure. The Milwaukee Magazine, care Beauty, with bias binding as illustrated will require 2½ yards. Price 12c.

6177. Girls' Dress-Cut in 4 Sizes: 4, 5, 6 and 7 years. A 4 year size requires 3¾, 38, 40 and 42 inches bust measure. A 39 inches of 39 inch material 1 yard of 32 inch lining for the underbody and ½ yard of 10 inch for the vest. If made without sleeves 2½ yards of material will be required. The width of the Dress at the lower edge is about 2½ yards. Price 12c.

6181. Girls' Cape-Cut in 4 sizes: 8, 10, 12 and 14 years. It requires 2½ yards of 41 inch material cut crosswise of lengthwise, or 2½ yards of 34 inch material cut lengthwise for a 14 year size. Price 12c.

6183. Girls' Dress-Cut in 4 sizes: 1, 2, 3 and 4 years. A 3 year size requires 1½ yards of 39 inch material, 2½ yards of narrow ribbon for a finish on yoke and sleeves as illustrated will be required. Price 12c.

6189. Ladies' Morning Frock-Cut in 9 sizes: 28, 30, 32, 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4 yards of 36 inch material. To trim with bias binding as illustrated will require 5½ yards. The width of the Frock at the lower edge is 2½ yards. Price 12c.

5774. Boys' Suit-Cut in 4 sizes: 2, 3, 4 and 5 years. A 5 year size requires 1½ yards of 39 inch material. ¾ yards of narrow ribbon for a finish on yoke and sleeves as illustrated is required. Price 12c.

5867. Boys' Suit-Cut in 3 sizes: 10, 12 and 14 years. An 18 year size requires ¾ yards of 35 inch or wider material. The Collar of contrasting material will require 1 yard. Without the Collar 2½ yards is required. The width of the Dress at the lower edge is 2½ yards. Price 12c.

Good Things to Eat

Chicken Soufflé. Melt one eighth cup of butter, into which stir one eighth cup of flour, one teaspoon of salt and pinch of black pepper. Add two cups of milk and cream. Cook to the thickness of cream sauce. Remove from heat and stir in one egg yolk, then let it thicken. Serve in a dish to be baked in the oven. "Moull, chill and when serving, arrange on lettuce leaves and top with mayonnaise dressing.

Icebergs. Melt two cups of sugar in three cups of boiling water. Cool, add three fourths cup lemon juice, color with green fruit coloring and freeze. Serve in glasses into which has been put, each, one teaspoon Creme de Menthe. Sprinkle with finely chopped nut meats.

Left-over mashed potatoes can be made most appetizing by adding a tablespoonful of grated American cheese to each pat and laying in butter. Sprouts of onions can be soaked in cold water until crisp and then served like spring onions on the side of a vegetable salad.

A living room magazine table can be made by fastening a foot-wide board over the top of the radiator. Enamel the board to match the room's woodwork.

If you grease the aluminum pan in which you poach eggs or boil other food that may stick you will find the tendency decreased.
SPECIAL COMMENDATION

Those Of Us Who Do G. P. F.

We have a lady of some prominence employed with the Superintendent at Wau­

waukee, who is also President of the Ladies’ Auxiliary to the United Commercial Travelers’ Association. This organization is holding a conven­

tion at Wausau June 7th to 9th, and through information furnished by Mrs. At­

kinson, our Passenger Department secured a considerable portion of the travel. Mrs. At­

kinson, Superintendent Hoehn reports, is active generally in the solicitation of busi­

ness for the Milwaukee Railroad.

We have another live wire in Superintendent Hoehn’s office at Wausau, Assistant Account­

ent, Niles McGinley, who on May 2nd secur­
ed eight passengers from Wausau to Mil­

waukee. The McGinley family settled in the Gen­

eral Agent J. C. Prien want us to com­

mend the association of the United Commercial Trav­

cers’ Association.

This organization is holding conven­

tion at Wausau June 7th to 9th, and

Mrs. Kenney brought to our line 26 passengers from Milwaukee to La Cross and return, and in addition has furnished information which Mr. Prien thinks will result in securing a lot of business going to New­

York, and we hope to again.

Baggage Agent E. J. Grillier at Sioux Falls, while purchasing tires for his car, so­

licited and secured a Drawing Room party from Sioux Falls to Chicago over our line.

Chief Clerk Fred G. Myers in the Agent’s office at Sioux Falls secured a passenger for round trip Sioux Falls to Chicago. This is the first time we have heard from Mr. Hunter, and we hope to again.

Superintendent Atkinson on the River Di­

vision reports that Mr. F. G. Maloney, Operator at Winona, secured two round trip tickets to Los Angeles; and that Mr. Maloney was instrumental in securing the travel of five passengers for round trip Sioux Falls to Chicago.

Quinlan Hunter, Switchman at Sioux Falls, secured a passenger for round trip to Los Angeles, and that Mr. Maloney had specified routing via a competing line, but Mr. Myers having personal con­

tact with the shipper was able to induce him to give us the business.

Superintendent Johnston on the River Di­

vision reports that Mr. J. G. Maloney, Operator at Winona, secured two round trip tickets to Los Angeles; and that Mr. Maloney was instrumental in securing the travel of five passengers for round trip Sioux Falls to Chicago.

Chief Clerk Fred G. Myers in the Agent’s of­

fice at Sioux Falls secured a passenger for round trip Sioux Falls to Chicago. This is the first time we have heard from Mr. Hunter, and we hope to again.

Superintendent Atkinson on the River Di­

vision reports that Mr. F. G. Maloney, Operator at Winona, secured two round trip tickets to Los Angeles; and that Mr. Maloney was instrumental in securing the travel of five passengers for round trip Sioux Falls to Chicago.

Quinlan Hunter, Switchman at Sioux Falls, secured a passenger for round trip to Los Angeles, and that Mr. Maloney had specified routing via a competing line, but Mr. Myers having personal con­

tact with the shipper was able to induce him to give us the business.

Engineer Robert Starbeck on the H&D Di­

vision reported one of his friends was pulling the line tonight, and Starbeck wouldn’t stand for that, and pre­
vailed upon the gentleman to take the Mil­

waukee, A good job.

Mr. O. F. Walter, Division Freight and Passenger Agent writes under date of June 6th, as follows: "Mr. Albert Anderson, H&D Di­

vision Roadmaster, located at Aberdeen, South Dakota, during the first part of June secured one round trip ticket, Yankton, S. D. to Seattle, Wash., one round trip ticket, Aberdeen, S. D. to Seattle, Wash. Mr. Anderson has many friends throughout the state, being always anxious to lend his influence in the building up of the prosperity of the railroad."

Miss Pauline Wilson, in the Cashier’s De­

partment at Kansas City Freight Station, se­
cured the return on a carload of high-class freight, Chicago to Kansas City, Agent Fes­

tler tells us that Miss Wilson is going to do more.

The following from Mr. John Turney, Dis­

trict Master Mechanic at Minneapolis: "Eugene W. Hildredon who worked three sum­

mer vacations at South Minneapolis Round­

house and now stationed at the United States Military Academy at West Point, New York, was instrumental in securing one of the West

Point Cadets who is on through route to Alaska, to take the CMSTP & PRR from Chicago to Seattle. Wash." L. F. West, Passenger and Ticket Agent at Sioux Falls writes under date of June 2nd, as follows: "Mr. Oliver Berg, Cashier Sioux Falls Freight Office secured a lady and three chil­
dren to use our line from Sioux Falls to Chicago en route to New York."

William Loggen, Demurrage Clerk, Sioux Falls Freight Office secured one passenger to Kansas City and one round trip to Se­

attle via their line."

C. S. Kemp, Crossing Officer, secured one passenger for round trip to Mexico City."

Ethel Jacobs, Assistant Cashier Sioux Falls Freight Office secured a passenger for Tula, Okla."

Z. D. Jenkins, Train Baggage Agent secured three passengers for round trip Sioux Falls to Chicago."

Quinlan Hunter, Switchman at Sioux Falls, secured a passenger for round trip to Los Angeles; and that Mr. Maloney had specified routing via a competing line, but Mr. Myers having personal con­

tact with the shipper was able to induce him to give us the business.

Superintendent Johnston on the River Di­

vision reports that Mr. F. G. Maloney, Operator at Winona, secured two round trip tickets to Los Angeles; and that Mr. Maloney was instrumental in securing the travel of five passengers for round trip Sioux Falls to Chicago. This is the first time we have heard from Mr. Hunter, and we hope to again.

St. Paul F. Wendland—1 consignment to Omaha I consignment to Oshkosh J. Harvey—1 consignment to Spokane R. Reiner—1 consignment to Seattle F. Smith—1 consignment to Fargo

R. Detjen—1 consignment to Madison, Wis. 1 consignment to Rock Island 1 consignment to Fond du Lac 1 consignment to Moline 1 consignment to Milwaukee R. Norris—1 consignment to Elgin 1 consignment to Kenosha, Ill. 1 consignment to St. Cloud 1 consignment to Kansas City 2 consignments to Minneapolis 1 consignment via Terre Haute Di­

vision 1 consignment to Fond du Lac 1 consignment to Moline 1 consignment to Iowa City 3 consignments to Cedar Rapids 1 consignment to Winona 1 consignment to Colorado 1 consignment to Beloit 1 consignment to Wisconsin 1 consignment to Mitchell 1 consignment to Shelby, Mont. 1 consignment to Los Angeles 1 consignment to Sioux City.

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

Machine’s Fred Wilford, Ottumwa, Iowa, on May 28th, while going to work discovered train 93, at Sherman Street, had a car of tractors not properly blocked. The car was inspected at West Yards and set out of train for redocking, account of not safe to move. R. & S. W. Division conductor W. H. Smith, Beloit, found a broken wheel under IC car 210492, which no doubt prevented a derail­

ment. Madison Division conductor Wm. Warren discovered a broken rail in main line east of Janesville.

Switchman John Reiner, Beloit, Wis. dis­
covered a broken wheel under St. P car 105131, at Beloit, which no doubt prevented a bad derailment.

Dubuque Division conductor A. T. Bishop, on May 7th, during a careful inspection of train No. 625 out of Dubuque May 7th, discovered a broken arch bar on car loaded with billets from Steeletown, Indiana.

Roadmaster’s clerk Frank J. Bauer, Dubuque, Iowa, was able to secure three round trip passengers to Los Angeles, via our line, Splendid work. Keep it up, Frank.

Section foreman Charles Gunther, Lewistown, Montana, while train 2nd 63, was passing him, April 19th, noted that some cars had worked loose from the end of a car in the train and were hanging over the end in such a position as might cause a serious accident. He signaled the conductor on the rear of the train, who stopped and the defective condition was remedied.

Dubuque Division conductor W. K. Clark, train No. 67, May 16th, noticed a car not running properly, about two miles east of Lansing. After stopping the train a car loaded with coal was found with a broken arch bar in one side of the truck and a bent bar on the other side. He succeeded in getting the car into Lansing without further damage.
Terre Haute Division engineer, C. W. Gees, handling Webster J-1's, while going out to work, felt something wrong under his derrick and whistled the engineer down on the road engine, when it was found that forty inches of flange was gone under the dicker.

On May 7th, agent F. W. Fruehle, Correll, Minn., while watching extra 8105, East, pass his station, observed a hot bearing on one of the cars. On account of the weather conditions this hot bearing could not be seen by the train crew, and Fruehle's interest in the safety of trains passing his station probably prevented an accident.

The station grounds at Platte, South Dakota, will soon have some shade as a bunch of fine healthy elm trees were dug up near Perry and sent out there in June. If the Platte folks are as careful in caring for them as Road Master Cherwinker's force was in selecting and preparing them for shipment, they should do fine.

Several of the Milwaukee family at Perry were in the Perry hospital in June. Miss Mildred Ivey, daughter of signal supervisor Walker Ivey; Brakeman John Cross's wife, Brakeman Roy Brown's wife, and Engineer Robert De Coute's wife, were all there 505 operations. Conductor Frank Burshman's wife fell and broke her leg and was also a patient at the hospital until she recovered sufficiently to be able to return home. Conductor A. C. Hanf, who has been a patient at the Perry hospital for some time for treatment is able to be out for a walk each day now.

L. M. Swartz, father of agent E. T. Swartz of Atkins station died at the family home in Perry, June 5th. He had been confined to his bed for about a month following a stroke of paralysis.

Iowa (Middle and West) Division

Ruby Eckman

ENGINEER Milo Dillon and wife are spending the latter half of June with relatives and friends in Missouri. Engineer Oscar Woods has been on Milo's passenger run during his absence.

The station grounds at Platte, South Dakota, will soon have some shade as a bunch of fine healthy elm trees were dug up near Perry and sent out there in June. If the Platte folks are as careful in caring for them as Road Master Cherwinker's force was in selecting and preparing them for shipment, they should do fine.

Several of the Milwaukee family at Perry were in the Perry hospital in June. Miss Mildred Ivey, daughter of signal supervisor Walker Ivey; Brakeman John Cross's wife, Brakeman Roy Brown's wife, and Engineer Robert De Coute's wife, were all there 505 operations. Conductor Frank Burshman's wife fell and broke her leg and was also a patient at the hospital until she recovered sufficiently to be able to return home. Conductor A. C. Hanf, who has been a patient at the Perry hospital for some time for treatment is able to be out for a walk each day now.

L. M. Swartz, father of agent E. T. Swartz of Atkins station died at the family home in Perry, June 5th. He had been confined to his bed for about a month following a stroke of paralysis.

Miss Janette Schmitz, daughter of assistant superintendent L. L. Schmitz of Perry, who graduated from the Perry High School with the 1928 class, enrolled the following Monday in the University of Commerce in Des Moines.

Engineer H. Colburn's wife was in the hospital at Iowa City during June for an operation on her knee.

W. H. B. Smith, agent at Collins was off duty a couple weeks in June doing some work for the ORT, he being the local chairman on the Iowa division. H. C. Kraske, agent as Collins during his absence.

Engineer Clate Kehl's folks took a real interest in the 1928 commencement exercises as their eldest son William received his Bachelor of Science Degree at the George Washington University completing a two years post graduate course from the school where he graduated three years ago. Their youngest son Donald and their youngest daughter Elizabeth were graduates from the St. Patrick's high school in Perry. William is with the Inter State Commerce Commission in valuation work.

Car Foreman Charles Trask will have very few idle moments now unless he makes his wife take care of the chickens, as he has rented an acreage near Perry and expects to do some farming on the side during his off duty hours. Charles has a couple employees in his department who are also on acreages, so he must have gotten the fever from them.

Engineer E. R. Tuller went to San Francisco the fore part of June as delegate to the Grand Lodge of the firemen. Frank Morgan spent the latter part of May in Cleveland as delegate to the Train Men's grand lodge and J. M. Reel made the trip to Jacksonville in the interests of the conductors.

The annual inventory of the store department was taken on June first at Perry in record breaking time. With the new system which local streetkeeper Steal adopted several months ago, his stock is in such fine condition that the taking of the inventory was a small task to what it has been in previous years.

Conductor A. J. Gregg was off duty the latter part of May on account of the death of his little grandson. The baby who was but two years old spilled a bottle of poison and then crawled into it, burning himself so badly that he died a couple weeks later from the burns.

Mrs. Wesley Miller, mother of yard clerk Marlow Stotts of the Perry yard force, died at the family home June 7th. She had been sick for several months. Burial was made in Violet Hill Cemetery at Perry.

George Mullen, son of engineer Edward Mullen and a nephew of P. L. Mullen, Master Mechanic of Savannah, was married on June 10th to Miss Catherine Swallow of Perry. The young people were attended by the groom's uncle and aunt, Mr. and Mrs. Frank Mullen.

Brakeman, Robert Peterson who is enrolled as a student at Purdue University at Lafayette, Indiana, and Switchman Lawrence Hindert who is taking an engineering course at Ames College, are both home for the summer and ready for work in the train and yard service.

Stephen Smith who worked as a brakeman and conductor on the Iowa division for a number of years died in a hospital in Logansport, Ind., June 3rd from a long illness. Mr. Smith had been on leave of absence for several years account the condition of his health. The remains were brought back to the old home in Marion, Iowa for burial.

Conductors from Division No. 84 at Perry had charge of the services.

Brakeman Raymond Reel left the first of June for New York City where he spent a couple weeks. He made the trip with his younger brother, Harold, who graduated from high school this year and was given a watch and the trip east as a commencement present from his parents. The boys have a brother in the big city.

Engine foreman Scott Carrill is back to work after having been off duty for several weeks on account of sickness.

Conductor Ben Galble who recently returned to work after a long leave of absence on account of sickness, has moved his family from Platteville, Wis., where they made their home for some time. They have again taken up their residence in Perry.

Marie and Lawrence Stotts, children of yard clerk Marlow Stotts have gone to Ada, Ohio to spend the summer with their grandparents.

Traveling auditor J. B. Wallis was in Philadelphia the first few days of June making check of the Milwaukee offices there.

Margaret and Hugo Hullerman, children of engineer Hullerman are both spending the summer in Glacier National Park, working during the summer vacation from their school work.

Fireman Fred Schloe who has been at El Paso, Texas for a number of months on account of his health, has returned to Perry, having felt that he had improved so much that he could come back to Iowa and stand the changes in climate.

Perry friends received word the fore part of June of the birth of Dorothy Jean, an eight and one half pound daughter, to Mr. and Mrs. Fred Dollahide at Bedford, Indiana. Fred was formerly a foreman in the Perry roadhouse.

Mr. and Mrs. James Rooney are the parents of a fine new born son to them on May 31st. Conductor Rooney figures he will make a brakeman out of the lad.
D. H. A. on the North line last week. at Coon Rapids has already taken charge of the work at Perry during his absence.

Engineer Earl White of the Perry yard switch engine force was on duty the latter part of May on account of the death of a relative at Morden.

“Out Where the West Begins” Trans Missouri Division D. H. A. number of Milwaukee officials including general manager C. H. Buford, assistant engine E. J. Middleton, assistant superintendent N. A. Meyer, general superintendent D. E. Rossiter and Supt. H. M. Gillick made a tour of inspection on the railroad in the vicinity of Bozeman, Montana are spending their vacation at Morden, visiting Mrs. Cook’s parents.

A sweet little miss came to gladden the hearts of Mr. and Mrs. Clyde Caldwell on May 10th. The little lady has been named Mary Ann.

Mr. H. O. Everett of Chicago, a representative of the refrigeration department, paid us a visit on May 17th.

The Master Mechanic’s office at Morden was abolished June 1st and our worthy master mechanic Thos. McFarlane has been transferred to Austin, Minn., their former home. We are sorry indeed, to lose this estimable family from our midst, but we wish them joy in their new home. Their beautiful new home just completed last year has been sold to Mrs. N. E. Westover, perishable freight inspector at Coon Rapids.

M. J. E. O’Hern at McLaughlin. We understand this is the continuation of an old romance.

A new feature of the convention this year is the O.R.C. passed eastward thru here last week bound for the concluding convention.

We are glad to have Grace Haurigan back with us after a stay of several months at Phoenix, Ariz. Grace looks fine and is much improved in health.

Mr. and Mrs. H. F. Love of Tacoma and Mr. and Mrs. George Gubi of Spokane spent a day at Morden visiting at the home of Mr. and Mrs. Frank Williams.

Samuel Cooley, engineman at Faith passed away June 3rd at the Milwaukee hospital, after an illness of several months. Mr. Cooley came to Morden in 1911 as roundhouse foreman, which position he held until 1916 when he was transferred to Faith. Interment was made at Greenwood cemetery.

Our popular roundhouse foreman Roy Kidd and family are enjoying their vacation; they will visit in Canada and also points in the East.

Mr. and Mrs. O’Hern of Wakpala has broken the record for continuous miles between Wakpala and McLaughlin, the attraction being operator A. J. O'Hern at McLaughlin. We understand this is the continuation of an old romance.

Lorraine Hand of the relay office accompanied her husband to Vermillion, S. D. where they attended the annual fire chiefs convention.

Mr. Emil Johnson and Jim and Clyde Caldwell are enjoying a visit from their sister Mrs. Homer Martinez of Yakima, Wash.

Trainmaster and Mrs. J. F. Rothman are spending their vacation in Wisconsin and Michigan.

“It’s a” Carlson made a trip to Minneapolis and drove back a beautiful new Hupmobile car for Supt. and Mrs. H. M. Gillick.

Poor Abe is living on soup and milk these days. Cheer up Abe you will have the new ones soon.

Mr. and Mrs. Oscar Ries are the proud parents of a fine baby boy, born May 11th. Mr. H. O. Everson of Chicago, a representative of the Chicago Terminals, was operated on at the Westhoff in Bensenville, and will soon bring the family home. Mrs. Ed Ratholmey who underwent an operation in Bensenville and will soon join the family. All “glad to see her back in the ranks again.”

Poor Abe is living on soup and milk these days. Cheer up Abe you will have the new ones soon.

Did you ever see:

FULLER when he wasn’t whistling?

DICK when he wasn’t helping someone?

TOPPY when he wasn’t bucking?

BEN when he wasn’t working?

SNUS when he wasn’t late?

FRANK when he wasn’t making money?

PRICE when he wasn’t “chittin’ the ball”?

LEO when he wasn’t spotting the new Ford?

JACK CHARLES when he wasn’t running up to the Bank?

LUDY when he wasn’t growling?

JOE when he wasn’t smoking his pipe?

LARRY when he wasn’t boosting his Hourigan Derby?

CECIL when he wasn’t chewing tobacco?

BAUCK when he wasn’t dreaming?

LESLE when he wasn’t “mooning” around?

ED when he wasn’t smiling?

JAKE when he wasn’t taking his time?

HAROLD when he didn’t have a perfect marel?

SHORTY when he wasn’t worrying?

HELM when he wasn’t collecting dues?

RED when he didn’t want a drink?

Did you ever see:

“SHORTY” when he wasn’t worrying?

“OSCAR” when he wasn’t accommodating?

“GEORGE” when he wasn’t golfing?

“BILL” when he wasn’t trying to make good?

Chicago Terminals Gay E. Sampson A

OTHER month has gone by and here we are again racking our brain for news items that will interest our readers. Shut up in one corner of the territory these last weeks, or hear so little we often wish some one would send us a line or two from the other parts of our district. We often envy Ruby, Nora Bro and others who get so much inside dope over the wire but we can’t all be born lucky. So we just plod along and do our best to make our column interesting and if we miss a lot of the best news stuff, don’t blame us, for no one lets us in on the dope.

We regret that our usual ticket agent at Western Ave., Mr. Horatio Bigelow is giving golfing lessons free of charge each day during his lunch hour (Joe Burke please note) along the C.N.W. right of way fence. Any aspirant to one ofJulia’s chances kindly bring pick handles and stove pokers as he will furnish the necessary sticks as soon as Dave Schiller gets his new green and while knickers.

Mrs. A. J. Marder has rented a house in Bensenville and will soon bring the family here. Meanwhile he has been stopping at the Fox Hotel when on the spot.

Yard master is taking his vacation while Wm. Rand is taking John’s place at the west end of Bensenville yard. Mr. and Mrs. O’Donnell have taken their daughter for the summer and we hear to their ranch in Wyoming as they do every summer, Mr. O’D. is an Ill. Div. conductor, and they reside in Bensenville during the winter.

It is reported that general yard master H. E. George almost purchased a home in Westwood but after second thought he could not bring himself to believe that beloved Chicago work where he had spent so much the last 60 summers and many hard falls. No place like the old home after all.

Mrs. Ed Bartholomew who underwears an operation at a Chi hospital is again able to attend her home and social affairs. All glad to hear her back.

Mr. and Mrs. Oscar Ries are the proud parents of a fine baby boy, born May 11th. Mrs. Mrs. I. N. O’Hern, wife of switchman Albert Tomkinson, was operated on at the West Lake hospital during the month of May and is now enjoying her vacation at New Effington, S. D. Mrs. O’Hern’s many friends wish for her a speedy recovery to perfect health.
The McCleary Sanitarium, Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

A Treacherous Affliction
Healed Without Surgery

PILES and other rectal troubles are directly responsible for many diseases and indirectly responsible for many more. Thousands suffer needlessly due to incorrect diagnosis. Men and women who have suffered for years and did not know what was wrong with them have found joyous new health when their rectal troubles were cured. You can never expect to be well, strong and hearty until the CAUSE of your often indescribable suffering has been removed.

Let Us Heal You
With Our Mild Non-Surgical Treatments

The McCleary mild, non-surgical treatments for piles have brought new hope, new joys and happiness to thousands who had forgotten the blessings of perfect health. Entirely discarding the old, harsh surgical methods, these treatments do away with the horror and pain of cutting away pile tumors with the knife, burning with a red hot iron, or searing with electric needle. The McCleary treatments also avoid the dangerous effects of chloroform and ether and have proved a boon to many thousands who have availed themselves of our services. Over 75% of the people we treat are referred to us by some of the thousands we have cured.

Over 14,000 Healed! The number of persons who have been healed of piles or other rectal troubles under the McCleary treatments now exceeds 14,000 and includes the names of people from every section of this country, from Canada, Cuba, Hawaii, Alaska and foreign lands. Among them are scores of prominent business men, bankers, farmers, mechanics, railroad men, milliners, lawyers, housewives, teachers, society leaders, etc.

Let us send you our reference list containing the names and addresses of many, many thousands we have cured and numerous letters from grateful patients telling what they think of our treatments. This list has grown to such mammoth proportions that it now equals a 12-page newspaper in size. We will gladly send it free postpaid.

If you are one of the hundreds in every community who suffer from piles or some trouble, you should give a matter so important as your health immediate attention. Mail the coupon today and get the facts, or if you prefer write a personal letter describing your trouble as accurately as you can. Your letter or your request for a free copy of our book and reference list will receive immediate attention, but do this now.

The McCleary Sanitarium
151 Elms Boulevard, Excelsior Springs, Mo.

Mail This Coupon NOW!

Dr. McCleary
The McCleary Sanitarium
151 Elms Blvd., Excelsior Springs, Mo.

Please send me without cost or obligation of any kind a free copy of your book on "Curing Piles Without Surgery", which I understand is fully illustrated, entirely accurate and scientiflcally correct. Also include your monumental reference and testimonial list.

Name: ____________________________

Street Address: ___________________

Town or City: ____________________

Date: ___________________________
Miss Louise Fowler, stenographer in the Dist. Master Car A. H. Wilson's office, spent the week end in Detroit, the guest of relatives.

Mrs. Flossie Waggoner, who recently underwent an operation for appendicitis, has returned to work. We are very glad to have her back with us again and hope she continues to improve in health.

We are pleased to announce the following new arrivals in the car department.

Mr. and Mrs. A. H. Austin and brother are leaving soon to visit relatives in Charleston, West Virginia.

Mr. Joe Haas and Mr. A. Schroeder, of Mr. Nystrom's office, spent June 11th in Mr. Dick's office. We were glad to have you. Come again.

Mrs. Corrine McWilliams is enjoying a week of her vacation at home.

Miss Martha Swanson, of the Store Department and Miss Alice Church, of the Master Mechanic's office, spent the week end and May 26th in the "Windy City" Chicago. Alice says she went to see her brother and Martha says she visited relatives. How about it girls?

Miss Eleanor Farris, of the Master Mechanic's office entertained with a picnic supper at her home on So. 17th Street recently. After a delicious picnic supper was served, the guests all attended the Hippodrome to see "Way Down East." Those present were Misses Ethel and Jessie Dick, Catherine and Edna Pfeiffer, Meses Flossie Waggoner, Agnes Deed, Velma Bailey Bair and Margaret Procter, of Sanford, Florida. We are all hoping Eleanor will soon entertain again for such "EAT'S" as we did have.

Miss Catherine Pfeiffer, payroll maker, in the Master Office, Car Department, spent the week end June 9th in Effingham, Illinois, the guest of friends (or rather friend). What's so attractive in Illinois, Catherine? We are very glad you like Illinois. Was it a wedding or were we just inspecting Illinois state highways? We acknowledge they are quite interesting when you have someone interesting to explain them to you. Isn't that true, Catherine?

Mr. and Mrs. R. M. Burns are enjoying a visit from their daughter Mrs. Margaret Procter and children of Sanford, Florida.

A new menace has hit us, not in the form of old age or disease necessarily, but a small bug called BASE BALL.

We have two casualties to report at this time in our catching staff. E. S. Amont, our Division Accountant, got reckless and white showing some fast plays, strained the strings in his right shoulder and is at this time carrying it in a sling. Howard Stewart met with a painful accident while receiving Leo Hubert's fast deliveries in our last game. In trying to grab a foul ball, he got the wrong hand in the way and in return drew back a broken thumb and a bad laceration thereon. These injuries are quite hard on the rest of the team.

**Twin City Terminals**

Mrs. Blake, wife of Asst. Engr. Blake, is in the hospital for the past two weeks.

Mrs. Vost, wife of Div. Engr. Vost, is in the Deaconess hospital.

Mrs. Roland mother of Francis Barland has just returned from the hospital.

Mrs. Pasko is still convalescing.

Workmen from the Western Electric have been rebuilding the telephone building for nearly two months prepping the automatic phone system installed July 28th.

Lars Larson signal maintainer, St. Louis Park is taking an extended trip west, and being asked who the girl was, he said "Only a sister." In addition to being a signal maintainer and wireman, Mr. Larson is a bachelor. His many friends in the signal fraternity are wondering about this sister business and hope he won't get his wire crossed.

Mr. Skews, chief dispatcher, and the claim dept. have exchanged offices. Trick dispatchers have an office by themselves and it is harder to get in to see one of these fellows than it is for a newspaper man to interview Mayor Leach on his reasons for discharging Chief Braunstil.

We were all shocked when we learned of the tragedy which resulted in the loss to Mr. and Mrs. Lyle W. King, chief clerk in the general supply office, of their daughter Betty, in an automobile accident June 8th. In Mr. King's short time with us he has made many real friends who would like if possible, to express sympathy to the family and their sympathy to him and Mrs. King in their bereavement.

Martin Martin, chief clerk, Twin City Transfer, is sporting a brand-new Packard. Stop signals and speed limit will mean nothing to Marty with this classy car as we understand he has "polite" driving habits.

Well, Bob Noot, accounting dept., won his case against the Navy Cab Co. for busting up his flivver. Now he's got another flivver - a new shiny coat of paint on it and is looking for more taxis-cabs to conquer.

**Announcement—By the Baldwin Locomotive Works**

On Thursday morning, June 28, at 11 o'clock, Daylight Saving Time, several thousand officials of nearly all the leading railway systems of Canada, Mexico, Chili, Cuba and several European countries, together with representatives of National Governments; headed by the Honorable James J. Davis, Members of Congress, Army and Navy officials; the Governor and leading officials of Pennsylvania, New Jersey and Delaware; the Mayors and officials of Philadelphia, New York, Chester, Wilmington and other cities; members of the Philadelphia Chamber of Commerce, leading manufacturing and business officials of Philadelphia and Eastern Pennsylvania, and representatives of the country's leading financial institutions will participate in the ceremonies at Eddystone marking the complete transfer of the building departments of The Baldwin Locomotive Works from Philadelphia to the recently completed Administration Building located in the heart of the 600-acre plant at Eddystone.

On the morning of June 25, special trains will leave over the Pennsylvania Railroad for Eddystone, bearing the delegates who will have attended the four Conventions of the American Railway Association which the Works will forever remain a Philadelphia institution, the heart of the 600-acre plant at Eddystone.

The Administration Building, which is one of the most unique, and at the same time one of the most complete office buildings of its kind built in the United States, is in the form of a Greek Cross, affording daylight in every part of the building. It is eight stories in height from the top floor of which a magnificent view of all that part of Delaware County is to be had, together with a magnificent view of western New Jersey and the Delaware river.

The building will house all the operating departments of the Works, including the Domestic and Foreign Sales Departments, the Accounting Department, and the Works Accounting and Business staffs. On the top floor will be office rooms for Mr. Vaucan and the Vice Presidents and Directors.

While all the operating departments of The Baldwin Locomotive Works will be transferred to the new building at Eddystone, the Works will forever remain a Philadelphia institution, as it has been for about a ninety-seven years.

Mathias W. Baldwin's first Philadelphia shop where he built "Old Ironsides" in 1832, for the Germantown and Norristown Railroad Company, was located on Minor street, below Sixth. Within two years, his business of building locomotives grew to such an extent that he selected the location of Broad and Hamilton streets, the site of the present Philadelphia Works, where a three-story L-shaped building was erected. From that time on until the present, the Baldwin Works have been in the neighborhood of Broad and Spring Garden Streets, covering an area of nearly twenty acres.

To continue The Baldwin Locomotive Works as a distinctly Philadelphia institution, as it is known in every part of the world, the principal executive offices will be maintained at Broad and Walnut streets, in the new Philadelphia-Fidelity Building. In the Philadelphia-Fidelity Building will be the offices of President Vaucan, the Vice Presidents and the Directors Conference and Board Rooms.

The Administration Building is one of the most complete office buildings of its kind built in the United States, is in the form of a Greek Cross, affording daylight in every part of the building. It is eight stories in height from the top floor of which a magnificent view of all that part of Delaware County is to be had, together with a magnificent view of western New Jersey and the Delaware river.

The building will house all the operating departments of the Works, including the Domestic and Foreign Sales Departments, the Accounting Department, and the Works Accounting and Business staffs. On the top floor will be office rooms for Mr. Vaucan and the Vice Presidents and Directors.

While all the operating departments of The Baldwin Locomotive Works will be transferred to the new building at Eddystone, the Works will forever remain a Philadelphia institution, as it has been for about a ninety-seven years.

Mathias W. Baldwin's first Philadelphia shop where he built "Old Ironsides" in 1832, for the Germantown and Norristown Railroad Company, was located on Minor street, below Sixth. Within two years, his business of building locomotives grew to such an extent that he selected the location of Broad and Hamilton streets, the site of the present Philadelphia Works, where a three-story L-shaped building was erected. From that time on until the present, the Baldwin Works have been in the neighborhood of Broad and Spring Garden Streets, covering an area of nearly twenty acres.

To continue The Baldwin Locomotive Works as a distinctly Philadelphia institution, as it is known in every part of the world, the principal executive offices will be maintained at Broad and Walnut streets, in the new Philadelphia-Fidelity Building. In the Philadelphia-Fidelity Building will be the offices of President Vaucan, the Vice Presidents and the Directors Conference and Board Rooms.

The Administration Building is one of the most complete office buildings of its kind built in the United States, is in the form of a Greek Cross, affording daylight in every part of the building. It is eight stories in height from the top floor of which a magnificent view of all that part of Delaware County is to be had, together with a magnificent view of western New Jersey and the Delaware river.

The building will house all the operating departments of the Works, including the Domestic and Foreign Sales Departments, the Accounting Department, and the Works Accounting and Business staffs. On the top floor will be office rooms for Mr. Vaucan and the Vice Presidents and Directors.

While all the operating departments of The Baldwin Locomotive Works will be transferred to the new building at Eddystone, the Works will forever remain a Philadelphia institution, as it has been for about a ninety-seven years.

Mathias W. Baldwin's first Philadelphia shop where he built "Old Ironsides" in 1832, for the Germantown and Norristown Railroad Company, was located on Minor street, below Sixth. Within two years, his business of building locomotives grew to such an extent that he selected the location of Broad and Hamilton streets, the site of the present Philadelphia Works, where a three-story L-shaped building was erected. From that time on until the present, the Baldwin Works have been in the neighborhood of Broad and Spring Garden Streets, covering an area of nearly twenty acres.

To continue The Baldwin Locomotive Works as a distinctly Philadelphia institution, as it is known in every part of the world, the principal executive offices will be maintained at Broad and Walnut streets, in the new Philadelphia-Fidelity Building. In the Philadelphia-Fidelity Building will be the offices of President Vaucan, the Vice Presidents and the Directors Conference and Board Rooms.

The Administration Building is one of the most complete office buildings of its kind built in the United States, is in the form of a Greek Cross, affording daylight in every part of the building. It is eight stories in height from the top floor of which a magnificent view of all that part of Delaware County is to be had, together with a magnificent view of western New Jersey and the Delaware river.

The building will house all the operating departments of the Works, including the Domestic and Foreign Sales Departments, the Accounting Department, and the Works Accounting and Business staffs. On the top floor will be office rooms for Mr. Vaucan and the Vice Presidents and Directors.

While all the operating departments of The Baldwin Locomotive Works will be transferred to the new building at Eddystone, the Works will forever remain a Philadelphia institution, as it has been for about a ninety-seven years.

Mathias W. Baldwin's first Philadelphia shop where he built "Old Ironsides" in 1832, for the Germantown and Norristown Railroad Company, was located on Minor street, below Sixth. Within two years, his business of building locomotives grew to such an extent that he selected the location of Broad and Hamilton streets, the site of the present Philadelphia Works, where a three-story L-shaped building was erected. From that time on until the present, the Baldwin Works have been in the neighborhood of Broad and Spring Garden Streets, covering an area of nearly twenty acres.

To continue The Baldwin Locomotive Works as a distinctly Philadelphia institution, as it is known in every part of the world, the principal executive offices will be maintained at Broad and Walnut streets, in the new Philadelphia-Fidelity Building. In the Philadelphia-Fidelity Building will be the offices of President Vaucan, the Vice Presidents and the Directors Conference and Board Rooms.
One of the noteworthy events of the season was the marriage on June 5th of Saul J. Farley, our genial traveling time inspector, to Miss Laura Kelly, the wedding being held in Minneapolis. A large number of friends attended and joined in wishing the newly-weds a long, happy and prosperous life of connubial bliss. “Saul” starts his vacation right, taking a wife and a trip to California on the same day and carries with him the sincere good wishes of his many friends among the CMSTP&P employees of this district, as well as other parts of the System where he is well and favorably known.

The annual visitation of fair damsels with twinkling fingers, otherwise known as “Camp-operators” is in full force now, the accounting department having added a gang of five to extend and foot the annual inventory sheets.

Wm. Costes, Assistant Joint Facility Inspector, from Mr. Lodge’s office, and a representative of the Soo Line, have just completed several weeks work auditing the joint facility bills prepared in the accounting department office here.

Walter Hagen, miscellaneous clerk in the accounting department, has been promoted to a place in the Terminal Division Superintendents office. This caused several promotions among the accounting office force, with Art Geber, formerly of the shop superintendents office, filling the vacant place.

Mike Oehren, assistant chief clerk in the accounting office, was a recent business visitor at Hastings, called there by a lawsuit against this company.

Violet Loffert of the Accounting office, who recently sustained severe injuries in an automobile accident, has recovered to such an extent that her sunny smile is again radiating its customary cheer around the office.

A credit union, operating along the lines of a co-operative savings and loan bank, has been started among the clerical, and station employees of the CMSTP&P. Those eligible for membership being such employees of our company as are employed in Minneapolis. The institution is chartered by the State Banking Commissioner, and is under the supervision of that officer.

Chief Clerk Harte of the accounting bureau, accompanied by his most estimable better-half, enjoyed a week end trip to Duluth the 3rd. Ted says the only thing he saw that could outspeed his new Nash was a three motored air plane that passed him. It didn’t hit him though, passing about 6000 feet over head.

Charley Rogers went fishing Memorial Day. He got “back” also a fine coat of sunburn, got both feet wet, fell in the lake and in general had a most enjoyable trip. But the old “Shovel’erleaveit” did admirably and brought the whole d— family home in good shape.

Elizabeth Hessburg, cashier’s office, local freight office ended her vacation by going to the hospital and having her tonsils removed.

Hila Cheney spent her vacation doing the necessaries at home.

Charles McCracken, local freight office is sporting a new Ford sedan on the strength of the three cent raise which he recently received. Let’s hope he sends his wife to the country soon and we’ll all be riding.

Drippings From the Ice Bunkers
Sonia

We’ll tell the world!

THERE’S rejoicing over to Rose Caso’s home. The bestest little boy (ain’t that right Rosie!) was born on the twenty-third day of May to Mr. and Mrs. Arthur Sleuth, see Bernice Caro, not long ago “the crack stenographer of the Refrigerator Service Department.”

Welf Bernice, “brunette edition of Marion Davies,” here’s our toast to that fine little boy of yours: Health and happiness to Jules Burton Sleuth, the future King of Financiers.”

INDEPENDENCE—1—

Among the big things—
We must obey Amendments, income tax and such.

Among the little things—
We must lend our soap, toothpaste, handkerchiefs and worse, Be the last to read Our newspapers and magazines. We must take Advice freely given And unsolicited criticism. We must rise To the alarm clock, Let cook set the dinner hour And the radio the retiring hour.

KWIL-TES

Assures a
Night of Comfort
and
Restful Relaxation.

KWIL-TES is the quilted inner spring mattress innovation of the decade. There are no tufts to pull out or catch dust. Can be cleaned with a vacuum cleaner. They are non-stretchable, have even sleeping surfaces, are soft and sanitary and conform to the body of the sleeper.

They are best for rest.

YOUR DEALER CAN SUPPLY YOU

A. BRANDWEIN & CO.

2335-43 SOUTH STATE STREET

CHICAGO, ILLINOIS
Bud and Mac seemed to be having a little difficulty convincing the rest of the bunch at Pardeeville the other night—now, how many were there? Three. No, five, no, I guess it was seven, and how big? Exclamation from Clair—"Oh, that's easy. The fellow with the longest arms gets the biggest fish." Well, anyway, Bud and Mac enjoyed a good fish dinner that day.

Conductors Ray Long and Frank Lawton are attending the O. R. C. convention at Jacksonville, Florida, Long representing Division 61 and Lawton Div. 158. Bet they're having a good time, and really we would like to be down there too.

Dispatcher W. J. Hayes contemplates a trip eastward some time in August and rumor has it that he is double tracking the honeymoon trip. By way of explanation, Babe says that they were over this territory during the honeymoon but for some reason did not contemplate so they missed the high buildings.

On May 6th, when he discovered a broken rail about three-quarters of a mile east of Richwood, Louis Welland, conductor, immediately notified the Operator of the condition existing, and the rail was removed and replaced within an hour after it had been reported that there was a broken rail. Mr. Welland deserves special commendation for his prompt action, and also the section forces for their part in remedying a dangerous condition.

Mr. J. F. Voltz has returned to Portage after vacationing with friends in various parts of the country and says he is very glad to get back—that this is the greatest little city on earth. He has not yet reported for work but it "won't be long now."

Mr. J. J. Cassin has been spending a few days on the division observing the inventory that is now going on.

The depot at McCoy has been moved to the new location and everything is being put in readiness for the arrival of the troops.

On June 7th the Commercial Club from Milwaukee, which included Portage in their good will tour, arrived at Portage in their special cars which had been handled to Portage by the Soo Line. At Portage they were switched onto our tracks and brought up to the Milwaukee depot where they det Ganed and were given a royal welcome by the City Officials. After spending the night here they left for points on the Northern Division which are included in their itinerary.

On June 9th the big steel gang started work at Doylestown laying steel. They are being handled by Extra Gang Foreman Mobley.

We appreciate the good service the Chicago, Milwaukee & St. Paul and its employees are giving our industry.

VON PLATEN-FOX CO.
IRON MOUNTAIN, MICH.
LUMBER FUEL

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

THE BETTENDORF COMPANY
OFFICES AND WORKS BETTENDORF, IOWA

LaCrosse and Northern Division Items
Eileen

IT happened at Portage. The operator was a new one. The old line conductor, having checked up and rarin' to go on No. 72, applied for orders and a clearance card. "How am I to know you are the conductor going on No. 72?" bellowed the operator in a hard-boiled tone of voice. "How are you to know? Why you suspend a four-eyed son of a boomer operator if you feel my pilot box bumping against your blizzard lights you will know I've been dining more than sitting on a chair and pounding brass all my life and you'll couple up on that jaw tackle of yours and come across with them orders."
“Give him his orders, he's an old Line Conductor all right.”

Conductor Dan Smith is back on the Viroqua Line after being laid up with an injured knee.

Frank R. Hartwell passed away at his residence at 919-30th Ave. S.S., Seattle, Washington, April 6, 1928, from heart trouble at the age of 81 years. Mr. Hartwell was ticket agent and passenger representative at La Crosse for 25 years and was widely known as one of the most thorough ticket men in the Northwest. His office was always a model of neatness and systematic arrangement. He was born at Ottowa, Shaw, Wisconsin, and entered the Railroad service early in life following active service with the Union Army in the Civil way. Prior to his agency at La Crosse, he was for twelve years Chief Clerk of "Hube" Atkins, Superintendent of the La Crosse Division. Mr. Hartwell was a personal friend of the Engineer at La Crosse and a prominent Mason. He is survived by his widow, Mrs. Cora E. Hartwell. Funeral services were held at Seattle. Some of our oldest employees and his friends regret to learn of his passing.

Operator Bergeron from Kilbourn who has been very ill in a hospital at La Crosse for several weeks is recovering very nicely and expects to be back to work shortly.

Some of the employees on the La Crosse Division take great pride in their gardens and lawns, especially at Portage. Among these Roundhouse Foreman Shelley and Engineer Cadman rank first. Mr. Shelley has a very pretty lawn decorated with about 51 pretty flowers. These flowers are now in full bloom and are a great attraction for motorists who often stop to view them. It must take the hard work of Mr. Shelley's very capable housekeeper to keep them in such good condition, and we must compliment him on the very good job he is doing. On account of his large lawn, he has found it necessary for him to purchase a motor driven lawn mower.

Engineer Cadman has long drooled the appearance of a brick house, and it is a frequent occurrence to see Mr. Cadman out laboring on his lawn. He has planted a bed of verbenas to represent the American Flag which will be a beautiful sight when the flowers are in blossom. He has planted ninety-seven bleeding hearts as a hedge on each side of the house, which is very attractive.

When gentle Pence De Leon in his search for the Water of Life turned his footsteps to the South, and in his balmy Southern Florida discovered what he thought was the Fountain of Eternal Youth, he gave gentle praise to his Maker, and in graceful motion WordPress soaked some of the water upon the bosom of Mother Nature and chanting strange incantations of ever wondering delight.

When Sam and Henry in their search for the Eau de Vie (Water of Life) and posed the care of same upon Sam, who, we are sorry to say, came out second best in a terrible struggle with Mr. Jug in the middle of the restaurant and the result was that Eau de Vie was scattered indiscriminately around the restaurant.

In due course of time the battered remains of Mr. Jug were gathered together and cast into the furnace where he gave up the ghost with a loud explosion and while citizens were rending their peals of laughter upon their various missions, the chimney of the restaurant spewed forth smoke and smoke—incidentally the incense of Mr. Jug, and far down the railroad tracks there were going away by the road from there—and how! and anon and anon floated back the melody in dust. "When the Moon Shines Over the Cowshed We'll Be Mopping up the Restaurant Floor." We were very sorry to learn of the death of Roy Young, "Circus," the result of injuries received in an auto accident near Oconomowoc. He was formerly employed as a brakeman and conductor for the Milwaukee road but the loss of a limb several years ago necessitated his giving up that work, and for the past few years he has been employed as a clerk in the Superintendent's office Portage. His many friends in the office and on the road will miss him greatly.

Talk about fish—Engineer L. Hamsel says he is the champion fisherman of Portage and thereby has started an argument. Hank Zamsaw says he can catch more fish at Rocky Run than Louie ever saw. Louis Ditt, the old Vet, says he has them both skinned skins and tells of catching the biggest trout caught anywhere in the season of 1922—weight 6 pounds 4 ounces and received the medal that year. Some argument they put up when they get together. Fight it out, boys.

Tacoma District Accounting Office
K. K. K.

ANN Johnson is on a vacation. I understand she is playing golf most of the time. She likely intends to compete in the Mudflats handicap and is getting a head start on the rest of us, but then Ann has a head start in almost everything on most of us. "Morrie" Schehman painted his kitchen while his wife was away. From the amount of paint he reported using he must have painted all the kitchens in the neighborhood, or else he is a dauber and not a painter.

Edna Maurice is here. She is quite a favorite, you see. She watches and waits at the store on the street, for the boy from the office coming for milk and coffee. Now who do you think this boy is—Nobody but Pete. (But Edna Marie is only 3.)

Louie Bay is still having a rattling good time off the road. He is working in an auto shop and as no one has ever seen the movies he is a dauber and not a painter.

E. A. AARON & BROS. 1932 Ford Bldg., 462 Niagara St., Buffalo, N. Y.

Send free trial of your method to:

Free Trial of Method That Anyone Can Use Without Discomfort or Loss of Time

We have a method for the control of Asthma, Hay Fever and Hay Fever Sufferers. We want to test a few thousand people before we open our method to the trade, and offer you a free trial of our method. No matter what your age or occupation, whether you are suffering from Asthma, Hay Fever, or both, you are invited to accept a free trial of our method. No charge will be made. Simply mail coupon below, Do It Today.

FREE TRIAL COUPON
FRONTIER ASTHMA CO., Frontier Bldg., 462 Niagara St., Buffalo, N. Y.

Send free trial of your method to:

FREE TRIAL COUPON
FRONTIER ASTHMA CO., Frontier Bldg., 462 Niagara St., Buffalo, N. Y.

Send free trial of your method to:

EARN EXTRA MONEY
We need men of good character and standing, with a knowledge of railroad, to represent us in their spare hours. This work is with a responsible company, does not entail any investment by you and it will bring you an attractive extra monthly income the year round.

Write: C. E. Shaffer, 1932 Ford Bldg., Detroit, Mich.
Helen and Ann Harris are taking up roller skating. We can't find out if it is reducing exercise or just for fun, as they are both pleasingly plump, but we like 'em that way, so don't go too strong girls as your a nice armful.

Some of the girls have gone riding at noon and have returned with armfuls of "wild poppies." Surprised, but they were only pretty yellow flowers.

Saturday May 26th the Women's Club held a Gallatin Gateway Ball which was very well attended. There were lots of girls there and of course Archie Long was very busy. Although he did not dance he was able to get with them to sit out with him. This popularity with the ladies sure must be great. Frank Opie was also there. Frank never missed a dance or anything. Turner let his wife do the dancing for their family. Pyette danced with all the girls, also his wife. I know that don't sound right, but married men dance with their wives, sometimes. Olga and Millie sure were on the job, both of them had sore feet Sunday and Monday.

If I would have been one of the judges Joe would have received first prize. The girls were dressed according to Dick Wende's specifications and you should have seen him get the girls at the "Gallepin' Gateway Ball." Claude was so dressed up that some of the girls thought he was the new leading man of the Maylon Players now playing at the Heilig. More power to the Women's Club, they gave us a fine time. Let's have more.

Frank Opie the champion gum chewer is an "Orchardist" too. He has about 25 fruit trees and his spare time is used spraying said trees. You see he can spray trees and chew gum at the same time, otherwise he wouldn't spray the trees.

Howard Reynolds spends his spare time with a trusty spade preparing the ground in his back yard for a large crop of spuds and so forth. More power to you Howard.

August Culfman one of our farmer clerks has just put in his spring crop. August says he will ship his surplus over the Milwaukee. Lee Boyd another good farmer has been getting up at 5 a.m. and to bed about 9 p.m., real farmer's life for him.

As I told before if you can't find what you want, look on Ethelman's desk. Ethelman looked all over the office for the woodstock typewriter but no luck so one of the girls had to show him where it was on his own desk. Take a picture of that "Mort."

Geo. Pyette, the Assistant President of the Milwaukee Women's Club won the prize for selling the most tickets to the dance. The reason C.P. is Assistant President is because his wife is President and when there is hard work to be done the Assistant has to help do it. This is just an "Onerous" position and anyone willing to work can acquire the title. Don't all speak at once.

Guy Bell is some golf bug. Any Sunday you can see him roaming around at Meadow Park chasing the little white ball. I can't see much sense in hitting the ball, then finding it and hitting it again, so on, all day long. If I were mad at a ball I'd take it where it couldn't get away from me then beat it up instead of picking a big field and chasing it all around, but then some people never use much judgment.

Squeaks from the C. & M.

H. E. W.

CONDUCTOR Russ and wife have returned from an extended trip through the south and report a very enjoyable trip.

Saw quite a commotion and a big cloud of dust on 31st Ave. the other day. After making several inquiries was informed that it was only Condr. L. Jensen driving off in his new Ford.

Condr. Knee is performing on No. 91 and No. 92, place of H. J. Calfigan who is laid up with a badly sprained ankle caused by stepping in a hole while getting off caboose. Harold says the only bad feature is in not being able to drive his Rolls Royce.

If anyone has an extra copy of the laws on parking please send it to Mr. Frank Klima for future reference.

Condr. E. Mattison was confined to Washington Blvd. Hospital for several days recently with injuries sustained by being knocked down in caboose.

Brakeman Geo. Meis got quite a string of fish up at Port Washington one day recently. Oh! Yes! He said he bought them.

Condr. "Toby" Drews has joined the procession headed towards the poor house by purchasing an automobile.

Those wishing to order their winter potato supply can get in touch with Al Rhemer. He has nineteen hills planted and expects heavy returns.

The many friends of Condr. R. B. Sullivan were deeply shocked to hear of his death, which occurred on June 4th. We all unite in extending our deepest sympathy to his family and relatives in their bereavement.

Condr. C. E. Klaasen has resumed work after being laid up for some time with blood poison in his arm.
There seems to be a mystery of some kind attached to a certain Chevrolet coupe and the girls seem to think that Miss Quinette could tell them a whole lot about it if she only would.

The boys are all glad to see business picking up on the C. & M. We now have two more crews assigned to gravel service on the Janesville Line.

Seems pretty early or else somewhat late to be paying election bets, but anyway Brakeman Geo. Harris is sporting a mustache.

Brakeman C. E. Rholes reports excellent fishing at Nagawicka. Get your fishing tackle ready.

Madison Division News

Who said the Madison Division was dead? We're all busy up here, is why nothing's been said.

Who said Bill Kenney has a favorite fruit? All he cares for is beefsteak with plenty of juice.

Wiffle Kline is too busy to write. But just go and see his garden some night.

Who said Clyde Lotte has a new car? Why should he get one, when his Overland will beat any by far.

Our Freddy Lingo is some sheik. He bought a house to keep him busy last week.

Bennie Hickey is busy driving a new Whippet car. She ran out of gas and so missed a Church Bazaar.

You couldn't expect 'Berdella Niebuhr to write. She's too busy with Frank Laman ska every night.

We admit Margaret Roush is very quiet. But we don't want to see the garden some night.

We haven't heard from Mr. MacDonald for so long.

We are going to try with might and main to have some news in the future just the same.

Des Moines Division

Frenchy

OKOBoji station opened June 11th for the summer months. H. B. Dyon having been appointed agent.

Conductor W. H. Hayden is back on the job after being ill for several days.

Mr. and Mrs. M. C. Corbett are rejoicing over the arrival of a new son named John Marcus who arrived on May 19th. Little Billy will now have some competition.

Agent M. L. Fitzpatrick was a Des Moines visitor recently.

Agent J. A. Myers at Jolley was off for a few days recently attending the graduation exercises at Ames at which time his daughter finished her course there.

Conductor D. C. Shelbott has been quite ill for some time. His many friends are hoping for his speedy recovery.

Mr. and Mrs. C. L. Pound are enjoying an extended western trip visiting Kansas City, San Francisco, Los Angeles, Salt Lake City and Denver.

Page Thirty-five
There seems to be a mystery of some kind attached to a certain Chevrolet coupe and the girls seem to think that Miss Quinette could tell them a whole lot about it if she only would.

The boys are all glad to see business picking up on the C. & M. We now have two more crews assigned to gravel service on the Janesville Line.

Seems pretty early or else somewhat late to be paying election bets, but anyway Brakeman Geo. Harris is sporting a mustache.

Brakeman C. E. Rhodes reports excellent fishing at Nagawicka. Get your fishing tackle ready.

Madison Division News

Who said the Madison Division was dead? We're all busy up here, is why nothing's been said.

Who said Bill Kenney has a favorite fruit? All he cares for is beefsteak with plenty of juice.

Wiffie Kline is too busy to write. But just go and see his garden some night.

Who said Clyde Jotz has a new car? Why should he get one, when his Overland will beat any by far.

Our Freddy Legnon is some sheik. He bought a house to keep him busy last week.

Bessie Hickey is busy driving a new Whippet car. She ran out of gas and so missed a Church Bazaar.

You couldn't expect 'Berdella Niebuhr to write. She's too busy with Frank Lamancki every night.

We admit Margaret Roach is very quiet. But we will suggest she try it. We haven't heard from Mr. Macdonald for so long.

We are going to try with might and main to have some news in the future just the same.

Des Moines Division

Frenchy

OKOBOJI station opened June 11th for the summer months, H. B. Dyson having been appointed agent.

Conductor W. H. Hayden is back on the job after being off account illness.

Conductor Bert Sipes is at work again after several days illness.

Mr. and Mrs. M. C. Corbett are rejoicing over the arrival of a new son, named John Marcus who arrived on May 19th. Little Billy will now have some competition.

Agent M. L. Fitzpatrick was a Des Moines visitor recently.

Agent H. A. Myers at Jolley was off a few days recently attending the graduation exercises at Ames where he finished his course there.

Conductor and Mrs. J. L. Tidball visited their son in Wisconsin recently.

Conductor D. C. Hollett has been quite ill for some time. His many friends are hoping for his speedy recovery.

Mr. and Mrs. C. L. Pound are enjoying an extended western trip visiting Kansas City, San Francisco, Los Angeles, Salt Lake City and Denver.

If we waited for Frank Tarpley there would be plenty delays.

He's always working on those Chevrolets. I asked "Benny" Thyne what she had to say. She says these boys come some nights and she has to chase them away.

Charley Payne says that "Junior" keeps him up all night. So to ask him to write news would never be right.

Our Walter Freebein also has a Chevrolet. When he's not busy with it he is checking requisition delays.

When it comes to Class, Vic Cox is a whiz! But he spends his evenings at Beloit with some girl.

Eddie Kingston, our fat ticket clerk sheik, has hardly time to see his girl one night a week.

Then there is Roland Busch, Mr. Kenney's plump clerk. Why should we ask him, he's too fat to work.

Now, kind readers, in the future we hope you'll not look in vain.

Although we are busy as I have tried to explain.

We are going to try with might and main to have some news in the future just the same.

Dearborn Chemical Company

299 BROADWAY
NEW YORK
310 S. MICHIGAN AVE.
CHICAGO
Serving Steam Users Since 1887

Dearborn Boiler Tubes

Seamless Steel

A Unique and Successful Industry

GLOBE STEEL TUBES CO.

Sizes up to 5 1/2 inches
The ditcher, mowing machine and chemical weed killer operated on this division at the middle of June from a trip through the south, part of their time being spent in attending the G.R.C. Convention held at Savanna, Ga. They report a fine trip but are glad to get home again.

Seattle General Offices
D. H. B.

Harry A. Nelson, Chief Clerk in Superintendent's office of the Missoula Division in the early days and prior to that Material Clerk, W. F. Price, in Superintendent's office at Tacoma, died recently in Seattle. He will be recalled by the old-timers of the service. During the past ten years Mr. Nelson had been engaged in the transfer business in Seattle.

The many friends of Mr. E. O. Reed will be glad to learn that he is recovering nicely from the recent operation on his eyes and it is hoped that the operation is going to prove highly successful.

Mrs. F. W. Price returned from Department fur the past several years, "O~ sucess,in the new district.

Falls are visiting in St. Louis for two weeks. "Jack" offers this district to that of the west and contain N. T. Rider transferred to Deer are very glad to have him with us again. We regret losing Mr. Rider, but wish him every other gardener kindly page Mr. Flasky?

Mr. Condor is directing the movements entitled "Foreman." We believe Leonard just wanted to rest up a bit. Edward Gorman, Opr. at Parkston is seriously planning a vacation, at the same time his thoughts are directed to a certain young lady. Now we can at last imagine what is liable to take place.

Wm. Vander Voort, clerk at Parkston is sporting a new Chevrolet coupe—looks like a motor trip soon as the eight hundred miles at twenty por, has been completed and he feels that he can "step on her."

Mrs. William Dougherty and daughter Rita, family of section foreman at Manila, are visiting relatives at Ann Arbor, Mich.

Albert Wagner, member of the section crew at Menno, S. D. has decided an Oldsmobile car cannot climb a tree, therefore has his arms in a sling. Remember that old, old slogan "Alberd."

After weeks and weeks of dry windy weather, we have been blessed with copious showers well distributed over the division, thanks to the Powers that be.

On May 31st there appeared on the bulletin board at West Yard the exact likeness of a gun, made of slippery elm with a card attached bearing the following—1st prize which was awarded brakeman "Bill" Beaver for sharp shooting. "Bill" remained on the board for several days, we understand. The question is, who made the award?

Harry Nelson, Chief Clerk in Super-

The little city of Running Water was all excited the other day when brakeman J. J. Riefenbark drove down Main street with his rag-top car, family in tow. Friends were debating on whether or not the family would return without an accident, but along toward evening the brakeman and family quietly drove into town in a brand-new "Huppm" sedan—John says, "Eventually, why not now?"

Opr. Paul Gorman, Parkston is relieving Opr. Art Sanborn at Tripp, S. D. Understand "Art" is going to take a trip to the Black Hills and "there's another thing," this is June you know.

The ever increasing volume of business at Sioux Falls is forcing track extensions and this improvement is very much in evidence at present with contractors making fills and Roadmaster Jerry Murphy has material to complete the work as soon as the fills are made. The improvement will eliminate "doubling over" as has been the case and is going to save a lot of unnecessary switching for switch and train crews. The Sioux Falls organization of employees is over on the alert for business and facilities for handling the same will have been enlarged from time to time at the present rate of speed.

Conductor Robert Scherrick has traded the old Chevrolet in on a new Pontiac. "Hob"

wishes everyone to know he is highly pleased with the performance of the new bus."

F. G. Myers, chief clerk and Clyde Myers, trembling, Sioux Falls, S. D. have their families are spending their annual vacation at Iowa's most popular summer resort, Arnold Park.

Chief Dispatcher Harry L. Hoskin held the lucky dance ticket at the Women's Club dance Sioux City when on June 7th he was awarded a all-expense trip to Yellowstone Park through the Gallatin Gateway. The dance was one of the most successful dances of the season with a large attendance which every one enjoyed. Those from Sioux Falls who attended were, Agents and Mrs. W. D. Griff- ths, Mr. and Mrs. P. V. Larson, Mrs. J. R. Bankston, Mrs. M. Murphy, Miss Laura Scovett and Chester Smith.

Shortly after having attended a "Fuel conservation" meeting an official said to one of our firemen, "What would you do if you saw that your train was heading into an unavoidable collision that promised to be an utterly destructive wreck?" "Why," the fireman said, "I'd grab a lump of coal in each hand, and yell to the Engineer to jump."

Condor, Charles Alexander does not know as yet whether or not he will attend any political conventions this season.

The B. & B. dept. with "Bill" Heintz at the helm, are renewing all old bridge piling between Madison, S. D. and Sioux City.

Condor, Charlie Belknap went on a forced vacation for a couple of trips.

Switchman Quinton Huffer took a trip to the Black Hills and incidentally assisted in the picture some for various publications distributed by the Associated Press.

Humphrey Griffiths, delivery clerk, Sioux Falls freight house, has just resumed work after an illness of several weeks.

George Franka, coal heaver, Sioux Falls, while on a visit at Omaha had a bad case of blood poisoning in his hand which was injured before leaving. It was necessary for him to be taken to a hospital at the latter place for medical attention.

A very successful SAFETY FIRST meeting was held at Sioux City on June 11th which was a large and enthusiastic crowd attended.

A delightful lunch was served by the Sioux City Chapter of the Women's Club.

Plans for the July Safety First meeting which will be held in Sioux Falls are under way and promises to be one of the biggest ever held as an entertainment together with a lunch will close the meeting. Watch for the date and have your suggestions ready.

Milwaukee Shops

W. H. G.

Mr. H. E. Brownell, foundry superintendent is not so very well at this time. Mr. J. C. Marshall is up't proteum.

Mr. W. W. Collins our old time superintendent went west on the Columbian May 18th; we saw him a trains length away. Call out here some time, W.W.

The chemical laboratories are in their new quarters upstairs east end of Loco machine shop, where we were chief draftsman over 40 years ago.

A good big heap of rain May 16th to 20th. Messrs. Byrnes, Scandrett, Gillick et al were at the shops the 18th. If these fellows don't watch out they are going to have their pic- tures taken.

Our sympathies are with Mr. Semlous of the advertising dept. Chicago in the death of his father May 20th.
Mr. F. Mason, yard master at Merrill Park Depot died May 22nd, after a short illness. He had been in failing health for some time, Mr. Mason at one time was a Superior Division Conductor. This item was sent to the magazine May 25th as also was that of the death notice of Grove Warner the Veteran Engineer, who died May 20th.

Our Veteran friend Paul Sladky of the Sty shop who died last January was not mentioned to the items until just recently. Since these boys so we can get them in at first shift.

Veteran Michael Thomas of the accounting office died May 27th after a long illness. Mr. Thomas started with the road in 1888, a good and faithful servant at all times.

If you want to see a nice country villa, go out west of Elm Grove and call on our Electrician Mr. C. R. Gilman. We hope to picture it up in good shape.

The car dept. staff meet June 4-5-6th was well attended. Mr. Gillick and Mr. Hartig were there the first day, also Mr. Walter Alexander and of course our venerable J. J. Hennessey.

The SMP staff meet was held June 14th-15th on rather short notice, this too was well attended, some newcomers were absent notably Mr. Hodges a faithful attendant for years, who passed away a month ago.

The new car shop lawn with the sloping flag setting shows up good, the flower urn being perhaps a little too massive.

It seems that Miss Kufalk recently in her California trip went up in an airplane, gee whiz what next?

Boiler Inspector Wandburg it seems that he has his pockets packed getting off a street car in Kansas City in May.

Joe Koch of the SMP office was off sick with the flu for two weeks.

Our Veteran Jno. M. Heran gave a good round up at the SMP staff meet close.

Mr. Fred Austerman of the store dept. and wife start for the Yellowstone Park June 30th and will visit Los Angeles and San Diego and maybe take a flying trip to Hawaii.

Some of the boys seem to be going to quite an expense getting with language professor to translate the foreign tongue in last months items. Not necessary boys, come over where seven languages are spoken and get it straightened out Frank Brook and Jimmy Mahan are going to translate the French into Latin and relieve the worry over in the SMP office.

Tacoma Shop Notes

We have just received information to the effect that pipe fitter Paul Lundemo, has given up the idea of living all alone, and has embarked upon the sea of matrimony. This we understand all happened about May 29th. We all offer our congratulations and extend to Mr. and Mrs. Lundemo our best wishes.

R. A. Nofke, and family, recently motored to Seattle, just to get a good look at the rhododendrons, and he reports that the sight was just wonderful. We sure have no reason to doubt his word.

Chas. Reynolds, the other day, received a telegram which we have every reason to believe was from way down in Kansas, we were judging from the way it affected his actions, and they were certainly very erratic to say the least. In fact he just went wild, so that we threatened to put in a call for the riot squad but he finally calmed down and his breath came in short pants with golf hose, and his pulse was normal—me thinks it must be long now.

It is with deep regret that we report the death of Harvey Snyder's daughter, Mary, on June 4th, following an illness which has extended over quite a period. Our heartfelt sympathies are extended to Harvey and those who mourn her loss.

Geo. Felzer's mother passed away recently, and to those left to mourn her loss we wish to offer our sympathies.

Bill Strinsky spent his vacation pretty much in the air-taking a trip via aeroplane from Tacoma to Wallace, Idaho. The trip was made in company with Messrs.:—P. W. Davis, Tacoma, W. G. Bovee and P. J. Manley of Seattle, and Pilot Lt. William Williams. Bill said that it was a dandy trip and in the following paragraph he has given us a brief writeup of the trip.

We left the airport at Tacoma at 11 a.m. on May 23rd for Wallace, Idaho. We flew over the Cascade Mts. at an elevation of 7000 feet above the Snoqualmie pass. The scenery was very beautiful. We passed just north of Easton, then over Cle Elum and the Columbia river, which looked like a small creek from that height, then we passed Medical Lake, the hotels looked like small boxes—the Columbia river basin looked like a huge checker board, and we obtained a good view of this praire, and if the irrigation project is put through, it will surely be the garden spot of America. When we arrived at Spokane, we circled the city and landed at 1:58 p.m.—we took on gas and

Where Savings are Safe

NATIONAL BANK OF COMMERCE

Seattle, Washington

Capital, Surplus & Profits $7,000,000
Resources Over $25,000,000

Page Thirty-seven
Word was received the latter part of May telling of the death of Maurice Wheeler, Sr., Condr. Jim Wheeler and Engr. M. M. Wheeler departed for Chicago where the funeral was held. Sympathy is extended to the relatives.

The death of engineer John Hilger's father, one of the oldest and most respected citizens of Mazeppa, occurred in May. Mr. Hilger was stricken with paralysis several weeks ago and had since been in a critical condition. He began to recover slowly and it was seen that the end could not be far away. Beside Engr. John Hilger, William Hilger who is employed for the company at Chippewa Falls and Mr. A. P. Hilger, agent at Mazeppa, also survive. Sympathy is extended to the relatives.

The installation of the telephones on the River division has been completed and will add greatly to efficient service that is given on the division. It is very convenient to talk to the dispatcher in the home office.

It has proved very satisfactory and helpful. In addition to this lineman W. W. Dinnels was added to the list.

The work of installing the telephones on the Division was in charge of R. C. Blakely, telephone inspector.

Friendship! If the folks heard about the experiences of Jim and Maurice Wheeler while they were in Chicago! Of course, he can't relate all that happened, but one often hears of folks missing trains but not with old time heads like Jimmie and Maurice. They must have had some motive for doing it as I understand that it was more than one train they missed. Perhaps they were checking up on the police force that night as I noticed that Maurice is very partial to that occupation since he returned home.

Mr. J. O. Jones, shop superintendent at Minneapolis and wife stopped at Wabasha a few minutes to greet railroad friends while on route home from a visit to Mr. Jones' mother. Always glad to have Mr. Jones and wife call and some day the fish will really and truly greet these folks and I don't mean maybe.

Mr. John Fleming has been deliberating on some point whether to invest in a Lincoln tax or a Huep, but the memory of that Lincoln still lingers, and no doubt some fine day Mr. Fleming will just step out on the Lincoln and pass everyone on the road.

S. C. D. Gossip

S. E. R.

Now that Wm. Guibord has his new Ford, we are hearing many stories of his adventures with the little car, chief among them being the time he took two sisters, one not being enough, I suppose. We wonder why he doesn't give some of the girls in the office a treat. Oh dear, I just got in on a secret—Billie did take a girl from our office for a ride; she works in the billing department.

Francis Antilla bought a new set of horse shoes and has them here at the office where they receive a lot of punishment during noon hour. Even though Francis owns the shoes, F. Skolz and I, Clouse are just eating him and his partner C. Jaeger in this old fashioned game quite regularly. J. Roar said it isn't fair because Francis hurt his hand playing ball. Ask Jerry about it.

Last month we told you about J. Clouse's baby walking; now this month we must tell you that he has received his first ball—just like daddy's. He also has 14 teeth. Irv wants to hear about other S. C. D. babies.

Now that season is here and we are all waiting patiently to see if Al Barredt is going to wear that little hat of his. You all surely remember Al's little hat.

J. Roar is getting old. He played ball one Sunday and came home all tired out with a sore back and weak knees. Jerry also had quite a tussle with dandelions on his spacious estate in Wauzau. Maybe he is growing them so he can make wine.

Well Bernice Knute started her vacation—she left for California Sunday. Los Angeles is her goal and she has decided to bring back Ronald Colman for herself and John Gilbert for Lilian Skobas. If anyone else desires a souvenir, just let Bernice know and she will accommodate you.

Catherine Moncon has spent the first few days of her vacation in Chicago and the balance at home. Ed. Gois went to Powers, Wis., Gertrude Hass to Chicago and Bill Tschantke to Chica­go.

One afternoon John Kozlowski moved the most wonderful strawberry shortcake (short the cake) to the whole gang. Those berries tasted especially good. Don't know why, but maybe it was the dirt. Thanks John.

I understand that Mr. W. C. Marshall and Mr. R. Anderson are still holding the golf championship. The games are very strenuous and the men are in it heart and soul to retain that wonderful medal.

Ohi Lena Schultz has learned to swear; she was being serving on the jury for three weeks and knows the proper way to swear now.

I & D Items

M. E. R.

A NUMBER of Milwaukee employees from Mason City, attended the District Milwaukee Women's Club meeting in Minneapolis on Saturday afternoon and evening of June 2nd and all reported a delightful day.

The District Chitin Prevention meeting was held at Milwaukee Women's Club meeting in Minneapolis on Saturday morning, June 2nd, at which time a number of the I&D Division supervisors went to Minneapolis, attended this meeting and also attended the Women's Club Banquet in the evening at the Radisson Hotel.

The superintendent's office lends a very pleasant atmosphere, redecorated in tan and buff.

Mrs. Marie E. Randall, superintendent's stenographer, has been granted a three month's leave of absence, effective July 2nd.

We wish to extend sympathy to Mr. W. J. Johnston, traveling engineer, whose youngest sister passed away the early part of June.

Mr. A. M. Martinson, formerly of the I&M Division, has been appointed Division Master Mechanic of the I&D Division, with headquarters at Mason City. We all welcome Mr. Martinson and his family to the I&D Division.

Engineer C. W. Wallis, capably filled the position of traveling engineer for the summer and has now resumed his duties as engineer on the West I & D Division. We were very sorry to have Mr. Wallis leave.
Mr. W. J. Johnston has resumed his duties as traveling engineer on the J&D Division, having looked after the duties of the master mechanic and the man of the hour, our Mr. Hodge. Mr. Johnston is an old stand-by and we take our hats off to him for the very nice manner he handled the work during the time he served as master mechanic.

Engineer Fred Schweer suffered a broken arm recently. We were very sorry to hear of this and hope he will recover rapidly.

We extend our best wishes to Ole Larson, Box Packer at Mason City Shops, who is suffering with rheumatism and at this time, taking treatments at a sanitarium, Prairie du Chien, Wis.

Mr. Joe Fiala, machinist at Mason City, has accepted a position in the Government Ship Yards, Washington, D. C. Congratulations Joe.

H. H. Green, formerly roundhouse foreman at Sanborn, has been transferred to Mason City as assistant foreman. The position of roundhouse foreman was taken over at Sanborn and we all welcome the Greens to Mason City.

Lloyd McDonald, formerly employed as a machinist in the Mason City roundhouse has been appointed working supervisor at Sanborn without loss of pay. Mr. McDonald, accompanied by his family are enjoying a month's visit in Northern California.

Mr. E. H. Harding, painter, Mason City, is on a 60 day leave of absence, suffering from a bad case of eczema. We hope Mr. Harding will soon be with us again.

Everyone was sorry to learn of the death of Frank McGuire, who succumbed to pneumonia in St. Mary's hospital at Detroit, Mich. June 6th and was buried at Mason City, June 9th. Frank was a brother to James W. and Pete E. McGuire, conductors on this division, and the son of John McGuire, employed at Mason City roundhouse. We wish to extend sympathy.

Martin Churchill, section foreman, Mason City, is to be congratulated as the father of a very successful family. On Sunday June 2nd, Francis Churchill, the youngest son of this man was ordained a Priest in the Catholic Church, upon the completion of an eight year's college course and is the third son to enter the Priesthood, within the past five years from that family. Father Mark Churchill is a Missionary in China—Father Urban Churchill is teaching at Columbia College and Father Francis has not as yet been appointed to his duties.

Has everybody seen Leo Montgomery's new Cheve? Enthusiasm helps, the Milwaukee at Mason City, ought to have a first class ball team. The first meeting was called by Chief Clerk Mutschler and 25 candidates were out and at least 18 have shown up for each practice held since, under the able manager of Ben King. The team is being financed by voluntary contributors from Milwaukee employees and the response has been gratifying to say the least. The first game of the City Twilight League will be played June 6th, and there is hope of putting the name of the Cheve where it belongs, at the head of the list.

Wisconsin Valley Division Notes

Mr. and Mrs. Edward Moran have returned from Chicago with their baby who received treatments in a hospital there.

Mrs. J. W. Held entertained at the club house, at a one o'clock luncheon last Saturday, in honor of two bride elects. The club room was decorated with flowers and boughs, and the long table at which 20 guests were seated was very attractively decorated with cut flowers.

Mrs. Nile McGinley was at St. Mary's hospital for a week under observation.

Mr. John Blanchard, chief clerk in the freight department spent a few days at Manitowish River. He was successful in catching a fair sized "Muskie" and eight or nine pike. Some of our fishermen have decided to start right up north, the next day to get their quota.

Mr. J. Singer, bill clerk, has resigned to take the position as operator at Necedah. The vacancy was filled by Arthur Handhauer.

Mrs. J. Horn spent two weeks visiting with relatives at Detroit, Mich.

Mrs. Margaret McCann visited with relatives at Tomah, Decoration day.

A few of our dear friends and former co-workers paid us a visit recently, among them being Alda LeMay, Eric B. Gehke, Mr. Whitney and Mr. Skalen. We are always glad to have them come back to the good old home town.

The usual summer run of the fish train was resumed on June 9th, between Chicago and Star Lake. The fishermen are taking advantage of every opportunity to spend their vacations up in the beautiful country of our northern lakes.

Mr. F. L. Hudson secured five passengers who are taking a trip to California and also are to travel thru the new Gallatin Gate way to Yellowstone Park.

Mr. A. J. Fries and conductor Geo. Jensen went to Bear Skin Lake fishing on Memorial day and Adam tells he caught the limit, ten pike and they weighed from one and one-half to three and one-half pounds. Adam was never known to tell a lie.

Business has been very good in the Wausau freight house during the month of May, the tonnage more than doubling last year. The boys are surely hoping that there will be no delay in getting the extension to the freight house.

Roadmaster E. Callahan and R. Cunningham are working around the office with a smile as a result of a 50 man gang on the east division to lay 17½ miles of track and do surfacing and on the west division a 50 man gang to surface track from Tomah to Brokaw.

Hollow logs have always been interesting to Ralph Drews of Gleason and when he discovered one in the woods he crawled inside to see what he could see. What he saw by the aid of a match flare brought him out in a hurry in search of a gun. He sold the carcass for $75.00.

The special train occupied by the Chamber of Commerce scheduled from Heathford Junction to Wisconsin Rapids June 6th stopped over at Wausau for about two hours, they carried their own band and entertained the public with splendid music and distributed souvenirs of all kinds. Old acquaintances were renewed, and the party left Wausau with a feeling that it is one of the most progressive cities in Wisconsin.

Mr. Dennis Kennedy was instrumental in getting the Brown Construction Company to locate on our track at Lindsey to take care of five and one-half miles of paving on highway No. 10. This will mean a great deal of revenue for all the sand and gravel and cement will move by rail.

Everyone at Mason City is passing favorable comment on our passenger station now that it has been given a new coat of paint and the surroundings have been improved.
The Safety First meeting at Wisconsin Rapids, which was held on Tuesday June 5th, was very well attended, everyone present was interested in the different discussions, and the meeting of this kind create a feeling that each individual has an important part in the interests of the company.

No. 103 on Memorial day handled the United States Fish car, a good supply was unloaded at Wausau and branches off along the division to be distributed to lakes and streams. This is necessary for the catches that are being made on the river.

Harrison McNown, custodian at Harrison was married on Saturday June 2nd. We have not been able to get the particulars but we extend both Mrs. and Mrs. McNown hearty congratulations.

Two of our Wausau men were fishing in the town of Reid, recently. While preparing to start on their day's outing they discovered a large black bear, which came into the yard and was making way with a chicken it had killed. Seizing a gun the animal was killed and found to weigh 268 pounds. The bear was brought to Wausau and has attracted much attention as it was hung in front of Joe's Sporting Goods house.

On June 5th Miss Inez Guentte and Leslie Miles were united in marriage. The wedding breakfast was served in the club house to about 40 guests. Congratulations to the young couple from the Milwaukee railway friends.

Charles Conklin, our chief clerk together with the family of Charles Conklin Jr., went up to Marion Lake to try their luck at fishing. Many splendid catches have been made in this lake and the party came home with several nice bass and pike, but we still have that fish dinner coming.

R. & SW Division

Lillian J.

FIREMAN Russell Zengel and Miss Vera Larson of Greenwood, Wis., took a trip to Waukegan on May 18th and returned as Mr. and Mrs. Russell Zengel. Congratulations and best wishes from the R&SW.

We are glad to see Larry Lyons back on the job after an absence of several weeks, due to being injured by an automobile in Milwaukee.

Conductor and Mrs. Terry Kinney spent the month of May in the Southland. They attended the R&SW Convention at Jackson ville, Fla., during their absence.

Marvin Brick invested in a new pair of glasses with bows on them, to prevent their blowing off. He is riding in the rumble seat with his sweetie.

Brakeman M. L. Murphy went on a fishing trip up in the northern part of the state during the first part of June.

Mark is a bachelor, you know, as he could never make up his mind to settle down and give up his fishing and hunting trips. Understated a well-trimmed man, who is interested in his welfare, asked a young lady why some of the girls did not set their cap for Mark, saying he was a good fellow, etc., etc. The young lady replied, "Yes, but if somebody asked him to go on a fishing trip the morning of the wedding, he would go, and forget it was the day he was to be married." Another one when approached on the same subject remarked—"When he went for the marriage license, he would go to the wrong Bureau and come back with a hunting license." Congratulations to Fireman and Mrs. Floyd Babcock on their marriage.

SOME HUNTRESS. SHE CAUGHT A BEAR. On May 17th, Miss Lola Lundberg, charming young stenog in the Rockford office, decided on single leniency and decided on double leniency, betook herself to the little city of Oregon, Ill., where she changed her name to Mrs. Grant Bass. Wonderful progress young ladies are now making with matrimonial agencies. We wish the young couple great happiness and the other girls success.

Understand Superintendent Thurber is making a collection of fence staples, at least he picked up a few choice specimens while on a motor trip to Wausau.

He is ready to serve you, always at hand. Of course, I mean R. H. Dandurand. He's a fellow on the limited down the old South west, and when they picked him they got one of the best. There's nothing escapes his watchful eye, to please his patron he sure does try. And the way to do it's through the stomach they say, so he has everything right that "goes that way."

Some class to our boys around Beloit-Jim Chambers is driving a new Marmon, Chief Rider a new Paige and Vige Billings has taken unto himself a new Whippet. In a short time he will take unto himself a — not St. Bernard. We will tell you about it later.

Mrs. William Zimmerman, left for Portland, Ore. June 9th, to visit her daughter, Mrs. Harry Gouds. Mr. and Mrs. Ted Goodson, secretary of the R&SW Division.

Sparks from the East End of the Electrification

Adolph C. Knudson

FOLKS, the fellow that you are working around Harlow roundhouse, with that happy smile, is none other but one old friend John Todd. "Jack" is back to complete serving his time as an apprentice machinist. He and the family moved over from Miles City May 30, and they are nicely settled in the Harry Ballard home on East Sixth Street. We are glad to have the Todds with us once more.

Word reaches the ears of the correspondent that Hugh McNally, a former machinist helper here, but of late a special apprentice at Miles City, has been transferred to Milwaukee Shops, where he will receive further instructions in his chosen profession. We are glad to hear it is a long way from Harlow's "Mill Hill" to Milwaukee. Good luck to you, Hugh.

Harry Ballard, formerly a boilermaker helper here, but now of Great Falls, spent several days shaking hands with old friends around the shops and transacting business over town.

H. F. Love, general chairman of the railway clerks, Seattle, and Geo. F. Gauß, secretary-treasurer of their system board, stopped off between trains May 8th. They were the principal figures as a "clerks" meeting held that evening.

Engineer, Chris. R. Raber, of Three Forks, was visiting at the home of his brother and sister-in-law, Mr. and Mrs. T. W. Hicks, Sr., the latter part of May.

The members of the Great Milwaukee Band in a way are like the road itself, they are hard to beat in any event they enter. Proof, you ask for, the ticket sale contest held by Company No. 163 infantry, for its dance May 26th. Won by Mrs. Paul Hollister with 1200 votes.

Machine and Mrs. L. Burton, accompanied by several of their grandchildren, left the latter part of May for a five months visit at their old home at Marion, Iowa.
Mr. Burrows first entered the services of the Milwaukee as a machinist at Marion, 41 years ago. Today, in his 77th year, he is still in the service and able and hearty. It is hoped the change in climate will benefit Mrs. Burrows, who has been in poor health for some time.

Four young, handsome, kind-hearted and true wives, it is said to relate, are in the depths gloom and loneliness as this is written. They have all been deserted by their husbands. All of these men are employed in the same department, too.

Though the clouds may look dark, there is a silver lining especially for these military camp widows—for such they are. It just happens that Dale, Harlan, Alvin and Paul were given a parting word of advice and blessing by (the Rev.) Oral Bartlett, ordained pastor of the yard office several years ago by A. E. Hoops, Bishop of Harlstrom. (Rev.) Bartlett has also pledged the Bishop of Helena to keep an eye on these young men, and, if possible, keep them in the straight and narrow.

The boys are encamped with Company D, 165 Infantry at Fort Harrison, near Helena, as a substitute engineer on train No. 31 and 32, as we mentioned above. We knowed it when a young man buys household furniture that there’s a reason.

Machinist S. G. Fraser, whose victorious raising prize winning Boston bull dogs, again gathered in a number of prizes with his entries at the Miles City Dog Show. Miss Montana and Lady Blink winning the Epston and State Theatre trophies; Miss Montana was the Reserve winner and Lady Blink was adjudged the best novice.

Billy Harrington, small son of switchman and Mrs. Roy Harrington had the misfortune of being outbreak with blood poisoning, resulting in several weeks stay for him at the hospital in Lewistown.

Dear Readers—At last, the Pinkerton operatives having made a complete and voluminous report, we can inform you as to the “New Dope” Tom Richie has on Spike. Spike has written a love song and, in order that Tom would not divulge his secret he had him write the musical score. We hope to have the publication rights of this song, for this column at an early date.

Roller maker W. A. Cavanaugh is on the sick list having submitted to an operation at a hospital in Miles City the fore part of June. He is glad to report that he is greatly improved in health.

Mrs. C. Knudson, mother of the correspondent, left the morning of June 12 for a short visit with relatives at Clinton, Iowa.

Useless Effort: Margaret McGuire, roundhouse clerk, playing tennis in order to reduce and, as a result thereof, losing three pounds.

F. E. Carlson came up from Miles City June 4 to assume his duties as blacksmith helper here.

C. E. Leeman, agent here for the past year, has been transferred in a like capacity to Raymond, Washington, effective June 15th. As yet no permanent appointment has been made to fill the second vacancy. C. E. Steinhousen, cashier at the freight office, has been appointed temporary agent.

Kansas City Division
K. M. G.

Train timekeeper, Lulu D. Smith attended the convention of the Supreme White Shrine, held in Milwaukee from April 30th to May 4th. Mr. Smith accompanied her and from Milwaukee they journeyed to Detroit, Mich. where they visited for a short time.

T. M. Sowders, father of Chief Clerk J. W. Sowders died on May 22nd at Harris, Mo. For some time Mr. Sowders had been confined to St. Joseph’s hospital, Ottumwa, account illness and several weeks before his death requested to return to Harris, Mo., where he had lived from 1886 until nine years ago when he came to Ottumwa to make his home with his son. The funeral services were held at the Christian Church, Harris, Mo. Marie Wilson Davis is temporarily working in the office of the Superintendent, as stenographer to the Chief clerk.

Perishable freight inspector C. Mahaffey and Mrs. Mahaffey spent a vacation of two weeks in Illinois and Wisconsin sightseeing and visiting with relatives.

Thursday, June 7th was the first wedding anniversary of Mr. and Mrs. Kenneth Wintemoyer. The young ladies of the Superintendent’s office surprised Mrs. Wintemoyer with a cotton shower to celebrate the occasion.

Mr. Ed. Domsie—

Dear Ed.—We’re a whilte this letter to you thru the magazine cuz we dont no how to reach you. We thot you was in Chicago but sins we seen you in Cedar Rapids the other week we aint sure where you are as we mentioned above. We knowed it was you we seen in Cedar Rapids cuz we knowed you by your mustache. It aint grewed eny sins you left, has it Ed? It shows it had a trimmin by a Chicago barber the cause it aint got that Ottumwa slant to it anymore. Course, we knowed you wouldn’t see us in Cedar Rapids cuz you wasn’t seen nobody by the dammation was a damn wid. Kinda nice aint it Ed to have a pert lookin dame wats teachin skool to think you’re A WOW! S’long Ed. Tom & Jerry.

Harold Hansen has been appointed to fill the position of stenographer to trainmaster. Rumor has it that Harold has taken a serious step during the last few days. We have nothing authentic on this, however, we do know that when a young man buys household furniture that ‘there’s a reason.’

The first run made by Edward P. Hackett as substitute engineer on train No. 31 and 32, gasoline electric train between Mystic, Iowa and Kansas City, Mo., on Friday, May 19th proved fatal. The train was entering Excelsior Springs at about ten miles per hour, when the dipler of a steam shovel crane, being operated near the station was swung directly out over the tracks, and collided with the train, crushing the engine in the front of the cab and injuring Engineer Hackett. He was taken to a hospital at Excelsior Springs but died within half an hour after arriving at the hospital. General services were held Tuesday morning May 22nd at Kansas City and his body taken to Chillicothe, Mo., for burial. Mr. Hackett is survived by his mother.
and sister of Kansas City, and a brother living in California, all of whom have the sympathy of the entire Kansas City Division.

Mrs. John Evans, wife of Chief Carpenter, is in hospital at Olathe, Kansas. She has had an operation to remove a tumor in her left breast and is expected to recover. She left a sister over from Ottumwa to San Francisco, California from one of our competitors. The trip had been arranged in advance to furnish this prospective passenger her lunch en route from Ottumwa to destination. We realize that Mrs. Evans had to do some hard talking to induce a woman to travel over our railroad and miss out on several free lunches.

On May 14th we received the sad news of the death of Oscar Westberg, which occurred in Minneapolis. Mr. Westberg had been our foreman at West Yard for several years and had made excellent time in his work. He had recently been the Treasurer of the Milwaukee R. R. Co. During the period of vacations in the West he was in the employ of the Milwaukee R. R. Co. at Parkersburg, Iowa. The occasion for the treat was the arrival of Peter J. Weiland the 4th, who has a special significance. Mr. Weiland is an S. M. Div. boy, having started his railroad career on that Div. and left here when the family of this veteran engineer was visiting at the home of his parents.

Mr. and Mrs. A. M. Le May and children have gone to Tombow, Wis., where they will spend the summer. They visited our Master Mechanic A. M. Martinson has been transferred to Mason City to fill the vacancy made by the death of Mr. Hedges. We wish Mr. and Mrs. Martinson success in their new positions.

Mr. and Mrs. E. O. Waldron and two children have gone to San Diego to visit a brother and also a sister of Mr. Waldron. Now Dell can do anything he wants to eat. The first of the Summer Excursion Specials passed over this Division June 10th. Let's have lots of them for the more we advertise the more business we get.

"JAN YOU FOR THIS TIME.

"You ain't got no brains, man."

"Aint got no brains? Why, Ah got some brains what ain't never been used."

A small girl who had done unusually well in the second grade was promoted to the third. Upon meeting her teacher, whom she loved dearly, her first words were: "Gee, but I wish you knew enough to teach me next year!"—Exchange.

The Collegiate Way: Refrain from collecting upon the quantity of juvenile poultry prior to the completion of the entire process of incubation.

—George W. Dall.

A wealthy motorist, while touring through Georgia, drove up to a gasoline station and found the tender a lazy country boy.

"Here, boy," said the motorist, "I want some gasoline. Get a move on you. You'll never get anywhere unless you push. Push is essential. When I was young, I pushed and that got me where I am."—Colman.
Northern Montana Division

SUPERINTENDENT E. L. Cleveland was operated on at the Attix Clinic for hemorroids. His many friends hope to see him at his port real soon.

A. A. Wilson, Assistant General Freight Agent, looked over conditions on the division the first week in June.

J. H. Randall, division freight and passenger agent, was in Lewistown for a consultation with Dr. Attix. Mr. Randall is getting around about the same as usual after a short stay in illness.

Mrs. H. W. Bratny and daughter, of Highwood, left for Tacoma, Wash. to visit friends.

Mrs. Otto Blether and family are spending the month at Portland, Orego.

H. C. Bris bin, cashier at the local freight station at Great Falls is vacationing at St. Paul.

J. H. Bixler, ticket agent at Great Falls made a trip to Kalispell, Mont.

John F. Carson went to Helena on business.

Mrs. R. D. Crowder and family, of Judith Gap, spent several days in Helena.

Mrs. J. E. Daniels and son are visiting at her old home in Fairview, Ill.

Mr. and Mrs. James Dunbar left for Great Falls.

Mr. O. M. Edsell and daughter Lillian are visiting in San Francisco, Calif.

Mr. and Mrs. John England expect to leave for Los Angeles, Calif. shortly.

Mrs. Wm. Foshag and daughter are visiting in Mexico, Mo. Mr. and Mrs. B. J. Foshag and daughter left for Milwaukee, Wis.

Miss Hazel Fritzen is spending her vacation in Kansas City, Mo.

Mr. and Mrs. W. W. Goldbrand will spend their vacation at the Masonic Camp, near Kalispell, Mont.

Mr. and Mrs. George L. Wood and family left for Baraboo, Wis.

Mrs. C. T. Butt and two boys are at South Bend, Ind. visiting Mrs. Butt's mother.

The regular monthly meeting of the Women's Club was followed by a card party which was well attended.

Mrs. E. B. Cornwell is visiting her daughter at Bozeman, Mont.

Mrs. John Kier, of Chicago, is visiting her son Dick in Lewistown.

R. W. Chambers is confined to his home with rhematism.

Mrs. S. G. Spring and Neil Lupton are not having any luck with their soft drinks that they have been experimenting with.

The Milwaukee will have an electric motor, a roller bearing sleeper, one of our largest engines and one of the earlier types of engines at Lewistown for the silver jubilee celebration of the advent of the railroad into Lewistown, which will be held July 2nd and 4th.

Now that the firemen have been granted their increase in wages they all say they will donate liberally to the Milwaukee Women's club.

Mr. and Mrs. William Bratz are going to Seattle for their vacation.

Tom Erickson and family are in attendance at the firemen's convention at San Francisco.

Mr. and Mrs. Max Obst, of Butte, were Lewistown visitors.

Mrs. C. M. Brown and Mrs. Elmer Irwin drove to Miles City for a week's visit with friends.

Cadet Robert F. Hargert, son of the agent at Square Butte is expected home from West Point this week.

Mr. and Mrs. J. A. Holdsworth returned from Kansas City where they were visiting relatives.

Joe Kline left for Chicago.

Mr. and Mrs. H. McCarthy, of Great Falls left for New York City.

Mr. O. B. O'Dell, father of V. F. O'Dell came out from Kansas City to spend part of the summer in Great Falls.

D. D. Spayde and family left for Mason City, Iowa. Dave says it is a long time between lay-offs.

Mrs. Ida Soper, mother of brakeman Soper of Great Falls is a Seattle visitor.

Mrs. O. S. Porter and children departed for Chicago where they will be present at the graduation of her brother at the Concordia University.

Miss May Temple, of Minneapolis, is visiting her sister Mrs. John Peterson, of Lewistown.

L. F. Short is stepping rather high these days celebrating the arrival of a ten pound boy at their home.

Mrs. F. C. Tadewald and son Charles left for Chiaposwa Falls, Wis.

Aromas From the Cereal City Boy

On April 17th a number of employees met at the passenger station and organized the "Milwaukee Athletic Club." The purposes of the organization are to promote baseball, basketball and various other sports and entertain among Milwaukee men and their sons at Cedar Rapids and to encourage a more friendly spirit of cooperation among...
The following officers were elected for one year: President, M. H. Nickell; Vice-President, John Hanlin, Secretary-Treasurer, Otto Lombrtzen.

A committee who has not availed himself of the opportunity of securing a membership card should do so at once. "Boost the Club!"

Engr. C. Street was off duty several days with all injured eye.

Chief Van Wormer's absence. H. C. Wormer has again resumed his duties after several weeks absence with an injured foot.

Iowa East Div. and Calmar Line J. T. Raymond

A district meeting of representatives from the Rock Island, C. & NW, Ill. Cent. and Milwaukee railroads was held in Cedar Rapids June 12th. Elimination of damage to one man was very rough handling with the question discussed. Sup't M. J. Flanigan was elected General Chairman. The committee will meet monthly at Cedar Rapids and the employees of the above named roads in Cedar Rapids and Marion will participate.

Agent J. Maloney, Sabula was away several days visiting in Baltimore, Md. Relief agent T. J. Allen relieved him.

E. T. Brooks visited Marion June 11th, he has been appointed adjuster in this territory succeeding E. W. Wobbe who has been appointed district adjuster.

The large steel laying gang finished on this division June 8th going to La Crosse Div. from here. They laid new steel on Eastward track from 2 miles east of Spragueville to Delmar and part of both tracks between Sabula and Savanna.

The extra gang putting in ties and gravel completed work on Eastward track between Purlalt and Marimy Yard and went to Spragueville to work between there and Delmar. It then returns to Marion to complete work on both tracks between Purlalt and Atkins Yard. L. W. Winfrey is General Foreman in charge of this gang.

Three new bridges have been put in just west of Purlalt.

Comr. and Mrs. Amos Floyd of Marion spent several weeks visiting relatives at Davenport, Galena and Cleveland.

Dispatcher L. S. Dove handled the Calmar Line for two weeks and acted as relief dispatcher during Chief Van Wormer's absence. H. E. Ramsay of Arlington worked second trip. Chief Dispatcher and Mrs. H. C. Wormer left Marion June 12th for Pequot Lake, Minn., where they have a summer home. Dispatcher W. Jordan acting Chief Dispatcher during Mr. Van Wormer's absence.

Opr. P. S. Moenacy acted as operator at West Marion and Brown's during the operation of the extra gang. One track is closed up during the time that one track is also working.

Mr. and Mrs. Geo. Halsey of Marion and their daughter Maurine left Marion June 12th for a couple weeks trip, visiting in Des Moines, Hawarden, and Canton.

Electrician Donald. Dewald of the Atkins force was off duty several days with an injured leg.

Mr. and Mrs. Mac Stewart of Oxford Jct. were away several weeks visiting at Excel-spring and points in Oklahoma. W. D. Schaefer acting as relief operator during Mr. Stewarts absence.

Agent L. M. Haisted of Preston was away on a brief trip to T. J. Allen relieving.

Dispatcher R. C. Merrill of Marion spent part of his vacation at home and the balance of the time on the roads. Merrill and the home children, visiting relatives in Illinois.

Engineer E. E. Brokaw was off several days visiting a daughter at Madison, Wis. Miss Alice McGuire clerk in chief carpenter office Marion left June 14th for a two weeks vacation trip, she will visit points of interest in Canada.

O. J. Atkins, Sr., third track operator at Maitting has been appointed agent at Delaware.

At these items are being sent in words to us of the serious illness of veteran car man Zink Leer, not particulars as to the nature of his illness are available at this time. We hope for Mr. Lees recovery.

A son, Robert Ray, was born to Mr. and Mrs. Ray Perrin at St. Lukes hospital, Cedar Rapids, May 20th. The magazine extends congratulations.

R. D. McCormick time inspector of Chicago spent several weeks in Marion checking station and trainmen times.

Musselshell Minutes By Helen Kirwan

On Sunday afternoon, June 2nd, Limner Frank Wolfe was very seriously injured when the bank along which he was walking near Loc, Bluffs west of Miles City gave way. The water under the bank already loosened by the tearing away of the dirt around it, gave way and the boulder on his head partialLy in the river, his head partially covered with dirt. Frank Wolfe was very seriously injured when the bank along which he was walking near Loc, Bluffs west of Miles City gave way. The water under the bank already loosened by the tearing away of the dirt around it, gave way and the boulder on his head partially covered with dirt.

Wolfe is said to be slowly recovering and came back driving a Chrysler Sedan.

Engineer C. E. Phillips has again resumed work during Chief Van Wormer's absence. H. C. Wormer has again resumed his duties after several weeks absence with an injured foot.

Notes From the Local Office, Tacoma R. B. T.

If any station on the line has a good reliable cat to spare I might be advisable to communicate with Mr. F. J. Allen, who is a worthy grim and determined, but so far unsuccessful, war against the rat or rats) which is infesting the deck of Miss Freda L., and is a most unsatisfactory job. I am looking out for a better job of work.

Mr. Herman Smith is acting as relief foreman on the Plumas section.

Miss Marg. Wagner, daughter of Mr. Felix Wagner, won the diamond ring given away by the Woodcraft Ladies in the Mardi Gras event last week to the most popular young lady.

Operator Kennedy from Kinsey spent the week end with his friend W. J. Dougherty. Friends who saw them breakfasting Sunday morning (after) at the Palhe cafe say they nearly had a good old-fashioned Irish Row over deciding who would pay for the breakfast.

I should have said: "As to which would have the re-privilege of paying for it?"

Our new chief dispatcher Bleichner is hopping around these days pretty lively right on the job.

The 13-year old daughter of section foreman Dave Hedvall is very seriously ill as a result of complications following an attack of the flu.

Mr. A. H. Olson, spent a week end with home folks recently. A. H. has a stylish coat and looks fine.

Well, our old friend D. B. Rivers deserted us at last. Left the wild and woolly ways for the pleasures of Metropolitan life (Question mark after pleasures). Hope you didn't really have to go to a sanitarium after that siege with those little "tractor bugs," did you now? Everyone was mighty sorry to see you leave the Musselshell Division and you have left a host of friends behind you. I bet you doubted that, though, when that office bunch of yours presented you with that dandy wrist watch, knowing that you'd swon't ever wear one of the things. Just one of their little jokes. I bet you've changed your mind about watches now. Whenever you can come, we'll be glad to see you, "Out West Where Men are Men,"

"Here's to you!!! Good luck."

Mr. J. V. Anderson from Milwaukee is our new district storekeeper, relieving Mr. Rivers.

Glad to see Mr. Ross out again, even though he has to hobble around on crutches. His return to his old job is the result of injuries received in his fall.

Ye Scribe spent the week in the country south of Miles City with his father-in-law. Mr. J. V. Anderson who is visiting relatives near Ashland, Montana. Wonderful country out there — where the North and South Limited was on its way to. Hope it gets finished some day so we can all enjoy the wonderful scenery in the pine-clad hills out that way.
Mr. R. V. Sement recently took a Sunday off and went over to Cle Elum on Saturday evening's train, returning Monday morning. From Cle Elum he was taken by friends by auto to Ellensburg on Sunday. The outing was a pleasant break in the daily grind, but it was quite a shock to one accustomed to the bare, arctic climate west of the Cascades to run into snow on the other side of the mountains.

While Al Goldsborough is handling the claims desk and acquiring a sound first-hand knowledge of the big business at six o'clock in the morning, inspecting hog unloading at the Caretess packing plant, and while Emmett Maloney is doing Al's usual work on the revision desk, Mr. Ira B. Somedicker, formerly of the Seattle Yard Office, is acting as Chief Bill Clerk. We welcome him to the office, where he is making friends by his quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, and on that day he has to work harder than in the morning, inspecting hog unloading at the Carstens packing plant, and while Em­

Bill Court objects loudly because we re­

turn to our long-time cashier but now for the time associ­

tes presented him with an electric per­

colator and tray. Many congratulations,

Mr. R. V. Bement recently took a Sunday off and went over to Cle Elum on Saturday evening's train, returning Monday morning. From Cle Elum he was taken by friends by auto to Ellensburg on Sunday. The outing was a pleasant break in the daily grind, but it was quite a shock to one accustomed to the bare, arctic climate west of the Cascades to run into snow on the other side of the mountains.

While Al Goldsborough is handling the claims desk and acquiring a sound first-hand knowledge of the big business at six o'clock in the morning, inspecting hog unloading at the Caretess packing plant, and while Emmett Maloney is doing Al's usual work on the revision desk, Mr. Ira B. Somedicker, formerly of the Seattle Yard Office, is acting as Chief Bill Clerk. We welcome him to the office, where he is making friends by his quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, and on that day he has to work harder than in the morning, inspecting hog unloading at the Carstens packing plant, and while Em­

Bill Court objects loudly because we re­

turn to our long-time cashier but now for the time associ­
tes presented him with an electric per­
colator and tray. Many congratulations,

Mr. R. V. Bement recently took a Sunday off and went over to Cle Elum on Saturday evening's train, returning Monday morning. From Cle Elum he was taken by friends by auto to Ellensburg on Sunday. The outing was a pleasant break in the daily grind, but it was quite a shock to one accustomed to the bare, arctic climate west of the Cascades to run into snow on the other side of the mountains.

While Al Goldsborough is handling the claims desk and acquiring a sound first-hand knowledge of the big business at six o'clock in the morning, inspecting hog unloading at the Caretess packing plant, and while Emmett Maloney is doing Al's usual work on the revision desk, Mr. Ira B. Somedicker, formerly of the Seattle Yard Office, is acting as Chief Bill Clerk. We welcome him to the office, where he is making friends by his quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, and on that day he has to work harder than in the morning, inspecting hog unloading at the Carstens packing plant, and while Em­

Bill Court objects loudly because we re­

turn to our long-time cashier but now for the time associ­
tes presented him with an electric per­
colator and tray. Many congratulations,

Mr. R. V. Bement recently took a Sunday off and went over to Cle Elum on Saturday evening's train, returning Monday morning. From Cle Elum he was taken by friends by auto to Ellensburg on Sunday. The outing was a pleasant break in the daily grind, but it was quite a shock to one accustomed to the bare, arctic climate west of the Cascades to run into snow on the other side of the mountains.

While Al Goldsborough is handling the claims desk and acquiring a sound first-hand knowledge of the big business at six o'clock in the morning, inspecting hog unloading at the Caretess packing plant, and while Emmett Maloney is doing Al's usual work on the revision desk, Mr. Ira B. Somedicker, formerly of the Seattle Yard Office, is acting as Chief Bill Clerk. We welcome him to the office, where he is making friends by his quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, and on that day he has to work harder than in the morning, inspecting hog unloading at the Carstens packing plant, and while Em­

Bill Court objects loudly because we re­

turn to our long-time cashier but now for the time associ­
tes presented him with an electric per­
colator and tray. Many congratulations,

Mr. R. V. Bement recently took a Sunday off and went over to Cle Elum on Saturday evening's train, returning Monday morning. From Cle Elum he was taken by friends by auto to Ellensburg on Sunday. The outing was a pleasant break in the daily grind, but it was quite a shock to one accustomed to the bare, arctic climate west of the Cascades to run into snow on the other side of the mountains.

While Al Goldsborough is handling the claims desk and acquiring a sound first-hand knowledge of the big business at six o'clock in the morning, inspecting hog unloading at the Caretess packing plant, and while Emmett Maloney is doing Al's usual work on the revision desk, Mr. Ira B. Somedicker, formerly of the Seattle Yard Office, is acting as Chief Bill Clerk. We welcome him to the office, where he is making friends by his quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, quiet and courteous demeanor and strict attention to business. The hours have been changed so that Wednesday is his day off, and on that day he has to work harder than in the morning, inspecting hog unloading at the Carstens packing plant, and while Em­

Bill Court objects loudly because we re­

turn to our long-time cashier but now for the time associ­
tes presented him with an electric per­
colator and tray. Many congratulations,
Tacoma, occupied a special car on train No. 16 June 10th leaving Tacoma for an engagement at the Columbia Gardens at Butte, Montana.

Our deepest sympathy is extended to Mr. and Mrs. Lyle King in the loss of their six-year-old daughter. Miss Margaret Derleth of the General Manager's office is vacationing in California.

Coast Division

Charlie Dorenberger's famous Victor Recording Orchestra composed of seventeen musicians, and who have just completed a contract at the Osages dancing pavilion at Tacoma, occupied a special car on train No. 16 June 10th leaving Tacoma for an engagement at the Columbia Gardens at Butte, Montana.

Mr. F. A. Valentine, City Passenger Agent, was responsible for securing the National Guard Rifle Team and civilians composed of 37 men, in charge of Major Kinney, traveling on our line during August en route to Camp Perry, Ohio, for the National Rifle Shoot.

The National Fruit Canning Co., of Chehalis, are shipping six carloads of crushed strawberries daily to Seattle for cold storage and will later be forwarded to Eastern points. The Snohomish Auto Freight Co., local agents of the Shell Oil Co., have leased a local warehouse and taken the position formerly held by Mr. Baldwin. Mr. Baldwin we are sorry to report is very ill at St. Joseph's hospital.

Trainmaster W. E. Cummins, and Mrs. Cummins, left June 28th via the Pacific Steamship Co., for a two weeks' vacation trip to Alaska.

The J. F. Hickey Motor Company have just moved into their new building, located at 2202 South A Street, Tacoma. This firm is the distributor for White trucks and busses for Tacoma and Southwest Washington, and do a large business each year.

Their new building has a floor space of 17,000 ft. and is the only one of its kind on the Coast. It is creating wide attention, architects having made special trips from as far as Los Angeles to inspect the rough house, which has eliminated all posts, and thus makes the handling of vehicles expeditious and safe.

The building cost in the neighborhood of $65,000.

Montgomery Ward & Company opened a new store in Tacoma, between 11th and 13th Streets on Broadway, during May. They purchased and completely remodeled a store building formerly occupied by the Fair Mouse Dry Goods Company.

The new building will carry a complete line, and the establishment of this new store in Tacoma indicates the confidence that large business interests have in this city's future.

 Sears Roebuck Company has started the construction of a large retail store on the corner of 24th & Pacific Avenue, Tacoma.

The new building will have a floor space of 42,000 sq. ft. and will be completed within three months. This firm will be served by the joint tracks of the CMStP&P-N.P.

Sympathy is being extended to Harvey L. Snyder of the Matzke Mechanic's office, due to the death of his twelve year old daughter, Mary E. which occurred on June 4th, at their home in Tacoma.

Walter Evans, Load Dispatcher, has moved his family to their summer camp at Lake Koocanusa for the balance of the summer.

Appointment has been made of C. E. Lenon as Agent at Raymond, Mr. Lenon was formerly agent there and over a year ago was transferred to Harlutton, Mont., as Agent. "Charlie" is glad to be back on the Coast and his many friends are happy to see him.

The many friends of Charles Bleicher, formerly of the Coast Division, will be pleased to hear of his promotion from Chief Dispatcher at Miles City, Mont.

Seattle Yard News

G. E. Bement from Tacoma has displaced Michael Mullally, Yard Clerk, on the 7:00 a.m. transfer job, and Michael is on the 3 p.m. to 11 p.m. shift, and says he likes his new job better. Why Mike? Our old friend, J. B. Sondecker, is helping out in the Tacoma Local Office, temporarily.

Mr. Jack Webb recently passed the cigars out to the boys, the occasion being the arrival of Jack Jr.

Switchman W. C. Riddals returned June 6th from the Misoula hospital where he was confined for a week with the "Fru." Switchman Ed Olson and Leonard W. McLean are both recovering from appendicitis operations. We hope to see them back to work in the near future.

Switchman J. H. Findlin has returned from a very enjoyable trip to the Orient, and will relieve at Everett for thirty days. Mr. Findlin is very enthusiastic about his trip but was glad to set foot on American soil again.

Sunshine Ahead: Four Little Orphans of a Great Tragedy Taken in Charge by The Local Order of Moose, Starting for Moosehart, Indiana
"Trainmaster E. M. Grobel and family at­
tended the commencement exercises at Yankton College, Yankton, S. Dak. It was present at the
graduation of their son Kondrck in the Bachelor of Arts degree, which was con­fered upon him "Summa cum laude," (with highest praise). It was the first occation of this College conferring this degree upon any student since its establishments forty seven years ago.

Kondrck will return to Yankton College this fall to complete his study in music and hopes to win the degree of Bachelor of Music next June.

Mr. Waterstrat came down to the office after the workers finished up in a new straw hat and keen "College Cut" trousers. Before the day was over the said trousers were badly mutilated on a nail and while getting in the "Chevie" the crown of the hat was torn. Serves you right for trying to show the rest of us up.

Mrs. Charlie Slightam has been spending a couple of weeks in Othello just to see what it was that Charlie found so interesting over here—and it just proved to be GOLF.

"Daady" Lombard is saying a little wish to himself every day and that is if people don’t quit being so generous with their favor­ite trees of flowers that the store room track be turned into some more flower beds.

No foolin’ we have the nicest roses and lawn to be found on Lima East or West—and this is supposed to be the desert.

Archie Crane has decided to give up the switch engine here and take a ring turn so he can be in Spokane one evening or so. We are very much exercised over this Spokane "indecisiveness"—that is, Sybil seems to be.

"Buster" Waterstrat has a new hair-cut. "Dutch" Krause coaxed poor unsuspecting "Buster" out on the lawn and performed on him the lawn shears. He looks very nice with the "Wind-blown" bob.

George Ellis, with his heavy duties of storekeeper, has assumed the role of baseball manager in Othello. He and the boys are busy spending the money they might win in the Butte baseball pool.

George Eaton, age 3, while visiting in Malden with his mother and sisters and brothers, tried to follow his older brothers fishing and got up on the railroad tracks. He walked the tracks for about two and one-half miles and then getting tired hid down in the middle of the tracks. He was struck by a mallet engine and killed. The sympathy of the entire community is with the Eaton family over their loss.

Cari Wood was an Othello visitor last week. He brought his golf clubs along and knocked a little rust off of them.

Mrs. John Geste and children are spending the summer in Montana and South Dakota. Meanwhile "Buster" Geste is struggling along manfully with cook-books (I mean pie-books) at the Beany.

Jack Wilkland just returned from a vacation trip to Montana. He is another of these "Montanans" who has to go back-every once in a while.

From all reports the "Pioneers" meeting in Tacoma is going to be made up of the town of Othello—everyone is going. Pioneers, and people who wish they were Pioneers—and we are going to boost for our Mr. Cale­han in this unending baseball game.

It is starting to look pretty serious for Sam Pessom, we understand his girl is start­

Page Forty-seven

The World Comes
To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Any­one who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably wants one, and will buy one if given half a chance.

Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thou­sand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

The TRAVELERS INSURANCE COMPANY
HARTFORD - CONNECTICUT

CARDWELL FRICTION DRAFT GEAR

UNION DRAFT GEAR COMPANY
CHICAGO OFFICE MCMORRICK BLOCK
MONTREAL OFFICE TRANSPORTATION BUILDING

Chicago, Illinois
The writer wishes to state that this recent trip of his was without question the most enjoyable trip he has ever made across the continent and that your dining car service, as well as the Pullman conductor, Mr. George E. Bocher, was extremely courteous and did everything possible to make the writer's trip one that will be a memorable experience.

Assuming you the writer will continue to see your line as it was such splendid service is given, we are

Sincerely yours,

Vernon A. Smith

MORALE IS HIGH
HEADQUARTERS FOURTH CORPS

Office of the Corps Area Commander
Fort McPherson, Georgia

Dear Mr. Haynes:

I am pleased to state that I traveled over your road to Seattle to the Convention and went on your celebrated train—THE OLYMPIAN.

I never have a nicer trip and never received better treatment from any railroad in my life. You are to be complimented on having such a wonderful road and such a wonderful train. I traveled on such a train and believe me, I saw the difference.

BENTLEY PRODUCE COMPANY
(signed) Richmond P. Davis
President and Manager

LIONS INTERNATIONAL

T. W. Carolan
District Governor—Montana
Forsyth, Montana

December 15, 1927

Dear Mr. Foley:

On our trip to the Legion Convention in Paris this Fall my wife and I had occasion to travel over the Milwaukee system both to and returning from Chicago and I hasten to assure you that this part of our journey was one of the most delightful features of the entire trip.

The splendid equipment and courteous service of your road are unequaled. If not far superior, the trip which I have ever come in contact with and we thoroughly enjoyed every minute of our trip. There is no longer any doubt in my mind that the Timken roller bearings with which your Pullmans are equipped add greatly to the comfort of passengers, and this innovation in railroading, together with luxuriously appointed cars, a combination of both pleasant and excellent service of your employees, combine to make the Milwaukee both pleasant and expedient. To the traveling public I most heartily commend the Chicago, Milwaukee & St. Paul Railway as a most completely equipped and

Page Forty-eight
STEEL tread against steel track, and steel curves guiding steel flange have proved that Timken-equipped journals have utmost capacity for all the thrust, shock, weight and speed of railroading. All load from all directions is handled without compromise or complication, construction, Timken POSITIVELY and Timken-made bearing steel. This makes Timkens exclusive in competition with low rolling resistance, fabrication costs, but maintenance and lowered by means of Timken Bearings.

TIMKEN BEARING CO., CANTON, OHIO
3 Tons
Heats 8 Rooms!

"My furnace has been in use for 3 years and our 8 room house is always warm, including floors. I used 3 tons of hard coal last winter to heat our 8 room house. You can use anything that will burn in the Bulldog. We often warm the house and remove the dampness during a stormy period in summer with waste paper that has collected." Lester F. Coons, Ellenville, N.Y.

"Heats as Good as Ever!"
In regard to the Bulldog Furnace: "I had a hot air furnace in our 7-room house. Our furnace has been in use 6 years and it heats as good as ever."—Arthur Cloepfil, R. F. D. 1, Rock Port, Mo.

Fuel Saved Pays for Furnace
"This is the second winter I have used the Bulldog and the savings in my coal bills have paid for my furnace!"—Milton E. Spain, Casey, Ill.

Heats 8 Rooms Instead of One
"My 8 room house has 7 windows on the Northwest side downstairs, so it takes SOME heat! The Bulldog doesn't burn very much more coal than my old stove used to, and it heats the whole house, where my stove would heat only the one room it was in."—Robert H. Martz, 72 South St., Milford, N. H.

Cuts Coal Bill in Half
"I had a hot air furnace in our 6-room house before I got the Bulldog and our house was always cold. With the Bulldog it only takes half as much coal and we had weather below zero, and the house was just as warm in the morning when we got up. We never have the draft on more than half an hour at a time, and it has the place red hot. It is easy to regulate and keeps the fire all day in mild weather."—Jess T. Conrad, 72 South St., Shamokin, Pa.

No Money Down!
Small monthly payments. Installed almost as easily as a cook stove!

The Bulldog is sent to you for free inspection. Then, if satisfied, you make only small monthly payments at our remarkably low price. Write today. Don't miss this chance to cut down your fuel bills! Install a Bulldog Furnace. It comes to you completely erected—goes through any door—fits any height of basement—and you install it yourself in less than two hours. In fact, you can install the Bulldog just as easily as a kitchen cook stove!

Don't put up with the old fashioned stove heat or some outworn furnace—when you can so easily get the greatest advance in scientific heating at an astonishingly low price! The Bulldog burns almost any kind of fuel, from hard coal to cheap screenings. Keeps a wood fire over night. We have factory connections in both east and west and ship from the nearest point.

Send Coupon for Free Book
Learn how to have all the heat you want—where you want it—and save money! Remember the Bulldog is different—and better! Complete combustion of gases saves 25% of your fuel bills. Exclusive Gable-Top Radiator receives all the direct rays of the fire. Exclusive oblong fire-pot is not only ideal for coal, but enables you to keep a wood fire over night. Remember—the Bulldog is sent for free inspection—then small monthly payments at an amazingly low price! Send for Free Book TODAY!

Bulldog Furnace Co., BARSON BROS.
19th St. and Califormia Ave., Dept. B-509 Chicago, Illinois

Send Coupon for Free Book

Act Quick! Rush this Coupon!