

THE MILWAUKEE MAGAZINE



APRIL, 1926

Here's still more for your money—FREE repair parts if you need them

We want you to get the greatest possible wear from Signal Overalls. Your Signal dealer has this attractive little cabinet in his store. In it are buttons of all sizes, slides, loops and two sizes of patches, all of which are free to you. You can now fix 'em up, make any necessary repairs, and keep your Overalls good as new just that much longer! You can just about double the length of time that Signals will last compared to any others you have ever worn.

It's money in your pockets, boys!



Get your money's worth

WHERE you get the most for your money, that's where you do your spending. What you have left depends on whether you got your money's worth when you spent your money!

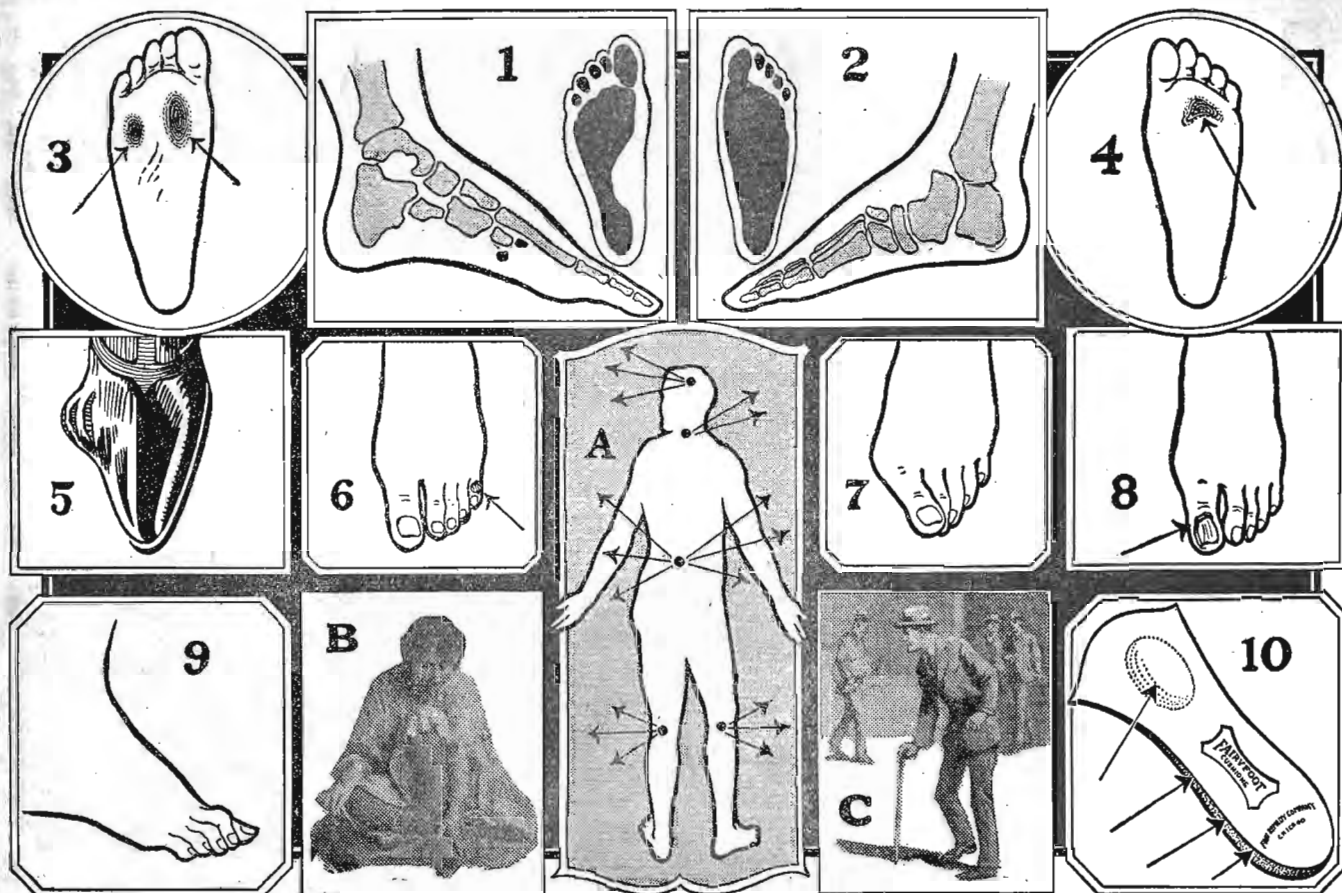
Signal R. R. Shirts and Work Shirts have been known for many years as the very best. These garments have in every way given the most for your money. The same is true of Signal Overalls—but we didn't make enough of them to go 'round; not



many people know about them. This last year we moved our overall plant into larger quarters and have greatly increased our facilities for production, so that now Signal Tub-Test Overalls are available for all of you who want them. And you should want them—there are none better—we guarantee them fully. Remember—Signals are wonderful Overalls, and the FREE Repairs make them the most economical overall you can buy.

SIGNAL SHIRT COMPANY, RACINE, WISCONSIN

Makers of the famous Signal R. R. Shirts, Windbreaker Shirts and Jackets, Signal Flannel Shirts and Blouses



Why Foot Pains Go in 5 Minutes

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

What Ails Your Feet

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

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

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

How Fairyfoot Cushions "Position" the Feet

These wonderful Cushions (highly recommended by orthopedists and physicians)

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

Fairyfoot Cushions are very flexible, and while positioning the foot normally, gently massage and exercise the muscles which have become soft and flabby and give them strength to support the readjusted arch.

Stiff metal devices can't give this kind of pressure and strengthening exercise. They act merely as supports and actually allow the muscles to become weaker. They usually have to be fitted and adjusted by experts. They are heavy and clumsy. Pads and bandages are mere makeshifts.

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

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

Heed the Danger Signals

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

Proved by Thousands

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

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

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

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

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



How to Order

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

Send No Money

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

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

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

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

Name.....
Address.....
Size Shoe.....Width.....
Check ☐ Man ☐ Woman ☐ Boy ☐ Girl ☐ F.R.Co.

Remington—The Official Typewriter of the Sesqui-Centennial Exposition

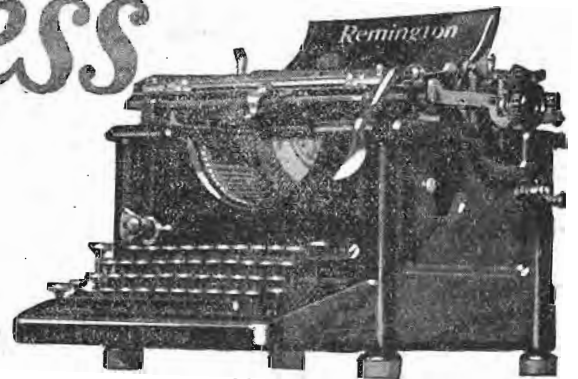


Model 1 Remington
The First Practical
Typewriter

Fifty Years of Progress

1876 1926

Fifty years ago at the Centennial Exposition at Philadelphia the Model 1 Remington, the first practical typewriter and the ancestor of all present-day writing machines, received its initial public exhibition.



Model 12 Remington
The Standard Writing Machine of Today

THE Centennial Exposition of 1876 celebrated the One-Hundredth Anniversary of American Independence. This year another great exposition is to be held at Philadelphia, the *Sesqui-Centennial*, commemorating the One-Hundred and Fiftieth Anniversary of the Nation. The Executive Committee of the Sesqui-Centennial Exhibition Association has designated Remington *The Official Typewriter of The Sesqui-Centennial Exposition*.

This means that Remingtons will be used exclusively for all the clerical work of the immense project, the Remington-Noiseless by the executives, the Remington Standard Models and Accounting Machines by the various departments, and the Remington Portable by the traveling representatives.

The fifty years from the Centennial

of 1876 to the Sesqui-Centennial of 1926 cover the entire commercial history of the writing machine. The advent of the first typewriter, the Model 1 Remington, at the Centennial of fifty years ago marked the beginning of a new business era, and the designation of the Remington as the Official Typewriter of the Sesqui-Centennial is signal recognition of its commanding position today as founder and leader of the industry.

The outstanding feature of Remington leadership in this Sesqui-Centennial year is the completeness of the Remington Line—which includes *a machine for every purpose*. And every one of these machines is the last word in typing efficiency. Let us study your problem and recommend the equipment that will serve you best.



REMINGTON TYPEWRITER COMPANY

374 Broadway New York
Remington Typewriter Company of Canada, Ltd., 68 King Street, West, Toronto

Remington

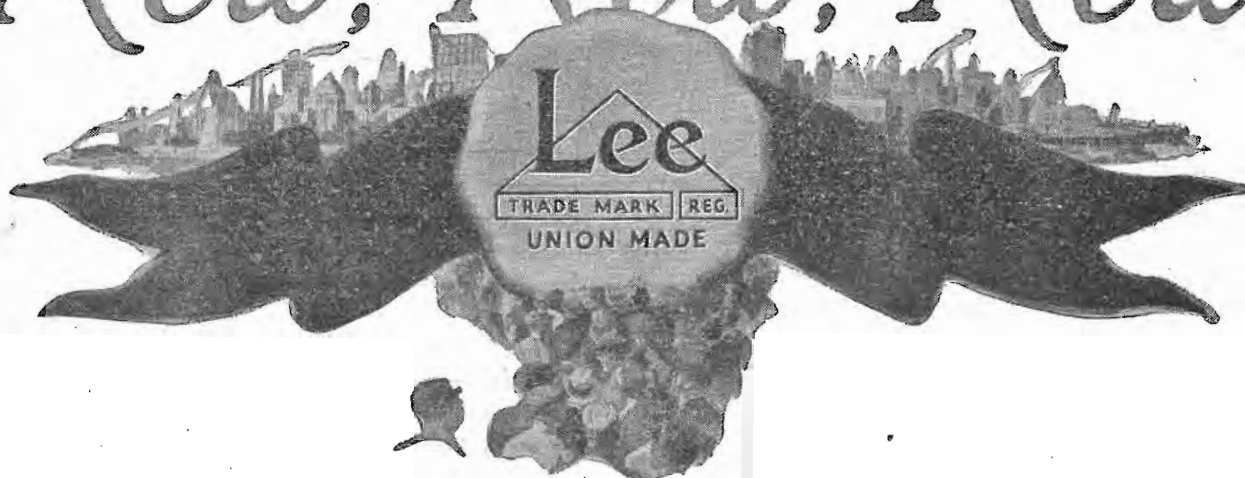
TYPEWRITERS



A MACHINE FOR EVERY PURPOSE

Remington-made Paragon Ribbons and

New, New, New



The Latest and Greatest Improvement in Work Clothing in 50 Years



AGAIN! Lee Leadership wins!

Twelve years ago Lee originated the famous Lee Union-Alls—the first one-piece work suit. Today it is the recognized standard. Lee has become the largest manufacturer of work clothing in the world.

For fifty years there has been little or no improvement in the fabrics used in work clothing. Insurmountable obstacles seemed to be in the way. Improvement? Seemingly impossible!

But the Lee organization set to work on the problem. Ideas were presented to perfect the fabrics. Many were discarded. At last one seemed feasible. Experiments. Tests. New machines. More tests. Months of research. Months of disappointment. Then, a discovery. A new Lee discovery!

Again Lee pioneers. This time with the New Lee Fabrics. A sensation in the industry. New fabrics with 50% more strength. 50% more wear. The most outstanding achievement in work clothing in half a century.

Constantly Lee has set the pace in work garment manufacture. Dozens of construction features have been originated by Lee. Triple-stitched seams. The widely imitated Lee 3-in-1 bib pocket. Solid brass can't rust buttons. Double wear, reinforced pockets. Can't slip suspender slides. Oversized garments, yet perfectly proportioned. Rip-proof buttonholes. These, and many others—all original Lee creations. And today, the new Lee fabrics.

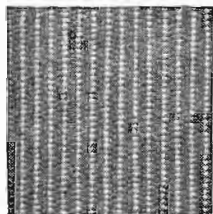
Now Lee leadership is more clearly defined than ever. The combination of these new improved fabrics with superior construction and dozens of quality features sets a new standard in work clothing.

Only in Lee can these new, 50% more wear fabrics be found. In justice to yourself see a Lee before you buy. Then compare. And once you wear a pair of Lee Union-Alls or Overalls, you never again will be satisfied with ordinary work clothing.

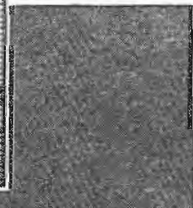
You'll say with pride, "I wear the new Lee."

The Lee Guarantee

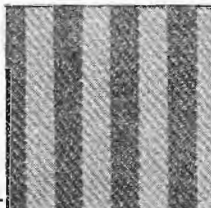
If you do not find the new Lee to be the most satisfactory and best value-giving garment you have ever worn, you can get a new pair or your money back. (Enclosed with every Lee Blue Ribbon garment.)



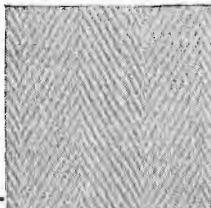
Lee Pin Strips



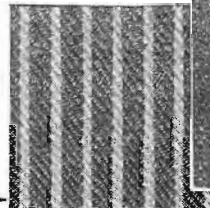
Lee Herringbone Khaki



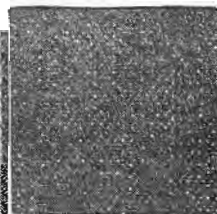
Lee Express Stripe



Lee Herringbone White



Lee Hickory Stripe



Lee Blue Denim

The H. D. Lee Mercantile Company

Kansas City, Missouri

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

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
Milwaukee Wisconsin

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Divide Your Tax Bill By Twelve

You know ahead of time the exact amount of your taxes.

Then why crowd their payment into one month?

It's much easier to open a special tax account in our Savings Department and deposit one-twelfth of the amount each month.

Start to save now and be ready for next year's tax bill.

First Wisconsin National Bank
Milwaukee

Capital and Surplus Ten Million Dollars



Current Railroad News

AUTOS CONTINUE TO ATTACK RAILROAD TRAINS

A review of the accidents last year on highways crossing the tracks of the Chicago, Milwaukee and St. Paul Railway has brought out some interesting facts.

There were 366 accidents of this kind during the year, and 145 of them were caused by automobiles running into trains anywhere from the locomotive to the caboose. In many cases the trains standing still on crossings when hit by the autos.

This figure—145—is a larger proportion of the total than reported a year ago and does not include a number of accidents in which autos ran around other cars waiting for trains to pass and got in front of the trains, in some instances disregarding flagmen and breaking down gates. In two cases autos ran onto the right-of-way before their drivers decided they could not beat the trains and then turned down the track ahead of the trains in a vain effort to escape.

It is noticeable that trucks are taking a greater part in these highway accidents. Among others that came to grief in disputes with the trains were a truck load of hogs in Wisconsin and a load of alcohol in Illinois. The men in charge of the first mentioned fared better than the hogs, but something happened to the men conveying the alcohol as there was not a trace of them to be found when the sheriff arrived to take charge of their cargo.

An extraordinary accident occurred at a crossing of the Milwaukee Railroad in Idaho: A Sample of a popular brand of automobile became impatient and dashed into the middle of a long freight. The unusual feature is that the auto struck the uncoupling lever between two freight cars and cut the train in two! To discourage others from attempting this feat when halted by a long freight train it might be well to say that after he had cut the train neither the driver nor his auto was in condition to take advantage of the opening thus provided.

The same lack of caution that led all these 145 drivers to run into trains was without question the cause of most of the other autos getting in front of trains. This means that practically all crossing accidents can be avoided by a little care on the part of auto drivers.

A Mammoth Hotel On Wheels

Only one great railroad in the United States owns and operates its own sleeping cars.

The Chicago, Milwaukee & St. Paul is that road, and the fact that it owns its own sleepers has made it possible to build up a reputation for "longer" and wider berths."

Its sleepers offer accommodations for almost five thousand persons at one time—counting one passenger to a bed. So great a number of patrons would tax the capacity of the largest hotels in the country.

Like a hotel also, the railroad must furnish meals to its guests and, to do so, maintains

ber of eggs represents the full year service of some 3,500 hens.

The average meal check paid by dining car patrons of the Milwaukee in 1925 was almost exactly one dollar. This sum was 28 cents less than the cost of serving the meal.

Elimination of Waste

Secretary of Commerce Hoover, in his report to Congress stated:

"One of the most important contributions to the elimination of national waste has been the remarkable improvement in railway transportation during the last five years.

"The first factor in that improvement was the provision of adequate transportation itself. The periodic car shortages of many years past have practically disappeared, although tonnage loaded has increased more than 25 per cent since 1921. The waste imposed on carriers and public in these periods of shortages in transportation was far larger than is commonly supposed. The derangement of production and employment in all industries, the widening of prices between producer and consumer, due to repeated strictures in transport which created glut in supply and scarcity in consumption, amounted to hundreds of millions annually.

"Some very important economic effects have resulted from full, prompt and reliable delivery of goods. The necessity for carrying large stocks as a protection against transportation failure has largely disappeared, and in consequence the capital required in the Nation's distribution has been considerably reduced. Scarcely a single retail house is today carrying as large stocks in proportion to turnover as formerly. While one effect has been to burden the manufactures with 'short orders,' nevertheless the change has been highly beneficial, for it has greatly lessened the likelihood and danger of price fluctuations.

"A second improvement, aside from direct increase in facilities, has been the very great and fundamental increase in efficiency of operation. Greater traffic was handled during the fiscal year 1925 than ever before in our railroad history. Our railroad facilities proved equal to the heavy demand placed upon them, and this traffic was handled not only with practically no car shortage, but also with greater speed than in previous years. The highly successful operation of our railroads during the last fiscal year reflects the greatest credit upon the efforts of the managers and employees, aided by the co-operation of the shippers and receivers of freight. The regional advisory boards, committees of shippers and receivers of merchandise which have now been formed

"Promise"

Nora B. Decco

Wild geese fly down the river
And a man in a sheltered
place

Is mending a boat by the
water's edge
Where the sun shines in his
face.

Wild geese fly down the river
Fly south—but where e're
you go

Is sound of running water
Under the drifted snow.
Wild geese fly down the river
And Spring, like a mischiev-
ous maid,

Steps on the heels of Winter
And mocks him, unafraid.
Reprinted from The Magazine of
April 1918

A Dining Room 11,000 Miles Long!
Its fleet of dining cars, in trains running east, west, north and south in the central west and northwest can seat at one time 1,350 persons, and averages 2,000 meals a day.

This is also equal to the patronage of the dining rooms of the largest hotels.

To properly care for the linen used in this railroad's sleeping and dining cars a large laundry is maintained by it at Chicago in which 4,450,000 pieces are laundered yearly.

In the course of a twelve-month the Milwaukee Road's dining cars use carloads of vegetables and fruit and great quantities of milk, cream, butter, cheese and other products of the farms, gardens and orchards located in the territory.

More than 700,000 eggs were needed last year to supply the demand for omelettes, soft-boiled, fried, "ham-and," and other dishes dear to the American palate. Omitting the holidays usually observed by the feathered folk this num-

throughout the United States, have been an important factor in enabling the railroads to care for increasing traffic and at the same time reduce delays in loading and unloading freight. The steady increase in ratios of car and train loadings represents a great contribution to efficiency.

"Car shortages and delays of traffic in transit tend to increase commodity prices for the consumer and to reduce the income of the producers, and at the same time impair the carrying capacity of the railroads. Economic losses arising from these costs have been largely minimized. Extensions of terminals

and the problem of rate adjustments are still before us. The problems of railroad consolidations are yet to be solved. Improvement in railroad finances and services is dependent upon the solution of these problems. That transportation facilities shall keep pace with the demands upon them is necessary for our economic stability."

The Wisconsin Capitol

"Architecture is frozen music." The inspiration of a beautiful building, like that of a great symphony, will lift you on the wings of enchantment if you will but heed its appeal. Types of architecture vary just as forms of musical composition differ, but if they are real Art, they all produce harmony, each in its own kind, harmony in line like harmony in sound. Following the tradition of this country and its founders, the American people have, happily, very generally adopted simple lines to represent them in the architecture of their State buildings, their model being the National Capitol at Washington whose stately beauty is unmarred by any deviation from the classic type. So it is in the splendid new Capitol of Wisconsin—simplicity of outline, fidelity to the chosen type and wonderful presentation of high ideals are nobly combined in the great building that stands on "Capitol Hill" at Madison, Wisconsin, the picture of which adorns our cover page this month.

This building is Wisconsin's third residence. The first Capitol, established when Wisconsin was organized as a territory, took up quarters in a two-story and attic frame building at the town of Old Belmont in Lafayette County, in 1836, but Belmont did not long hold the seat of Government, for the following year Madison was chosen as the permanent Capitol City, although its claims to distinction or to substance at that time, were very slight, for history relates that it was then "merely a town on paper." But its founders surely had the "vision" for no more beautiful spot could have been found in all the State than this building's sightly eminence, garlanded by beautiful lakes and deep forests. The cornerstone of the first Capitol at Madison was laid with due ceremonial on July 4th, 1837. The stone for this first State-house came from Maple Bluff, near by, and the inside finish was from oak grown on the hill where now stands the Governor's residence. It was a substantial structure with some pretension to architectural design comparing favorably with the then existent capitols of older states.

This second Capitol underwent a number of changes and additions during the years of its usefulness, but the requirements of State were outstripping its capacity when a disastrous fire in February, 1904 which destroying a considerable part of the interior of the building, demanded instant attention and the Legislature set about the business of providing a new and adequate house for State affairs.

A number of leading architectural

firms were invited to submit plans and after due consideration those of George B. Post & Sons of New York were accepted as having the greatest merit from a combined artistic and practical standpoint. The work of construction was extended over a number of years, only one wing being built at a time. The West Wing was begun late in 1907 and made ready for the session of Legislature in 1909; the other wings following in order; east wing in 1908-1910; south wing, 1910-1913; north wing, 1914-1917. The central rotunda and dome, 1911-1915. The new Capitol occupies the exact site of the old building, but is, of course, much larger and far more beautiful. It stands diagonally in Capitol Square, its wings extend to the four points of the compass toward the corners of the Square. The dimensions are 426 feet, east to west, and north to south, and 279½ feet high. Capitol Square or Park, is 792 feet square cornering on the cardinal points, and contains fourteen odd acres, on an elevation overlooking the veritable Garden of Eden of the World.

The Exterior

The exterior of the building is entirely of Bethel, Vermont granite, a stone marvelously fine in texture, hard and durable, and of a glistening whiteness that rivals even Italian marble. It is placed on a formal terrace surrounded by an ornamental balustrade of the same white granite, on which are pedestals for lights and groups of statuary. The four wings, equal in size, face the four avenues of the city that lead diagonally up to Capitol Square. The four



The Group In The West Wing

wings terminate in stately porticoes of Corinthian columns, supporting pediments that contain interesting groups of statuary by distinguished American sculptors, the subjects of the different groups corresponding to the principal uses of each wing. Thus the east wing, the home of the Supreme Court, portrays in its pediment group, Liberty, holding a torch to enlighten Justice;

and a shield in the other hand, protecting Truth. Other figures of the group are symbolical of the origin and functions of Liberty, Justice and Law. The West Wing sheltering the assembly,—that part of Government representative of the resources and activities of the State is symbolized by a center female figure throwing back her veil, by which she proclaims that her resources are only partially developed. Other figures of the group carry out the basic idea of resource and activity. The badger at the extreme of the group is the State's Emblem. The group of the South Wing, which houses the Senate, symbolizes Wisdom, that virtue being represented by a woman who is the central figure, with other figures and detail signifying equity, wide knowledge, rectitude, power, meditation and prudence, diplomacy, eloquence and progress. The pediment of the North Wing is a grouping of figures representing civilization. The central figure holds a tablet on which is written the word "Sapientia" or Wisdom, another symbolizes agriculture, another, the home or family, others representing the fine Arts,—music, poetry and design, and still others the mechanical Arts; and still another illustrating comradeship, brotherly love and the religious principle.

The great white dome of the Capitol rising 200 feet above the wings is the masterpiece of the building, constructively and artistically. It rests on a massive podium wall surrounded by a granite balustrade above which rises the barrel of the dome presenting in appearance a circular Corinthian Arcade with arched windows. Above this soars in splendor the dome itself, all in sparkling white granite, surmounted by The Lantern, also encircled by a Corinthian colonade. On the lantern stands a gilded bronze statue, "Forward," the State motto. This graceful figure bears on the crest of her helmet, three hundred feet high, the badger, emblem of the the State of Wisconsin. The right hand points forward, while the left hand holds a globe surmounted by an eagle. The gilded statue is the only color relief from the glistening white of the building, while the dome is the only granite dome in the United States, and the second highest in America, the dome of the National Capitol at Washington being several feet higher.

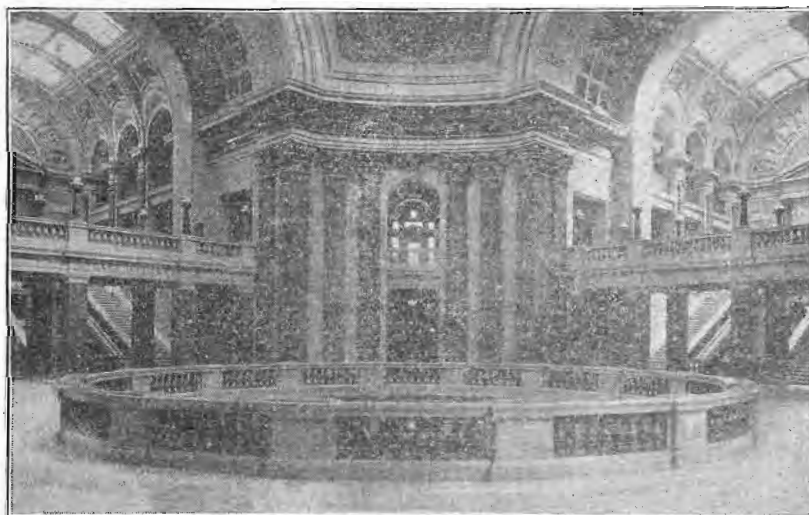
The Interior

The interior of The Capitol reveals the highest ideals of architectural design bearing out with perfect fidelity

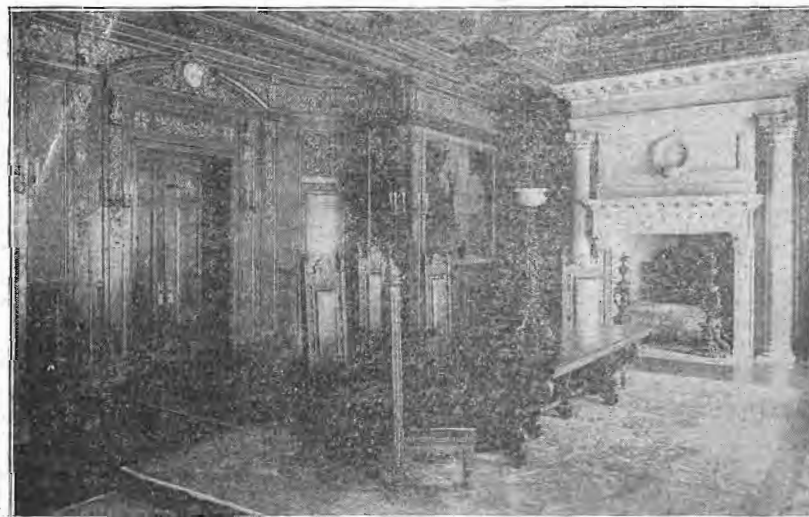
its central motif with many correlating themes. To know it in its entirety and to enjoy its wondrous beauty requires much time deep study with the underlying thought of its designers as guide. Entering the building at the end of any one of the four wings, there is an unimpeded vista to the extreme end of the opposite wing, while entering by way of pavilions, which are the main entrances, an impressive view of the rotunda opens at once. The rotunda beneath the great dome with the grand staircase halls of the wings, is a marvelous achievement. The treatment is purely classic and the materials of columns, pilasters, entablatures, etc. are Numidian marble, dark rose in color; green Tinos marble, from Greece and beautiful Wisconsin granites. The walls of the stair halls and principal corridors are of soft-toned Kasota stone from Minnesota. Over the piers and between the four great arches of the rotunda are panels of glass mosaic of great artistic merit, twelve feet high and an average length of twenty-four feet, and made up of approximately four hundred thousand pieces of glass. The decoration in the crown of the dome symbolizes Wisconsin enthroned upon clouds and wrapped in the American flag. The detail, representing the productions of the State surrounds the central figure.



Entrance To Assembly Chamber



View in Rotunda



Governor's Reception Room

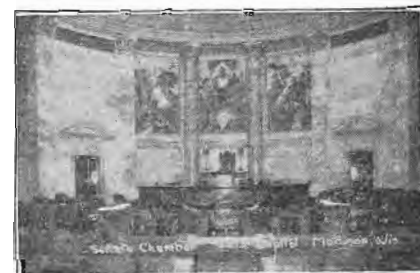
The floors of the corridors consist of with some specimens from foreign marbles chiefly from the United States, lands. The interior decoration is a su-

perlative example of studied harmony of color and co-ordination with the features of construction. The various rooms set apart for the functioning of Government occupy the four wings,—and in construction and treatment each follows closely the simple and lovely classic ideal, the materials in which they are finished are marbles from famous quarries all over the world; the mural paintings depict scenes from ancient and modern history and from the historical events and legend of Wisconsin. Italian Botticino marble; Formosa marble; Breche Coraline marble from Italy; Verona marble; Porte d'Or Italian marble; Tennessee marble; Dover (N. Y.) marble; Vermont marble and the beautiful marble that is quarried in Maryland and is the only marble in the world that resembles in quality and color the Carrara marble of Italy, all lend their quality and colorings to the harmonious whole that constitutes the beauty and wonder of Wisconsin's Capitol.

Wisconsin is the birthplace of the Milwaukee Railway, and as its magnificent State-House may well be regarded as its home, there is justifiable pride in the thought that we are housed in surroundings that meet every requirement of artistic beauty and good taste.



Supreme Court Room



Senate Chamber

Motoring on the Milwaukee

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Whenever a brakeman sees a switch lock he has just 'gotta' unlock it, especially if he has a switch key he isn't using just then and there is a nice looking young lady around anywhere. The school teacher at Loeweth was just as pretty as she could be and it wasn't her fault that the school was in the old Depot—but what we can't help wondering about is what the brakeman on the head end of the local was trying to find out over the train dispatchers phone when it was disconnected—the young and handsome husband of the beautiful school teacher stands right out in front while the local goes by now days.

Brakemen on the Milwaukee are all nice to the ladies tho, always have heard that especially the old ladies, why just recently one on the Northern Montana limited coming into (Continued on page 23.)

Practical Fuel Economy

PART V.

By Will Drake

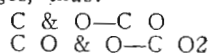
The volatile products that are driven out of a piece of coal when it is heated are all hydro-carbons with which we are familiar, such as illuminating gas, coal tars, naphthenes, and paraffines. They are all highly inflammable, and just as soon as any of them is evolved in a fire it can follow one of several ways of disposal. The way taken will be in accord with the existing conditions or environment at the instant that the substance is produced. There are four possible conditions:

- 1 Sufficient oxygen, high temperature.
- 2 Insufficient oxygen, high temperature.
- 3 Sufficient oxygen, low temperature.
- 4 Insufficient oxygen, low temperature.

The first case is one of ideal conditions. If the draft is not too violent so that the gas is whisked away out of the zone of kindling temperature before it ignites, it is consumed and the heat is absorbed by the boiler, as it should be.

The second case is not one usually met with in locomotive practice, but it does happen when standing still, without having the blower on. There is not enough draft to draw any air in through the jet holes in the side of the fire box or through the cracks around the door or the stoker holes, so that the intense heat lower down in the fuel bed is driving off gases that do not find oxygen to combine with. Under such conditions the volatile products undergo a process known as "cracking". It appears that under conditions of high heat and low oxygen availability the element of hydrogen in the volatile compounds, having greater affinity, for what little oxygen there is, monopolizes it and disassociates itself from the carbon to combine with the oxygen. This leaves the carbon in fine particles, which are known collectively as soot, and pass off as a dense black smoke. Admitting air over the top of the fire to remedy this, will have only a partial effect in the right direction, because it is cold air. It may do more harm through lowering the temperature of the furnace than it saves in consumed soot. The losses by smoke are usually greatly exaggerated and rarely exceed 1% of all the losses.

The third set of conditions is the result of two strong a draft, too thin a fire, or admitting air through the fire door to do away with the smoke, and to keep the engine from blowing off. It may result in quite a loss in unconsumed C O in the stack. When Carbon is consumed the process involves two stages, thus:



In the first stage carbon-monoxide, commonly called coal gas is formed, and the reaction produces only 4380 B. T. U. against 14540 B. T. U. for complete combustion from C. to C O₂. The net heat loss, for any carbon escaping as C O would be 10160 B. T. U. per pound. It is probable that more

heat is lost in this manner than in any other way except through the inert gasses in the air. For this reason the critical period in efficient combustion of carbon is after the first stage. The peculiar thing about carbon-monoxide or C. O. as it is technically known, and the thing that makes it so difficult to consume is that it has such a high kindling temperature. It will not ignite if its temperature is lowered below 1211 degrees. As the temperature of the fire-box walls and fires in a locomotive boiler is considerably below this, any chance of igniting the gas is lost if it comes in contact with the side sheets or gets into the flues before mixing with the proper quantity of air. The brick arch is designed to prevent this. It intercepts a direct passage of the gasses from the fuel bed to the flues. More than that though it becomes red hot and acts as a great reservoir for heat maintaining the high temperature of the furnace, when a fresh charge of coal is put on, and heating the gasses to the kindling point, while they mix with the air.

As carbon monoxide is a colorless gas its presence in the stack cannot be detected, except by chemical test, and it follows therefore that a smokeless chimney is not necessarily an economical one. The best way to avoid the escape of C. O. is to keep from chilling the fire box, and not to admit any more air over the surface of the fire than can be avoided unless to comply with the law against smoke. In that case of course efficiency is sacrificed for appearances.

The fourth set of conditions, that of insufficient air and temperatures is the most wasteful one that can exist. It is brought about by slugging the fire, covering all of the fuel bed at once and making it too thick. Under these conditions, combustion of any kind of volatile products from the green coal is impossible. What happens is as follows. The heat from the burning carbon of the old fire next to the grate, where there is air, rises through the green coal, and drives out the moisture and volatile matter, which escapes from the stack in dense clouds of greenish, gray smoke. This continues until the fuel bed, settling from the combustion of the lower part gets thinner, and the draft breaks through. Complete combustion takes place near the hole, which gradually enlarges. Meanwhile as the bed is getting thinner, the draft breaks through in more places. At the same time the temperature of the coal is raised by the fire beneath, as the volatile products are driven out. When it is hot enough, and enough air has broken through to support it, complete combustion takes place, but most of the volatile products have been lost by this time.

A well heated brick arch would have shortened the length of time it took to get things going and saved a corresponding amount of volatile product, but

in spite of that considerable loss would still have occurred. If the volatile gasses from coal are not completely burned, on account of insufficient oxygen or improper mixing, some of the fixed carbon may escape in combination as C. O. as has been explained. Some Hydro-Carbon gasses may also pass out unconsumed. The presence even a small amount of either of these in the stack is evidence of a very appreciable loss of fuel and very bad furnace conditions. **Never slug a fire.** Remember that chilling effect of fresh coal on a fire is very great. Driving out the moisture and raising the coal to the temperature of the fire-box and distilling out the volatile matter are all processes that are heat consumers. To furnish enough heat to over-come all of these losses at least one-half of the old fire should be left uncovered, every time a new charge is put in.

Smoke itself is a waste and is indicative of improper combustion. It may be caused either by too much or too little air. When there is an excess of air, and a strong draft, particles of disassociated carbon may be cooled below the kindling temperature and carried away, without being burned, or bits of ash or green coal may be carried away from the fuel bed. These give the chimney gasses a dark color and are regarded as smoke. Even the proper amount of air, permits a dense smoke if the temperature of the furnace is too low.

The proper prevention of the smoke loss, or the loss due to the too rapid distillation of green coal, is to avoid spreading the green coal over too much surface. This remedy is necessary only with hand firing. With the stoker the action is such that a small amount of coal is constantly being thrown in, and at no time is the amount more than the draft can furnish oxygen for, and there is very little smoke. In hand firing about 15 pounds are thrown in at a time, and should be thrown as much as possible in one place, so that the minimum of green coal surface will be exposed to the heat.

The custom of wetting the coal before firing it, is very wasteful. It is justified if the coal is very fine and in danger of blowing off of the tender.

Passing of an Old Time Milwaukee "Rail"

Charles P. Utley, for many years employed on this railroad, died at his home in Elmira, N. Y. on November 1st, last, at the age of 79 years.

Mr. Utley was a native of Pardeeville, Wisc., and after qualifying as a telegraph operator, he entered the employ of the railroad on the Northern Division, advancing through the various steps to the position of Superintendent of that Division. He retired from railroad business for a number of years, but resumed railroad work on the Erie, serving in various capacities.

The town of Utley on the Markesan Branch was named for him.

What the Railroad Means—A Good

"Within a few years the railroads will be out of business." Mr. Merchant, are you one of the many who has made that prediction, hailing the bus and truck as marking a new era in transportation.

Do you know, Mr. Merchant, that your prosperity depends on the prosperity of our railroads? Have you ever stopped to think of what the railroad means to you?

It makes no difference if your shop is located in the largest cities of our nation or in some backwoods hamlet, you are dependent upon the railroads which are now fighting for their lives against the UNFAIR COMPETITION of the busses and trucks.

Mr. Merchant, YOU are dependent upon the railroad. YOUR success DOES depend upon the success of our railroads.

If you are a grocer, turn to your shelves. What do you find there? Coffee from Brazil? Shipped by railroad. Bacon? From the farms of the Middle West by railroad. Sugar? Salt? Pepper? All shipped by railroad, perhaps once, twice and even more times.

What about that pair of trousers you have on? Your shirt? No matter whether they be of cotton, wool or silk, some time, somewhere, in the making of those articles the railroads were called upon to carry the raw or finished products.

The very paper on which this article is printed, the ink which makes possible the outline of these letters, the metal and machinery from which it was printed—all have been handled by railroads many times.

The Smithsonian Institution at Washington has said that the articles for an average breakfast served in the state of Pennsylvania, for instance, travel some 14,000 miles before reaching the table of the consumer. A regular dinner would represent a globe-circling tour.

But there is another side of this question, Mr. Merchant, and that is the side with which you are concerned. You are in business because men and women want the things that you sell. The public are your customers. When they are "broke," they can't buy, and what is there left for you to do? Close shop, and that's all.

Do you realize that the railroads and their employees constitute one of the biggest buying factors of this nation? So big, in fact, that no matter where your store is located, their prosperity is reflected in your cash register and their lack of prosperity hits your pocket-book as well as theirs.

In 1924, according to the estimates of the Census Bureau, 1,800,000 persons were in the direct employ of our railroads. In the major industries, some 500,000 more were dependent upon the railroad market for their livelihood.

Think of this: 200,000 miners were needed to produce the coal used by locomotives in 1924 as fuel; 220,000 men were at work making the steel and iron which the railroads must have. Twenty-five per cent of all the lumber cut and milled is used by your railroads and 70,000 more men were on the job. Here were 2,290,000 men and women whose jobs depend on the prosperity of our railroads. On the census Bureau figures

of 4.3 persons per family, they represent 9,847,000 persons, more than one-tenth of our total population.

Mr. Merchant, can you picture the buying power of that vast army. Can you realize what it would mean to you if for just one week, they were out of a job?

What about the buying power of the railroads themselves? Now, get this fact: In 1924, the railroads, themselves, spent 1,300 millions of dollars, \$1,343,-055,000 to be exact.

The railroads in 1924 spent \$471,656,000 for fuel. They bought \$365,610,000 worth of iron and steel and spent \$180,872,000 for forest products. Just for example, a cross tie is a small thing, but it is necessary for the roadbeds of our railroads. In 1923, the steam and electric railroads bought 135,976,117 ties.

Imagine if you can, the vast quantity of office supplies, and the hundred and one other things that are needed to keep the railroads in operation.

Do you wonder that the prosperity of the merchants of this country is directly related to the prosperity of our railroads?

Today, the very life of our railroads is threatened by the COMPETITION of busses and trucks. Your prosperity, Mr. Merchant, is threatened.

In 1924, 54,637,000 fewer passengers were carried by the railroads than in 1923 and the revenue of the railroads from this source was cut \$72,000,000. It means that the railroads had \$72,000,000 less with which to buy the things that were needed.

Of every dollar received by the railroads, 48 to 50 cents is paid out as wages, which meant that in 1924 there were \$36,000,000 less for the railroad workers.

Trains are being pulled off in all parts of the country as a result of the increasing inroads of the busses and trucks into the revenues of the railroads. It is estimated that every time a train is cut off, 12 to 15 men lose their jobs.

Every time a train is pulled off your neighborhood, Mr. Merchant, it means that the buying power of your patrons is materially cut. Every bus, every truck that is added in your neighborhood brings the axe just that much closer to your railroad patrons.

Why? Because the bus and truck have an unfair advantage over the railroads. They use the highways built by the public money for their own private gain, while the railroads must maintain and pay taxes on its right-of-way. The railroads are heavily taxed and the busses and trucks pay little or no taxes. In many states, the tax on a passenger bus is scarcely higher than on a pleasure car. No wonder they can compete with the railroads.

The Milwaukee railroad has a line in Iowa from Des Moines to Jefferson. It requires 30 trackmen and 15 stationmen to care for the business. The railroad also has to pay for new ties, rails and other expenses that go to make up the cost of maintaining its highway. This amounts to nearly \$30,000 a year. The wages of the men employed amounts to another \$21,000 and the Milwaukee pays \$60,000 in taxes to the four counties through which that stretch of track is laid. In other words, the Milwaukee railroad pays \$110,000 a year to

maintain its own highway, not counting the cost of operating trains, while a bus for the payment of \$75 a year can use the state highway and the public keeps it in condition for them. Is that fair? Do you wonder that the railroads are facing a critical situation?

Every merchant on the line between Des Moines and Jefferson shares in the \$110,000 that the Milwaukee spends to keep up that road. If the Milwaukee was forced to abandon that line, not only, Mr. Merchant, would you lose that \$110,000, but higher taxes would be required from YOU because of the highway traffic increase.

An UNFAIR situation. Sure it is. The railroad employees know what this competition means to their jobs, and they are organizing to put the bus and truck on a fair basis with the railroads.

You want their business, Mr. Merchant. They want to spend their money with you. They are asking you to play fair with them and assist them to readjust this situation. Can they count on you?

Montevideo Chapter

Maude Hamlin, Historian

Meeting in Feb. was held on the 18th, with a large attendance. Our president, Mrs. R. E. Sizer, presided. We were glad to see several ladies from Ortonville at this meeting.

Three cases of need were reported to our Welfare committee, and these were to be investigated and reported on at our next meeting.

Our Ways and Means committee was depleted owing to several members living in Milbank, and the Milbank chapter has withdrawn and has a charter of its own now. It will be necessary to fill the vacancies in the committee from our membership in Montevideo.

A card party, to be held soon after the Lenten season is over, was discussed, but nothing definite was decided upon.

Mrs. F. L. Paul, first vice president, tendered her resignation from this office, as Mr. Paul has been transferred to Sioux City and Mrs. Paul will join him soon. A nominating committee, consisting of Mrs. Ole Tweeter, chairman, Mrs. Ben Bishop and Mrs. V. Hansen, was appointed to prepare a ballot for election of a vice president to fill the vacancy made by Mrs. Paul's resignation. Election to take place at our next meeting in March.

Our president then turned the meeting over to the Entertainment committee, who furnished a very nice program.

Meeting in March was an unusually enthusiastic one—perhaps because spring is here, or nearly here. Anyway, we all seemed to have a lot of pep and enthusiasm, and our roll call showed that we numbered 55 at this meeting. Several members from out of town were present, some from Milbank, Ortonville and Webster, S. Dak. Mrs. Wiley, corresponding secretary from the Chapter at Milbank visited our Chapter on this occasion.

The committee appointed to prepare a ballot for election of vice-president presented the following names—Mrs. P. H. Nee and Mrs. Ellis Schmitz. Mrs. Schmitz asked to withdraw in favor Mrs. Nee, and a unanimous ballot was cast for Mrs. Nee for first Vice Pres.

Mrs. Tucker, chairman of our welfare committee, reported on the families who were in need of help and we were all very glad to know that we have been able to extend material help to some of our railroad families. Another young mother who is in immediate need, was reported, and this case will be taken care of at once, by several members of the Club.

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Mr. R. M. Calkins Takes A Leave of Absence.

On March 10th, announcement was made of the retirement for a time of Mr. R. M. Calkins, Chief Traffic Officer. Mr. Calkins has been granted a furlough on account of his health, and he will take several months absolute rest. The news of his enforced vacation came as a surprise to all but his nearest friends, who have been aware for some time that "R. M." was burning the candle at both ends. He takes with him on his "leave" the heartiest wishes of The Milwaukee Family for a speedy recovery. Mr. Calkins is a veteran in the service, and is well known and beloved by the entire organization.

Mr. H. E. Pierpont Succeeds Mr. Calkins as Chief Traffic Officer

Mr. H. E. Pierpont, General Traffic Manager, has been appointed by the Receivers as Chief Traffic Officer, during the interval that the office is made vacant by the retirement of Mr. Calkins. Mr. Piermont is also a veteran in the service, and he is receiving the congratulations of the Traffic forces upon his well deserved recognition. He has made his own way up in the service, having occupied successively the positions of Division Freight Agent, Assistant General Freight Agent, General Freight Agent, Freight Traffic Manager, General Traffic Manager which last position he leaves to take up the direction of the Traffic Department as Chief Traffic Officer. The best wishes of his many friends of The Milwaukee Family are extended to him in his new and responsible field.

Mr. G. B. Haynes, General Passenger Traffic Manager

Effective April 1st, Mr. George B. Haynes, General Passenger Agent of this company since 1917, was appointed to the position of Passenger Traffic Manager. Mr. Haynes entered the service of this company in 1892 as clerk in the office of Mr. F. A. Nash, General Agent at Omaha, Neb. In Omaha, he occupied successively, the positions of Passenger Agent and City Passenger Agent. In 1903 he was appointed Immigration Agent, with headquarters at Chicago. He occupied this position during the strenuous years of construction of the Puget Sound Line when settlement of the territory through which the new line was to pass was being pushed vigorously. From Immigration Agent he was advanced to the rank of Assistant General Passenger

Agent and then General Passenger Agent. Mr. Haynes numbers his friends on this railroad by those who have acquaintance with him, all of whom join in extending congratulations to him on his advancement.

W. B. Dixon, General Passenger Agent.

Succeeding Mr. Geo. B. Haynes, Mr. W. B. Dixon is appointed General Passenger Agent. Mr. Dixon came to Chicago from St. Paul to take the position of Assistant General Passenger Agent at the time of Mr. Haynes appointment as General Passenger Agent. He is one of the veterans who may be said to have grown up in the service. He started as stenographer in the office of his father, Mr. W. H. Dixon, Assistant General Passenger Agent, and, graduated from that job into that of Ticket Clerk in the St. Paul City Ticket Office, going on thence to the positions of Assistant City Ticket Agent, City Passenger Agent, Traveling Passenger Agent, Northwestern Passenger Agent and Assistant General Passenger Agent. All the years of his service up to the time of his coming to Chicago in 1920 were spent in the Northwestern territory with headquarters in St. Paul.

Mr. Dixon is one of the most popular Passenger Officers of the railroad world, his whole business life has been spent in Milwaukee service and his hosts of friends receive the news of his promotion with unqualified pleasure.

Mr. C. H. Mitchell, Freight Traffic Manager

The announcement of the appointment of Mr. C. H. Mitchell as Freight Traffic Manager is made as The Magazine goes to press, and too late to give any extended notice of his promotion in this issue. Mr. Mitchell has recently occupied the position of General Agent in New York City.

Record Breaking Raw Silk Shipment

Eclipsing all previous records for silk consignments reaching any Pacific Coast Port in a single ship, was the cargo of the Osaka Shosen Kaisha liner Arabia Maru which docked at Seattle January 9th. This record consignment was routed east over The Milwaukee, and no sooner were her lines made fast than representatives of the United States Customs the Steamship Company and the railroad commenced the supervision of the unloading. The Pacific Stevedoring Company handled the unloading. A total of 10,124 bales of the raw silk and sixty tons of the manufactured commodity were contained in the shipment, exceeding by close to 2,000 bales the largest previous single shipment. Four gangs of selected stevedores accustomed to unloading silk were put on the job of placing the cargo in the twenty-five special cars of this company that were spotted alongside the ship. Two special trains rolled out of Seattle on their way to New York in three hours after the big lined had docked. The shipment was estimated to be worth \$11,000,000, and armed guards were stationed around the place of unloading and also accompanied the train east, all the way.

Dubuque Chapter

The annual Potluck Supper of Dubuque Chapter was held at 6:30 o'clock on February 19th, preceding our regular monthly meeting. The

supper was attended by about one hundred and fifty members and their families. All were seated at two long tables loaded with all kinds of good things to eat—the Chapter furnishing the coffee. Due to the fact that the regular meetings are so well attended, as well as all special affairs, everyone is acquainted and every get-together is thoroughly enjoyed. Quite a large number of men attended the supper including a number of the local officials, all of whom apparently enjoyed the supper and the meeting.

Mrs. Elmer Johnson, Chairman of the Sunshine Committee, reported her committee as having had a busy month making sick calls, sending out cards and attending to relief work. She reported expenditure of sixteen dollars for coal and groceries sent to needy families.

On February 16th Mrs. Johnson had the Committee spend the day at her home sewing for a family in which the mother was convalescing and unable to do the necessary sewing.

Mrs. T. P. Jones, Chairman of the Ways and Means Committee, reported the net proceeds of the dance of January 26th and February 9th as Forty Dollars and the proceeds of the Card Party of February 5th as Ninety Seven Dollars, making a total of about One Hundred and Forty Dollars for the Relief Fund. Upon the Ways and Means Committee depends the ability of the Chapter to carry on relief work and Mrs. Jones and her Committee have the enthusiasm and necessary "pep" to make their dances, card parties shows, etc. successful financially as well as socially. On March 13th the Ways and Means Committee will hold a Bakery Sale from which it is hoped a good sum of money will be realized.

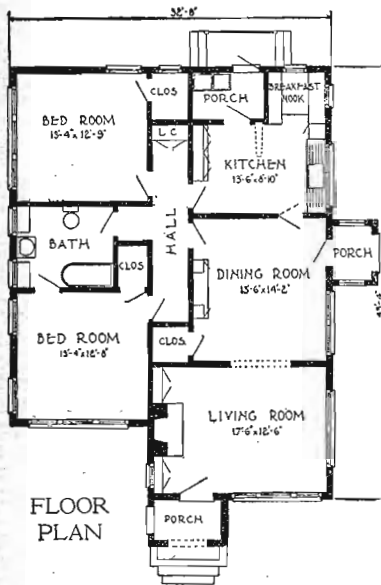
Mrs. Shoulty, Chairman of the Membership Committee gave an excellent report on the number of members who have renewed their membership this year, as well as a considerable number of new members secured.

Mrs. Thurber made a report of the meeting of the members of the Grand Chapter in Chicago on January 23rd, emphasizing the matter of "Sustaining Membership." Looks as if our President made the most of her opportunity of securing a Sustaining Membership for Dubuque Chapter, by bringing it up when there were so many men present because they all came forward with a smile and a dollar. Each one of the men responded to a request for a little talk.

Various matters of relief work were discussed after which the meeting was turned over to Mrs. Walter Keck, Chairman of the Program Committee. This Committee provides some form of entertainment for each meeting and has charge of all affairs to secure funds for special parties as well as conducting the parties.

The program was opened with the singing of the Club Song and was followed by a piano solo played by Miss Marion Lonergan. Miss Regina Flynn gave a vocal solo accompanied on the piano by Miss Bernice Schmit, Miss Catherine Tulley played a violin solo, accompanied by Miss Maria Tulley at the piano and Miss Myrtle McLaughlin entertained with a solo dance, her accompaniment being played by Miss Evelyn Butler. For the next meeting the Program Committee promises an unusual entertainment and surprise.

At a Board meeting during the week held at the home of Mrs. Thurber plans and some arrangements were made for work that will take us into next fall. All Committees are busy, especially the relief committees as at this time of year there are many calls for assistance in various ways.



A Picturesque Cottage of Compact Plan

Every essential requirement of the family desiring a small home is generously satisfied in this compactly planned little cottage, which shows as well an exterior that is charming in simplicity and proportions. In appearance it is a distinct and interesting departure from the ordinary bungalow, though the floor plan is typical of that style.

The front and side entrances, to living room and dining room respectively, are through covered porches singular in design, which immediately give an impression of warm hospitality. The living room, lighted from three sides, has a good fire-place with built in bookcases at the sides, and connects with the dining room by a wide archway. In a corner of the convenient, well-lighted kitchen is a snug breakfast nook; and the rear screened porch is equipped as a laundry. A noticeable feature of the house, and one that is certainly com-

mendable, is the provision made for admitting an abundance of light.

Two extra large bedrooms are connected with the rest of the house by a small hall which has linen shelves at one end. Each of the bedrooms is supplied with a good closet. The bathroom, directly connected with one of the bedrooms and with the other through the hall, is rather unusual. It has two good windows, beneath which are dressing shelves with drawer space provided below. Other built-in features which will add to the pleasure of the occupancy of the house are the buffet in the dining room, the cupboards in the kitchen, and the linen closet in the hall.

A lot 40 feet or more in width and with a frontage in almost any direction will accommodate this plan.

When built with concrete block walls, upon which an exterior covering of portland cement stucco of chosen tint has been applied, and with an appropriately colored concrete tile or cement asbestos shingle roof, this house is attractive in appearance, fire-safe, and practically free from upkeep. Besides it is warm in winter and cool in summer.

An illustrated booklet called, "Your Home", containing pictures of more than a dozen homes in different sections of the country may be obtained free of charge by writing the Editor. In it also is much information of interest and value to any one planning to build a new house.

The Water Treating Service

C. H. Koyl, Engineer Water Service

We are still making progress in increasing the quantity and improving the quality of water furnished to our locomotives.

At Ipswitch, S. D. 26 miles west of Aberdeen, we have for a long time served water 100-grains-per-gallon hard, but within the last few months we have moved the water station to Craven, 5 miles away, where we procured a soft

water well which flows to a concrete reservoir on the ground from which we pump the water to the tank. At Ashton, wells, each about 1000 feet deep, originally flowed to the tank; but after a few years they would not flow above ground level and a large pump was connected to them to raise the water to the tank. Last year the waters in the 9 west wells could no longer be reached by the suction of the pump and we installed an air compressor to lift the waters to a reservoir at the top of the ground.

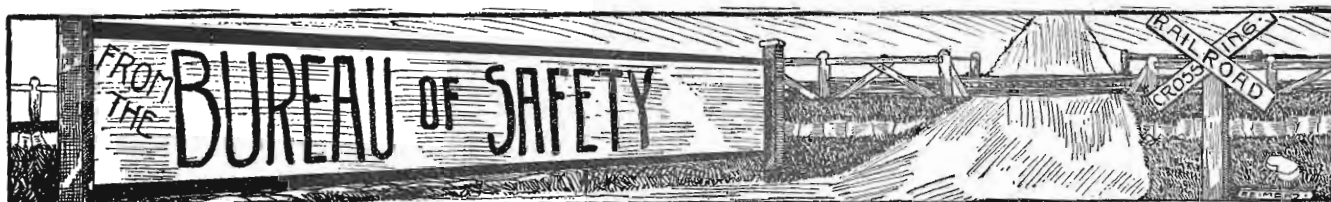
At Latta, Ind., on the Terre Haute line, our small reservoirs were not sufficient in dry weather and we did some serious hunting for water. Much to our surprise the best water in the vicinity was found in an abandoned coal mine and needed merely a light treatment with lime to become excellent boiler water. The mine was only about 100 feet below ground level but the spaces which are flooded with water are the low and narrow runways used in working the coal. In order to reach water by the hole drilled from the top of the ground it was necessary to locate the drill very accurately over one of these narrow spaces, but with the aid of the mine surveyors we placed our drill so that the first hole reached the water and spared us much costly test drilling. A pumping station and the mixing part of a water treating plant have been built, but we saved an expensive settling tank and house by utilizing one of the reservoirs as settling basin.

At Howard, between Madison and Woonsocket, S. D., there was another well with water 100-grains-per-gallon hard, but we are moving the water station 8 miles to Roswell where we are drilling for soft water; and at Bryant on the line between Madison and Bristol, where we have had a 1400-foot well which was useless because sand came up as fast as the water, we are drilling a new well which will have at the bottom a filter of coarse sand for the exclusion of the fine sand.

The locomotives running on the west end of the S. M. Division have always been very expensive in operation because of the hardness of the water (a boiler usually lasted about 10 months) and we have erected this winter 6 water treating plants to cover the territory between Jackson, Minn., and Madison, S. D., in addition to the soft water wells which we are drilling west and north of Madison. By means of these we expect to improve locomotive service not only to the comfort and convenience of the men but to a saving of 100% per year on our expenditure.

On Lines West we have drilled soft water wells at Miles City, Carterville, Vananda, and Harlowtown, and are drilling at Melstone and Lavina, this to save taking hard muddy water from the Yellowstone and Musselshell rivers. We expect to continue the work of improvement this year.

"If a man empties his purse into his head, no man can take it away from him; an investment in knowledge always pays the best interest."—Ben Franklin.



A Reminder in Walt Mason's Rhyme
Trainmaster Janes of the I. & D. Division has sent to the operating forces in his territory, the following to help them keep in mind the principles of Safety First:

"By observing the following quoted lines from Walt Mason, you may be able to prevent an accident to yourself and others;

'Now the locomotives whistles,
While its drivewheels strain and work;
I, who write these rhymed epistles,
Halt my lizzie with a jerk;
For I do not wish to perish
On the railroad's right of way,
Every hour of life I cherish
It's too good to throw away.
Scores have said in bygone seasons,
'We can beat the blamed old train,'
Though there were a hundred reasons
To avoid a course so vain.
Scores have taken foolish chances,
Bidding for untimely tombs,
Riding home in ambulances
Or in hearses decked with plumes.
On their graves we're sadly tossing
Wreaths of flowers in white array,
For the deadly railway crossing
Gets its victims every day.
When I hear the train approaching,
To my Lizzie I say 'Whoa!'
We will not be found encroaching
On that Reef of Norman's Woe.
Let the train of cars meander
To the place where it is bound;
By the four-eyed Alexander,
'Neath its wheels I won't be ground.
In some matters I am crazy,
In some ways I am insane,
But my head will be more hazy
When I buck a railway train.'
Whether driving with your family
or friend today,
Advertise Safety Methods in every
possible way.

Safety First from the Chief Dispatcher's Point of View

Paper prepared by Harley A. Smith, Chief Dispatcher of the Terre Haute Division to be read before Safety Meeting at Terre Haute, March 25th, 1926.

The primary duty of the Dispatcher's office is the issuing of orders for the movement of trains, not only for the meeting and passing of such trains, but to safeguard every operation on the division during each twenty-four hours, by giving to each Engineer and Conductor protection, informing them by orders of any condition which effects the safety of trains.

Sometimes the various members of crews passing over the division are careless in not reporting to the Chief Dispatcher some of the matters which come to their attention and which to them may seem trifling—not worth the writing of a telegram.

An accident of this kind occurred on one of the divisions when one of the flagmen thought he felt a broken rail, did not report the matter promptly, but waited until his train had passed sev-

eral stations, when he informed his Conductor too late, as a following passenger train had already been derailed, fortunately without loss of life, due to the excellent condition of the equipment which was of steel construction. This is mentioned as only one case. It is hoped that any employee, whether train, engine service, or any of the various departments, will report to the Chief Dispatcher, or Dispatcher on duty, anything he observes, such as broken rails, washouts, fires too close to buildings or bridges, and stock on right of way, in order that notice may be given the trains.

Train orders received from the Dispatcher, whether "31" or "19", must be carefully read by those who are to execute them and the instructions contained therein conveyed to others on train, giving each a chance to see order whenever practicable, bearing in mind that orders are in effect until fulfilled, superceded or annulled.

At previous meetings we have had papers from various departments. This paper has been prepared to impress upon everyone that it is the desire that all co-operate with the Dispatcher's office in making our train operation safe, avoiding any chance of injury to a single passenger or employee.

Harley A. Smith,
Chief Dispatcher

Fire Prevention is Safety First

To prevent a fire is Safety First in the full meaning of the word "Safety".

Fire prevention and fire protection are two distinct, separate things in substance; if you always prevent the fire, you never need the protection against such fire. In other words, prevention is the main thing, but on account of someone slipping a cog and being careless for just a second, we have to have the protection and then we get the fire fighting problem.

This carelessness for one second may endanger the lives of one or many; that is why we should use great care and at all times pile up the wall of prevention so that there could be no fire or danger to life and limb.

It may not be generally known that there is such an association as that of the Fire Marshalls, and that from time to time they get their heads together on fire prevention, fire protection and fire fighting problems. They work out these problems in such a way that we have before us at all times the most scientific methods for preventing and fighting fires in shops and buildings. The Fire Marshall's Association and its methods of securing Safety First are recognized and complimented by the Fire Insurance Companies all over the country, and the Marshall's Association has the whole hearted co-operation of these Insurance Companies, so the Fire Marshalls should have the complete co-operation of every employee on this plant.

The men on the plant fire depart-

ment should also have the encouragement of the employees because they are a big factor in the Safety First problem. We are day by day, getting away from the word "problem," because the men of the plant are using more care all the time and by and by we can come to work every day and know that it is no longer the Safety First Problem, but in fact SAFETY FIRST.

By T. A. Ward, Fire Marshall, Minneapolis, Minn.

The Mechanical Department In Safety First

Harry Sheppard

I wonder how many of the rank and file reading the various contributions on the subject of Safety First ever stop to consider the part played by the Mechanical Department in the reduction of the loss of life and limb in the operation of our railroad. I venture to say few.

There is a delicacy in connection with side bearings, springs, flanges of wheels, center bearings, side rods, and innumerable other parts that call for rigid inspection, that becomes almost overwhelming when first studied, and the slightest error in calculation by anyone of them might easily send scores of passengers to an untimely end.

Safety First is a thought that should be uppermost in the minds of all who are concerned with railroad work. To think safe in the first place results in acting safe, and when acting safe means preserving life; then it is decidedly worth while.

The other fellow can help to make it safer for you, but he cannot always save you. Even so each man should think of the safety of others as well as safety to himself, and should do all he can to carry on the humane work of conserving human life and limb.

Every one should be a Safety First Committee unto himself. This means that he should report, or cause to have fixed, anything that may lessen the safety to himself or to others; co-operation in these matters is a benefit to all and will make the railroad a better and safer place to work. So let us begin today NOT tomorrow to do our share and see that carelessness among fellow men is as nearly eliminated as possible and stand by our slogan: "SAFETY ALWAYS—FIRST AND LAST."

Paper prepared and read by Traveling Engineer H. A. Van Brunt at Safety First Meeting held at West Clinton, Ind., on Dec. 16th, 1925, entitled "Safety First—From The Engineers' Stand-point."

In preparing this paper, one has in mind the things the Engineer ought to do to promote Safety, and a discussion of matters covered by the rules is superfluous. Therefore, it is the intention to confine this to things not covered by rules or covered by rules that are not rigidly enforced.

The recent accidental death of a fireman, on a competing line while taking water recalls to mind numerous accidents at water tanks. The Engineer of a freight train can certainly promote Safety by detaching the engine from the train before taking water. The idea prevails among freight engineers that to spot the train at a water tank shows rare ability and saves time, when, as a matter of fact, it wastes time, damages equipment and has injured firemen and trainmen. The slow movement of a train making a spot stop, invites the following train to overtake it while in motion, for water tanks usually are located at the foot of a grade and the following train may not stop for water. With eighty cars and proper manipulation of the brake valve, seven minutes is all the time required from stop to start, if engine is cut off to take water. Delay reports show no delays at water tanks of less than ten minutes, and frequently more, so cutting off should be the quicker and safer way.

The engineer should study train slack control and practice slack control at all times. Ignorance or careless practice of this important phase of the Engineers' duties has resulted in many injuries to trainmen, which could have been controlled by a little study and care. Because some Engineers control train slack at all times and others seem careless in their handling of trains leads one to believe that carelessness could be eliminated if Trainmen would make a detailed report to the proper authority of each case of rough handling giving the number of cars in the train, the location of loads and empties and an explanation of just what occurred, so that the matter could be explained to the Engineer and the trouble corrected.

Sounding a road crossing signal one-fourth mile from the crossing was all right when Grandpa went to mill in an ox-cart, but in these days of gasoline and high power hootch, the whistle must be sounded from the whistling post to the crossing. A freight train running fifteen miles per hour sounds the whistle at the whistling post but the automobile driver three-fourths mile from the crossing, running 45 miles per hour, does not hear the whistle and is due to meet the train at the crossing. The Illinois Commission's ruling is good and if not lived up to an accident occurs, then the Engineer can explain to the Judge. But there is something more serious than a State Law to consider, for if injury or loss of life results from his carelessness, how will the Engineer explain to himself. But little effort on his part will sound the necessary warning.

The Engineer should study the locomotive and the air brake, learn every part of the equipment and inspect it at every opportunity, for a failure of one part may cause injury or worse, not only to himself but to others. He should study the rules and their application and discuss them with others. Every rule spells, "Safety" and ignorance or violation of the rules still causes many distressing accidents. He should learn the Federal defects and report each one found on his engine so that it may be corrected. The purpose of the inspection law is to promote Safety. His spare time should not be spent in dissipation for he needs all his faculties to observe

the various rules and duties imposed upon him, for as he depends upon others for his own Safety, so do others depend upon him.

Because he has so many duties to perform and carries so much responsibility, because he controls the train through sight, hearing and touch and holds the welfare of many in the palm of his hand, there should be nothing done to distract his attention as the least relaxation of vigilance on his part, increases the hazards one hundred fold. He should not be harassed with criticizing messages while on the road. Better to reserve such matters until the trip is completed. The machinery in his charge should be in good condition for the trip so that his mind can be devoted to other things. No man can be expected to give his attention to the welfare of others when his own safety depends upon a cotter key.

The actions taken by the Engineer to promote Safety will never all be told. He is always confronted with, "Do it the right way," when both ways seem wrong. Safety First from the Engineers' standpoint means; Get plenty of rest, be vigilant and careful, observe the rules, use your head, and in case of doubt take the safe course.

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



Charles R. Langan

Nearing His Golden Jubilee

Charles R. Langan, commenced work on the Milwaukee, as freight brakeman; was promoted to freight conductor October 1st, 1882 and became passenger conductor, July 19th, 1887.

Mr. Langan's service has been continuously on the River Division, and among other credits, has the following record:

On Sept. 18th, 1920, Signed questionnaire with reference to proper handling of transportation.

Januray 17th, 1921 Re-examined on standard rules by J. F. Hills.

Oct. 5th, 1921, Passed re-examination on sight, color perception and hearing, in conformity with General Manager's circular of Aug. 1st, 1921. To be re-examined Oct. 5th, 1924.

June 1st, 1923. Passed re-examination on sight, color perception and hearing, in conformity with General Manager's circular of August 1st, 1921. To

be re-examined June 1st, 1926.

May 31st, 1923. Re-examined on standard rules, examined on air brakes by J. W. Blossingham.

During 1925 he was re-examined on standard rules and air-brakes.

Mr. Langan was born January 14th, 1858, enjoys excellent health, and is one of the most popular and trusted conductors in the service.

He numbers his friends by all the people who have ever had occasion to travel on the River Division, and his genial smile and ready accomodation toward the patrons of the company have always registered approval with the traveling public. "Charlie" Langan is the type of man who wins and keeps friends for his employers, and his own personal popularity is, in his esteem, but secondary to the work he is able to accomplish for the good of the service.

What The Switch Engines Say

Within hearing of one of the public schools in Ottumwa, The Milwaukee operates two helper engines on a 1.6 grade to take full tonnage trains up the hill, and recently the children of one of the junior grades of this school were asked to exercise their imaginations in giving their ideas of what the engines were saying as they "puffed and chugged" their way up the grade. This is the interesting report:

The children all found that the engines always have something to say; One of them, according to one of the little girls, complains to the conductor,—"Ten too many, ten too many," Dorothy Moses.

Flossie Myers says the engines say to the people who wait at the crossings; "Beg your pardon, beg your pardon. I'll go first, I'll go first."

To automobile drivers, Arthur Devlin hears them say,—"Have good brakes, have good brakes, you must stop, you must stop."

To the people of Ottumwa traveling to other cities, Edwin Brown hears, "I'll take you up, I'll take you up; but I'll bring you back, I'll bring you back I'll bring you back."

Edith Real hears them tell the pupils of Hedrick School, "I've had a hard pull, I've had a hard pull; so have you, so have you."

Helen Lea says they tell the Ottumwa people,—"At crossings, do be careful, do be careful at the crossings."

To the school children, James Chadwick hears them caution, "Too many careless, too many careless."

Carmen Bottenfield says, "the engine says to me: "You know I'm coming, you know I'm coming; get out of the way, get out of the way."

Ruth Dixon claims they tell the idle pupils to "Speed up, speed up; get busy, get busy."

Dwight King hears them tell the Women's Club, "Nice and nifty, nice and nifty; good work, good work."

To the homes along the tracks, Albert Chambers hears the warning: "Clean up, clean up; pick up your cans, pick up your cans."

It is noticeable that while the messages to the children are all different, according to the different imaginations, they all catch the same rythm and the same feeling to the monotone of the "clickety clack" and the "chug-chug."

S P O R T S

STANDING CHICAGO LEAGUE 3-16-26

	WON	LOST	HIGH	AVERAGE
Aud. Overcharge	54	27	1054	898
Car Accountant	52	29	1000	880
Comptroller	51	30	1034	887
Asst. Comptroller	48	33	999	861
Frt. Auditor	42	39	1007	854
Aud. Station Accts.	32	49	954	833
A. F. E. Bureau	24	57	983	844
Aud. Expenditure	22	59	944	833

INDIVIDUAL AVERAGE

	GAMES	HIGH	AVERAGE
Lange	81	265	189-52
Gavin	81	246	189-10
Gutfahr	75	239	187-70
Treskett	81	243	186-19
Hettinger	78	255	184-20
Dale J.	78	289	183-72
Faus	81	254	183-39
Stowell	69	246	181-14
Dale F.	75	246	181-12
Gentz	69	234	179-27

HIGH TEAM AVERAGE

Comptroller	2871
Car Accountant	2885
Auditor Overcharge	2889

HIGH TEAM GAME

Auditor Overcharge	1054
Comptroller	1034
Freight Auditor	1007

HIGH INDIVIDUAL SERIES

Lange	691
Dale	686

HIGH INDIVIDUAL GAME

Dale	289
Ciesinski	258

SPARES and STRIKES

Chicago League

Double century marks for the past month are as follows:

Dietze	226	172	223	621
Dietze	226	212	178	616
Gutfahr	235	192	235	632
McGowan	217	214	187	618
McGowan	200	216	192	608
McGowan	217	188	233	638
Schell	201	212	193	606
Heyn	223	207	179	600
Lange	182	242	222	646
Gavin	205	202	240	647
Hettinger	246	171	211	628
Hettinger	168	255	181	604
Treskett	191	226	199	616
Faus	216	168	225	609
Balderson	247	157	210	614

Looks as though the boys would put up a few scores in Milwaukee as well as in the National Ry. Tournament in Chicago. Lets go, boys and bring home some of first places this year.

As prophesied by the writer the fore part of the season the League has developed many good bowlers and all one has to do is but glance over the team as well as the individual average and it will be noted that they are the best in the history of the League. Next year we expect to have one of the fastest bowlers that are tied up in other railroad leagues in the country. Right here we would like to appeal to all who have not participated in your own companys' league to make the neces-

sary arrangements to join us. Give your name to the secretary early.

The Auditor of Overcharge took the Comptrollers for a three game trimming, March 16th and thus practically clinched first place. Car Accountants are in second place just two games behind the leaders while the Comptrollers are three games behind the leaders. Some race we would say and many things may happen March 23rd. Look out boys that last night has been fatal to many.

Dale and Faus attended the American Bowling Congress Tournament at Toledo, Ohio and placed well in the doubles prize money with the following scores:

Dale	197	247	172
Faus	180	211	245
	377	458	417 1252

This months steam roller—Ed Haidys 112.

Mr. Barry has evidently been stealing one on the gang, at least we are

suspicious as he has been cracking pins at a merry clip. Did you notice boys how he is kicking those hard spares over.

Tournament News

The big fifth annual Bowling Tournament of the Milwaukee Road Bowlers is on, and you should just see in what wonderful condition the alleys are—all ready for you Gallant Pin Knights to "Bring home the Bacon." The committee is surely more than pleased with the wonderful turnout and not to cause any delay and to make this big event successful, we urge your full support in complying with a few rules which you will find printed in the Schedule.

- 1—Be on hand to bowl each event at the time you are scheduled.
- 2—Captains should register their team for 5 men, double and single events directly upon arrival at which time collection will be made before the bowlers take the drives. This will avoid anyone from interfering while bowling is in progress.
- 3—Captains of 5 Men teams, Bowlers of doubles and singles, must sign score sheet after they have completed the event and receive their duplicate copy of the score sheet from the Secretary.

Follow these few rules and you will assist the committee who will be very busy all during the tournament. We expect to announce the winners directly after the close of the tournament through the following issue of the Milwaukee Road Magazine.

The Schedule will contain the shortest route to the alleys for those arriving from out-of-town and each Captain should notify all of his men requesting them to make a note of same. The route from the Union Depot is as follows:

"Board a "Clybourn Street Car", going west, on the corner of Sycamore and 3rd Streets directly across from the Union Depot. Transfer north on 27th and Clybourn Streets. Board a north bound 27th Street Car which will take you to Vliet Street, on which street the alleys are located. Walk one and one-half blocks east, on the south side of Vliet Street."

Next year's tournament at Chicago or Minneapolis. Cast your vote when you bowl.

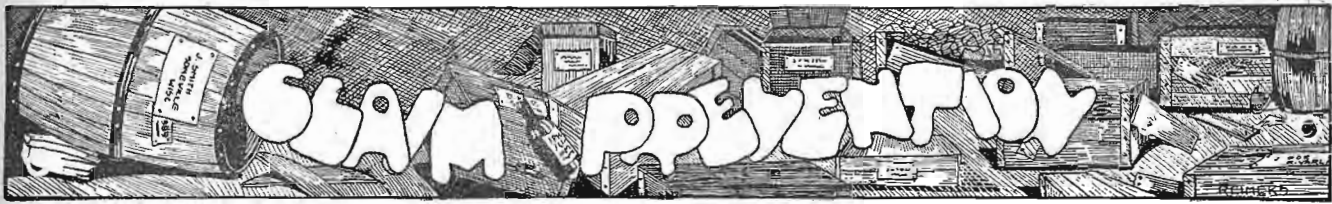
A. J. Epp,
Sec'y. Milw. Road Bowlers,
c/o District Storekeeper,
Milwaukee Shops.

S. C. & D. Items

Mr. Glenn H. Rowley and wife have gone to Chicago where Glenn has accepted the position as Chief Clerk to Mr. C. H. Buford, Chicago. Every one will greatly miss Glenn, his ever pleasing disposition and smiles have won for him scores of friends on this division. We regret losing Mr. Rowley but surely appreciate his promotion and its needless to say, he will make good wherever he goes. Mr. A. H. Asthoff, Division Accountant has accepted the position left vacant by Mr. Rowley in Supt. Bannon's office.

Mrs. Fred Myers, wife of Chief Clerk, Sioux Falls Freight office, underwent an operation on her nose on March 3rd and we are glad to report she is recovering nicely from the effects. Fred says it was not a case where HE hit her on the nose.

A Big Safety First meeting is scheduled at Yankton for March 15th and George Francis, Coal heaver at Sioux Falls has his speech made up and will attend the meeting.



Placing on Freight Bills Notations Covering Loss or Damage of a Certain Amount

It has come to our observation at various times that certain Agents make a practice of placing on freight bills notations covering loss or damage of a certain amount when confronted by the consignee with a statement that such loss or damage has occurred on a specific shipment, and that the Agent, or his representative, in making such notation, does not actually check over the goods to ascertain whether the actual loss or damage corresponds with that claimed.

The importance of this was very forcibly brought to our attention on three inspections which our representatives recently made covering breakage of Bottles in bulk, in connection with which our examinations showed that none of the ascertained breakage exceeded 70 Bottles per car, whereas prior to our inspections the same consignee had received 34 cars on which, according to his statements, the breakage ranged from 300 to 1,250 Bottles per car and on which basis he presented claims. There was another case of a consignee notifying the Agent that there was a breakage of 785 lbs. of Bottles, and on which he received a notation to that effect, this notwithstanding that the car was not tallied by a railroad representative, and that no effort was made to substantiate the claimed breakage. There is a practice among certain consignees to obtain exceptions far in excess of the actual loss or breakage, and I am bringing the matter to your attention in order that Agents and their forces may be instructed to use every effort to substantiate claims before placing an exception on the freight bill or delivery receipt.

With reference to the above, we are sorry to admit that we have found at some of our stations that blanket exceptions are being made on freight bills instead of showing the actual damage, ascertained through an actual check of the damaged shipment. This is not showing the proper loyalty due to the Company and the practice should be stopped in order that the Company's interests may be protected.

Inspection of Clay Products

It has been our observation since establishing clay products inspection service, although on a somewhat limited scale, that frequently shippers, in filling orders for No. 1 Sewer Pipe, load in cars a quantity of No. 2 Sewer Pipe, or at least, pipe which the consignee will not accept as No. 1 pipe. It would further appear that whenever this occurs the consignee rejects the No. 2 Sewer Pie, or what he considers such, because it is not perfect, as well as all Sewer Pipe which do not "ring true" under the hammer test, and all such pipe are set out with other sewer pipe which may or may not have become damaged through negligence of the carrier.

We understand that the consignor or shipper generally makes due allowance to the consignee for all pipe under grade and such pipe as do not "ring true" under the hammer test; but, notwithstanding, we suspect that the consignees and, at times, the consignors, file claims against the carriers for damage in transit and include in claims these off-grade pipe, those which fail to "ring true" under the hammer test, and, also, some defective pipe which owing to its inherent nature would not stand ordinary transportation shocks. Therefore, rejected sewer pipe or tile should always be carefully examined to ascertain if these rejected pipe or tile would come under any of the heads as outlined above and the proper information shown on Bad Order Reports.

Inspection of Cars at Small Stations

It frequently happens at small stations that cars are placed by local train crew for loading by shippers before they are inspected either by the car inspector or by the Agent. In all cases the Agent must remember that he represents the Company at his station and should allow no cars to be loaded unless he has a record of the inspection and should see that a car is properly conditioned before the shipper loads it. Some shippers condition their own cars, but this does not relieve the railroad agent of the responsibility of seeing that the conditioning is properly performed.

Failure to Show Identifying Symbol or Number on Order Notify Bill of Lading

We have lately had quite a few cases of Agents on our lines failing to show on order notify bill of lading, identifying symbol or number marked on the shipment. Rule 6 of the Consolidated Freight Classification reads as follows:

"When consigned to order it must be so marked and further marked with an identifying symbol or number which must be shown on shipping order and bill of lading."

Agents should see that shippers mark their goods with symbol or number and that billing clerk places this information on the bill of lading in such cases.

Acceptance of Household Goods with Freight Charges Billed Collect

We note several shipments of household goods refused or unclaimed at various stations on our line, the freight charges on which were billed collect. Inasmuch as the classification requires shipments of household goods must be prepaid, our Agents at junction points should not accept such shipments from our connections unless the billing carrier shows on the waybill, "Charges Guaranteed." Freight charges must be prepaid on household goods as outlined in official classification and household goods can be accepted with freight charges guaranteed by shipper only on approval by General Freight Department.

To Coopers at Freight Stations and Transfers:

Hospitals are established not because we want to be sick but because we do not take the proper care of ourselves, consequently we require expert attention. The COOPER SHOP is the hospital of the freight house. We don't want to repair shipments but usually owing to carelessness, either of the shipper or some railroad employee, shipments sometimes require expert attention. Good results have been obtained toward overcoming causes that result in loss or damage, but it is conceded there will always be the necessity for a certain amount of reconditioning, and this feature of station operation is closely allied with Freight Claim Prevention.

The primary duty of the cooper is summed up in the following: "Freight not in proper condition for loading into car or delivery to consignee, must be reconditioned. Where loss, damage or pilferage is evident, inventory and record of contents and condition must be made." This is brief and simple, but a great deal depends upon the manner in which it is carried out. Good cooping, combined with careful inventories and an accurate record of work performed, will save thousands of dollars in freight loss and damage claims.

The following suggestions which we have obtained from men with many years of practical experience in railroad cooper shops will, if carefully observed, go a long way toward preventing freight claims:

Place all Damaged Freight in Proper Condition for Forwarding or for Delivery, by Cooping it Right

See that the job is well done and that the freight is put into such good condition that it will reach its final destination without further loss or damage, and without needing further attention. Reconditioning performed by a railroad employee should always be an example to the shipper as well as to the consignee. Poor work does no good and leads others to lose confidence in our sincerity to overcome claims.

Articles Removed from Containers Must be Carefully Repacked

If it is necessary to disturb the contents of a package in order to inventory or to make necessary repairs, try to replace the contents in the same manner as originally packed. The shipper usually knows from long experience the best way in which to pack his own particular product. If any vacant space is left after reconditioning, it should be filled with suitable packing material so that case will be "filled out" and not likely to crush or otherwise cause damage by reason of container being only part full.

Make a Complete Record of all Packages Reconditioned

It is very important that a complete record be kept of all packages reconditioned, showing car number and initial,

shipper, consignee, destination, waybill, tally slip or other reference, kind of container, contents, condition, cause of damage if known, and other details which might be of help to the Claim Department in the settlement of claim. **Exact Inventory of Contents Must be Made**

Where loss, damage or pilferage is evident, make a careful inventory or count of contents, keep full record of same and place complete notation upon waybill or tally slip. The inventory should show number of pieces in package, their description, condition, weight, and if a liquid, the gauge. It is also well to check carefully containers which are larger than ordinarily required for hand-

ling shipment, such as a case for 24 pairs of shoes in which only 20 pairs have been packed. Shipper usually fills in the empty space with packing material or empty boxes. Constant vigilance is required. Remember that the Claim Agent is relying upon your record to give him the facts upon which he must settle the claim.

Proper Forwarding

After shipment has been recoopered see to it that it is connected up with balance of shipment, or if that has gone forward, make sure that proper waybill reference is shown on the free astray waybill, also that the part lot travels via the same route as the original lot so that it can be matched up readily at

destination, thereby preventing a claim. The cooper is often jointly responsible with the stevedor for the proper blocking and bracing of freight in cars. Remember that proper bracing, blocking, and doorway protection at the loading station will often save a lot of work for the cooper at the unloading station. Loss and damage can be prevented only when the exact cause is known. Your practical experience enables you in many instances to draw correct conclusions as to the cause of loss or damage to a particular shipment. Help us cure the evil by making a full report of each case and by giving us the benefit of your practical experience in our effort to eliminate claim causes.

CLAIM PREVENTION BUREAU Freight Claim Payments Years 1924-1925 Classified as to Causes

	1924	Percent- age	1925	Percent- age
	Amount		Amount	
A. Unlocated Loss Entire Package	\$ 88,986.39	8.6	\$ 120,349.13	13.1
B. Unlocated Loss Other than Entire Package	72,433.76	7.0	81,079.27	7.0
C. Unlocated Damage	152,881.01	14.8*	98,679.67	8.3
D. Rough Handling	297,571.13	28.7*	314,937.28	26.4
E. Improper Handling, Loading, Unloading or Stowing	2,067.14	.2	3,024.37	.3
F. Defective or Unfit Equipment	101,760.14	9.8	155,493.85	13.0
G. Improper Refrigeration or Ventilation	31,364.58	3.0*	32,358.70	2.7
H. Freezing or Heater Failure	24,673.76	2.4	43,433.43	3.6
I. Delay	144,385.52	13.9	188,522.17	15.8
J. Robbery Entire Package	11,026.37	1.1*	11,972.28	1.0
K. Robbery Other than Entire Package	14,020.00	1.4*	10,816.14	.9
L. Concealed Loss	6,504.99	.6	7,589.23	.6
M. Concealed Damage	29,363.30	2.8	54,079.35	4.5
N. Wreck	42,061.14	4.1	49,480.33	4.1
P. Error of Employee	17,284.20	1.7*	18,335.68	1.5

FREIGHT CLAIM PAYMENTS YEARS 1924-1925 Classified as to Commodities

	1924	Percent- age	1925	Percent- age
	Amount		Amount	
1. Boots and Shoes	\$ 17,865	1.5	\$ 11,991	1.2
2. Clothing, Dry Goods, Notions	36,707	3.7	29,167	2.8
3. Butter, Cheese and Dairy Products	15,022	1.3	11,848	1.1
4. Eggs	36,870	3.1	33,042	3.2*
5. Fresh Fruits and Vegetables	193,328	16.0	134,386	12.9
6. Live Stock	188,342	15.8	190,466	18.4*
7. Meats, P. H. P., Poultry, Game, Fish	38,456	3.2	15,725	1.5
8. Hides, Leather and Wool	7,833	.6	2,720	.3
9. Grain	108,723	9.1	110,913	10.7*
10. Flour and Other Mill Products	39,437	3.3	30,676	2.9
11. Sugar	21,478	1.8	18,279	1.8
12. Groceries	14,411	1.1	12,263	1.2*
13. Liquors and Other Beverages	4,332	.3	3,951	.4*
14. Tobacco, Cigarettes and Cigars	18,756	1.5	12,899	1.2
15. Cotton	589	.0	1,043	.1*
16. Furniture (New)	46,435	3.9	45,841	4.4*
17. Household Goods	9,708	.8	8,339	.8
18. Glass, Glassware and Crockery	21,400	1.8	21,572	2.1*
19. Stoves, Furnaces, Radiators and Parts	18,595	1.5	19,667	1.9*
20. All Other Iron and Steel Articles	10,187	.9	8,545	.7
21. Automobiles, Trucks and Accessories	30,917	2.6	25,303	2.4
22. Agricultural Implements and Vehicles	12,215	1.0	9,531	.9
23. Cement, Lime, Plaster, Clay and their Products	57,556	4.8	48,827	4.7
24. Coal and Coke	29,590	2.8	18,783	1.8
25. Lumber, and Forest Products, Sash, Doors & Mill Work	17,796	1.3	18,742	1.8*
26. Petroleum and its Products	13,497	1.1	16,021	1.5*
27. Vegetable Oils	4,969	.4	3,824	.4
28. Canned Goods	17,575	1.4	12,842	1.2
29. Candy and Confections	3,864	.3	2,901	.3
30. Silk (Raw and Manufactured)	1,385	.1	311	.0
31. All other Commodities	158,197	13.3	157,540	15.2*
	\$1,193,771	100.0	\$1,036,893	100.0

* These items show an increased percentage of total payments in 1925 as compared with 1924.

SAFETY LAST

Lies slumbering here one William Lake; he heard the bell, but had no brake.—*Detroit News*.

At 50 miles drove Allie Pidd; he thought he wouldn't skid, but did.—*Rome Times*.

At 90 miles drove Eddie Shawn; the motor stopped, but "Ed" kept on.—*Little Falls Times*.
Here he sleeps, one Johnny Fonker; he rounded a turn without a honker.—*Scranton Scrantonian*.

Down in the creek sleeps Jerry Bass; the bridge was narrow he tried to pass.—*Wilkes-Barre Times-Leader*.

Beneath this stone sleeps William Raines; ice

on the hill; he had no chains.—*Harrisburg Telegraph*.

Here lies the body of William Jay, who died maintaining his right-of-way.—*Boston Transcript*.

And here's what's left of Samuel Small; he paid no attention to "slow" signs a-tall.—*Capper's Weekly*.

Here lies all that's left of Harry; at the railroad crossing he did not tarry.—*Railway Life*.

John William Jones lies under this thistle; he didn't heed the choo-choo's whistle.

A young woman goes upstairs at 7:45 to dress for the evening. She is nineteen years old and weighs 102 pounds. State the wait of the young man downstairs.

Magazine Agent—"Is the lady of the house home?"

Maid(smiling)—"No; come right in."
—*Minn. Ski-U-Mah*

Professor: "Who was the greatest inventor?"
Student: "An Irishman named Pat Pending."

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

On April 24th, the General Officers and Executive Board will give an informal Dance in the Crystal Ball Room of Hotel Sherman, Chicago, for the purpose of raising funds to carry on the relief work among the sick and needy members of The Milwaukee Family. Five thousand tickets have been printed and it is expected these will all be sold. The party will be entirely informal, meaning that the men are not expected to appear in evening dress; while the ladies will of course look as pretty as possible, although not in full evening dress. The Grand March, led by the President-General, Mrs. H. E. Byram, with Mr. Byram will take place at ten P. M., but dancing will begin at nine. **EVERYBODY COME.**

Chicago Chapter

Laura Rhae Hanscom, Historian

The regular monthly meeting of the Chicago, Milwaukee and St. Paul Ry. Women's Club was held Saturday, March 13th 1926, in the Fullerton Avenue club rooms. Immediately after luncheon the regular business meeting was held. The nominating committee presented a list of names for officers of the Fullerton Avenue unit and the following were unanimously elected:

President Mrs. Carpenter Kendall.
1st Vice President Mrs. O. P. Barry.
2nd Vice President Mrs. C. L. Whiting.
Treasurer Mrs. H. J. Hanson.
Recording Secretary Miss Agnes Howard.
Corresponding Secretary Miss Lila McGee.
Historian Miss Cora Blodgett.

A rising vote of thanks was given Mrs. Grant Williams, President of the Chicago Chapter for her deep and sincere interest in the Club and in appreciation of her splendidly conducted meetings.

The card party held at the Davis Tea Rooms on Saturday, February the 20th was attended by over two hundred, more than forty prizes were awarded for high scores in Bridge, Five-Hundred, Bunco and Door prizes. One hundred and eighty-nine dollars was turned into the Treasury by Mrs. Alfred Scharenberg, who had complete charge of all arrangements and conducted the party in a successful and pleasing manner.

As a result of the membership drive two hundred and sixty-two new names have been added to the roll.

The first Annual Informal Dance of the General Governing Board of the Chicago, Milwaukee and St. Paul Railway Women's club will be given in the Crystall Ballroom of the Hotel Sherman on April the 24th, 1926. Dancing at nine o'clock. Tickets seventy-five cents per person.

Union Station Unit Chicago Chapter

The Union Station Unit of the Chicago, Milwaukee & St. Paul Women's Club has entered upon its social career the occasion being a bunco and card party given the evening of March 2nd, 1926, in Room 340, Union Station.

For various reasons, it was thought best to confine the first experiment in social activities to members only and therefore no guests were invited. Our members, however, responded gallantly, there being some twenty tables. Bunco, 500 and Bridge were played, with Bunco way in the lead, 500 second and those who preferred to struggle with the deeper problems of Bridge bringing up a close third.

The presence of a number of our members from the Fullerton Avenue Unit was greatly appreciated, as was also the presence of some of our own members who deserted home and family at the most important hour of dinner just to be with us, and we thank them for their interest and company.

Prizes were plentiful—a profusion of dainty "nosiery". After cards, those who desired some relaxation had the opportunity of Charlestoning to the strains of a loud speaker (radio) which was kindly loaned to us for the evening.

The entertainment committee is to be congratulated upon the success of its first effort and encouraged to make the next one a more pretentious affair that we may share with our friends.

Tomah Chapter

Mrs. Henry Thom, Historian

Tomah Chapter entertained their husbands and families at a six o'clock dinner February 16th. About one hundred and forty people enjoyed the fine supper, and the program given by some children of the Club members.

The Social Committee remembered those who were unable to be present by sending them boxes of food.

All who were present reported a fine time. A meeting of this Chapter was held at the Community room, Wednesday evening, March 3rd. A program consisting of a reading given by Mrs. Benjamin Shaw, also a reading by Miss Ada Last. A talk was given by Mr. Alban Schneller, on the subject "House Furnishing" with illustrations. He was a representative from the Tomah Cash Mercantile Company.

Twin City Chapter

Mrs. F. J. Ober

Since putting over the dance of Feb. 9th, which was the important social function of that month, the Twin City Chapter has held three regular meetings, the Gen. Com. meeting, the Board meeting and the the Gen. Monthly meeting.

The General Committee meeting, held at the Club room on February 21st, was attended by 50 members.

At this meeting, Mrs. L. I. Johnston, our president, presided, and after a few introductory remarks, sent the various committees to their appointed rooms, there to transact their individual business, afterwards, to convene again in the Club room to be entertained by a group of well-chosen readings, given by Mrs. R. L. Savory. Light refreshments were then served, and after a social hour or so, the meeting was dismissed.

Reports of the several committee heads were read, and many things of vital interest to the club were discussed pro and con.

Mrs. Dodds, chairman of the Program committee reported that her committee would put on a musical entertainment on March 19th the proceeds to be used to defray any expenses which might arise in the acquiring of suitable talent for our general meetings.

It was voted to hold a large general committee card party some evening in April.

A cafeteria supper, to be sponsored by the Social Committee, and to be held some time in May was also suggested and met with approval; it being our policy to give at least one big social affair each month.

On Monday evening, March 1st, the regular general meeting was held at the club's own hall at 1533 E. Lake St.

Altho a good-sized blizzard was raging, there was one of the largest "turnouts" that we have had this year.

The meeting opened with a "song" led by our able Mr. Bantley, after which a short interesting talk was given by our president, Mrs. L. D. Johnston. Reports were read by the Secretary and by the Treasurer, and were approved as read, and then the meeting was turned over to the entertainment committee.

First we listened to a group of songs charmingly rendered by Miss Mae Salsbury, then little Miss Gwendolyn Stinger gave an exhibition of acrobatic dancing, and this was followed by a group of readings by the granddaughter of one of the Milwaukee's oldest employees (in point of service.)

Two songs graciously rendered by Mr. A. G. Bantley, accompanied by Mrs. J. H. Foster, closed a most interesting and well chosen program.

Mrs. W. M. Weidinhhammer and her corps of assistants then served refreshments in their usual easy and efficient manner, and everyone, I am sure went home feeling well repaid for the effort put forth in braving one of the worst storms of the winter.

Green Bay Chapter

Mrs. H. C. Ballard, Historian

On Thursday March 4th the regular meeting was postponed and instead we held a social gathering or farewell party for Mrs. F. C. Dow who was leaving for Beloit. Cards were played and refreshments served by the Hostess Committee.

On March 11th we held our regular business meeting in the Green Bay Passenger Depot—Meeting was well attended—considerable business transacted and a good time enjoyed by all present.

On February 15th the Ways and Means Committee with Mrs. W. H. Hart as Chairman gave a Novelty Dance—which was quite a success—every one came in costume and a fine time had by all.

On March 20th the Purchasing and Sunshine Committee, with Mrs. W. E. Bartlett and Mrs. A. L. Jeffers as Chairmen, will sponsor a Food Sale.

The Social Committee, with Mrs. Archie Basche as Chairman, are planning on giving a dancing party April 15th at the Legion Hall.

Following are a list of the Chairmen of the various committees for the following year:

Mutual Benefit—Mrs. E. T. Redline
Membership—Mrs. Chas. J. Heymann
Ways and Means—Mrs. W. H. Hart
Sunshine—Mrs. A. L. Jeffers
Purchasing—Mrs. W. E. Bartlett
House—Mrs. T. M. Brady
Social—Mrs. Archie Basche
Programme—Mrs. Jas. J. Kocha
Publicity—Miss C. E. Browning
Constitution and By-Laws — Mrs. S. H. Vaughan
Auditing—Miss Magdalen Browning
Hostess—Mrs. H. J. Culbertson

Aberdeen Chapter

Mrs. A. F. Maschke

The dance given at the Roof Garden by the Women's Club was very well attended. Music was furnished the the Jazzy Junior orchestra. Much credit is due the committee Mmes. Ross, Donohue and Phelps for the success of the dance.

Mmes. Richards, Waller, Stager Culey and Barndt, Donehower, Williamson and Ross gave the second of a series of card parties in the club rooms March 9th. Bridge was played at thirteen tables, Mrs. O. W. Hiddleston and Mr. Richards won the high scores. Mrs. Reese and Supt. J. E. Hills consolations, at the source of the evening the committee served a dainty lunch.

The third card party will be given March 23rd by the following committee: Mmes. Adams, Kauppi, Barrett, Kelly Wilkinson, Berg, O'Brien and Miss Cully. It is hoped that as many as possible will reserve their tables early so that the committee may arrange accordingly.

A Kensington is to be held March 30th at 2:30 in the club rooms for all members and their friends who do not play cards nor dance. The afternoon is to be spent making card table covers for the ten new card tables recently purchased. A lunch will be served at the close of the afternoon.

As the club has purchased new dishes—it was decided that each member would donate a teaspoon and a fork. Now we are anxiously waiting the installation of our new electrical stove to complete our kitchen.

Beloit Chapter

Mrs. Fred Miller, Historian

On Feb. 16th the C. M. & St. P. Women's Club held their second annual dance at the K. C. Hall. The hall was very prettily decorated with railroad lanterns and white and green flags. Even Engineer Gilberts engine No. 1169 was called upon to part with its headlight for the occasion.

The dance was a great success due to our Social committee, Mrs. W. Hughes, Mrs. Tom Crago and Miss McDonald.

Mr. Brennan from Janesville "tripped the light fantastic" and showed us all the Charleston stunts. We have tried them but some how or other our feet won't do their stuff. Maybe it's because we haven't got that little straw hat.

Our regular business meeting was held at the passenger depot March 3rd, with quite a large attendance. Much important business was discussed. After the meeting refreshments were served by Mrs. Rush, Mrs. Fred Artlip and Mrs. Harvey Spear.

The many friends of Mrs. F. F. Black will be glad to hear that she is out of the hospital and is getting along splendidly.

A shower was held at the home of Mrs. W. McIntyre for Mrs. Taylor. The Taylors are the proud parents of a baby boy born March 10th at Beloit General Hospital. Mother and Baby doing nicely.

Savanna Chapter

Minnie Seitzberg, Historian

The Savanna Chapter of the C. M. & St. P. Women's Club, held its regular meeting Wednesday Mar. 3rd in Royal Neighbor Hall, with about 50 members present.

The minutes of the last meeting were read and approved, and reports from the different committee chairmen. The clerical Committee is a busy one as there has been so much sickness, among the members.

A Food Sale is being planned by the Ways and Means committee. After the business, cards and refreshments were enjoyed.

Since our last meeting we are again called upon to part with our President, Mrs. C. A. Urbutt.

It is going to be hard to fill her place as she surely has endeared herself to everyone, by her sweet way, and all regret very much to see her leave.

A farewell party is being planned in her honor.

Counsel Bluffs Chapter

Mrs. Ed Lee, Historian

The regular February meeting of the Counsel Bluffs Chapter was held at the Eagles small hall on the 25th.

We were all very glad to have our Pres. Mrs. M. Gallagher, with us again after an absence of two months during which time she accompanied her husband on an extended southern

trip for the benefit of his health. Mrs. Goodwin won the prize in our raffle. The minutes were read, also the other committees reporting on their work. Our contest drive closed at this meeting, with 37 new members added to our membership. Our club is still in its infancy, but with the addition of these new members we are expecting to accomplish much good during the coming year. Mrs. B. A. Olson and her team were the winners.

There will be a party on the eve of March 20th at the Eagles small Hall for all members and their families under the direction of the losing team of which Mrs. W. A. Failor is captain. A large crowd is expected and a good time is assured to all who attend. An invitation is extended to all members who may be visiting our city. After the business meeting Miss Helen Hough gave two very interesting readings which was followed by light refreshments.

Miles City Chapter

Milwaukee Woman's Club of Miles City met in their new Club house Friday evening Jan. 29th. An unusually large crowd attended the meeting, and a very enjoyable program was presented. Enthusiastic applause greeted the male quartet composed of Messrs. Clevenger, Farr, Toombs and Nelson. Miss Berle Bigham delighted her audience with her clever interpretations of "In Granny's Day" contrasting the manner of the girl of days gone by with the flapper of today. Gerald Pratts readings were also well received.

This being the time for election of officers, the following ladies were elected: Mrs. Edward Murray, President; Mrs. Thos. Brown, 1st Vice Pres.; Mrs. H. E. Thompson, 2nd Vice Pres.; Mrs. Edith Petterson, Recording Secretary; Miss Helen Kirwan, Corresponding Secretary and Mrs. Fred Amidon, Treasurer. Mrs. Alex Bugby was appointed Historian and Mrs. A. C. Bowen, Chairman of the Courtesy committee.

After the business meeting adjourned a social hour was enjoyed and lunch served.

Appreciation was freely given the various committees for their very efficient work. A rising vote of thanks was given Mrs. Geo. Cobb, retiring president for her untiring efforts in behalf of the organization during the past year.

Milwaukee Chapter

By Historian

The regular monthly meeting of the Milwaukee Chapter was held February 15th, at 8:00 P. M., in the Depot Club Rooms. The President appointed the following Committees for the coming year:

Constitution and By Laws

Mrs. Precin, Chairman

Mrs. Thompson and Mrs. Carrick.

Ways and Means

Misses Elsie Pritzlaff, Chairman, Irma Knoll, Leone Schultz, Mrs. Woodworth and Mrs. C. U. Smith.

Mutual Benefit

Mrs. Strauss, Chairman, Mrs. Czmanski, Mrs. Prohl, Mrs. Jensen.

House and Purchasing

Mrs. E. A. Lalk, Chairman, Mrs. McAuliffe.

Mrs. Austerman and Mrs. Reibold.

Social

Mrs. Hodge, Chairman, Mrs. O. B. Mill, Mrs. H. Montgomery, Mrs. O'Gar, Mrs. Klug, Mrs. Zuehr.

Telephone

Mrs. Thiele, Mrs. Townsend.

Programme

Mrs. Wightman.

Auditing

Mrs. Davis, Chairman, Mrs. O'Neil, Mrs. Lillie.

Mrs. Juneau attended a meeting of the General Chapter in Chicago. Mrs. Cassell attended the meeting of the County Federation of Women's Clubs and read the outline of the Club.

Miss Bady of the Home Economics Extension Dept. of the U. of W. said a few words in regard to her work here, which has to do with the selecting and preparing of proper foods.

Miss Nellie Van Kooy, President of the State Nurses Assn. will give a lecture on the 'Tubercular Crusade at the March meeting.'

Mrs. F. E. Devlin of Beloit and Mrs. N. P. Thurber of Wausau were visitors for the evening.

After the meeting, an old fashioned dance was held and if you could not dance the old time dances, you weren't in it! Mrs. Sandberg and Mrs. Pokorny took turns at the Piano and Mr. G. Finch did all the fiddling that was to be done. A great time was had by all, but—!—don't miss the April Party, which is to be a Hard Time Party.

A card party was held in the Club Rooms March 1st,—there were seventeen tables. This was wonderful, considering the terrible stormy night. Another card party was held Tuesday afternoon March 9th,—ten tables filled and many lovely prizes.

Mrs. C. B. Thompson, L. B. Jenson, N. Kaiser, C. E. Hodge, Harry Montgomery, Katherine Gross, Jeanette Cassel, Misses Irma Knoll, Elsa Pritzlaff, Members of the Milwaukee Chapter, C. M. & St. P. Ry., Women's Club, assisted Mrs. Jas. Ratcliffe, Pres. Mil. Co. Federation Women's Clubs and Mrs. B. Fuelleman, Pres. Home Economics Club and Chairman of Hostess Committee, at a cooking school given by the Milwaukee Sentinel, at the Auditorium in Milwaukee, March 2, 3, 4 and 5th, with Miss Jessie De Both of the Home Makers School, Chicago, as demonstrators.

There was an attendance of over 10,000 people. Friday evening nearly 3,000 people were turned away.

Bensenville Chapter No. 3

Mrs. L. Knowles, Historian

Friday evening Feb. 12th, the Ways and Means Committee of Bensenville Chapter gave a Valentine Party in the Club House. It was great. Everyone had so much fun. There were games, contests, valentines, refreshments and dancing. The Club House was decorated with flags and valentines—the flags in honor of Lincoln, on whose birthday, the party occurs; and the valentines to do honor to good St. Valentine.

On Wednesday afternoon February 24th, Chapter No. 3 was honored by a visit from Mrs. Heman Field, wife of the General Counsel of the railroad. Mrs. Field gave a very interesting talk on Japanese Art, illustrating her subject with selections from her own collection of Japanese prints—all antiques. After her talk, Mrs. Tonnins presented Mrs. Field with a beautiful corsage in behalf of the members of the Chapter. Miss Myrtle Franzen of the High School Girls' Glee Club closed the program with two piano solos. The meeting was then turned over to the Social Committee who served a very delicious lunch. The Club House was decorated with ferns and palms through the courtesy of Mr. Dunteman, our local florist.

Mrs. Field was entertained at luncheon by Mrs. J. Bodenberger, President of our Chapter.

We wish to acknowledge the receipt of some handsome gifts from Mrs. McKinney, Mrs. Harney, Mrs. Cooper, Mrs. G. Bains, Mrs. J. Rands and Mrs. J. Bartholemey. Also to Mr. Earhart for the pipes in the cloak room and

putting up same; and to Mr. Wyskoff for the signs and the kitchen shelves.

There are now two big signs on our Club House, reading Woman's Club, Bensenville Chapter No. 3, and a C. M. & St. P. Ry. emblem in the left hand corner. They are very nice, and are placed through the courtesy of Mrs. O'Donnell, Chairman of the Program Committee and Messrs. Wyckoff and Bodenberger.

On Wednesday March 3rd, the regular monthly meeting was held in the Club House. The meeting opened with Club songs.

Our Club room is now, with its new grey shades, fully furnished. A Landscape Committee was appointed to plan the shrubbery, etc. for the grounds, consisting of Mmes. Gibson, Freeman and Steffen.

Plans for a park in Bensenville have been under way for a long time, and our Club will work with other clubs toward accomplishing that purpose. Mmes. Craigmile, Capoot and Sampson were appointed as the Park Committee.

Letters from several people thanking us for flowers and help given during recent illness,

were read. A silent prayer was offered for one sick member.

Mr. Tom Mattes was elected an honorary member of our Club. The Ways and Means Committee reported the net proceeds of the Valentine party were \$20.80.

The program for the afternoon consisted of vocal duets by the Misses Roderick and Coomb; Piano solo, Miss Irene Seilkop, a one act play directed by Miss Harris, "Enter The Hen" given by members of the High School. The meeting then adjourned to a social hour.



The Womanless Wedding

The Womanless Wedding

Presented by
C. M. & St. P. Ry. WOMAN'S CLUB

Music Orchestra
Vocal Solo Harry Taylor
Music C. M. & St. P. Male Quartette

CAST OF CHARACTERS

Twin Sisters of Bride	Eddy Biesecker
Black Mammy	Parl Vance
Grandmother	C. M. Wilson
Sambo	Chas. Anderson
Mother of Bride	George King
Butler	Albert Crooks
President and Mrs. Coolidge	Harry Taylor
Aides to President	James Lord
Pavlova	Alfred Clifford
1 9 2 6 Flapper	Jack Minturn
Charley Chaplin	Jack Bennett
Miss Samantha Smithers, Maiden Aunt	Fred Swarm
Geraldine Farrar	David Watson, Jr
Potash & Perlmutter	Wm. Jones
Harold Lloyd	Wm. Trough
Tom Mix	George Farris
May Murray	Brown Swarm
Little Lord Fauntleroy	James Hancock
Theda Bara	Wm. Smallfield
Harry Lauder	Chas. Gregory
Jiggs and Maggie	W. C. Haynes
Wesley Barry	Harry McKinley
Minister	Russell Galentine
Bridesmaids:	LeRoy Gibson
John Dobson	John McBrien
George Hirt	Edward Roche
Charles Duggins	John Dobson, Jr.
John Cole	Fred Swarm
Harry Numbers	Raymond Burton
Louis Lee	Harry Trissler
Ushers	John Meirs
Groom	John Bammer
Ring Bearer	LeClaire Lambert
Maid of Honor	Brainard Martin
Flower Girls	Frank Burkett
Bride	Clay Gallentine
Train Bearer	George DeRulle
Jilter Lover	Chester Lord
Policeman	Preston Vanbuskirk

Kansas City Chapter

Kansas City Chapter met Sat. Feb 20th at the Kupper Hotel with a good attendance.

"The Womanless Wedding" given by the Club Feb. 15th at Drexel Hall, was a rousing success.

Mrs. Gibson our Pres. and Mrs. J. Banner, Chairman of the Ways and Means Committee are to be complimented on the efforts that were put forth to make this play the success it was.

We didn't know our Husbands and Sons did make such good-looking women until they put on female attire. We wish to thank all the men who so willingly took a part and filled it beyond our expectation.

The remainder of the evening was given to dancing.

Mason City Chapter

Mrs. G. W. Stevens, Historian

The regular monthly business and social meeting of Mason City Chapter was held in the club rooms on February 26th. The meeting was well attended, about one hundred being present. After community singing several beautiful solos were given by Mrs. W. F. Ingraham, wife of our new superintendent, which were greatly enjoyed. After the business meeting a "get acquainted" contest was held, each member being given a sheet of paper and a pencil, all beginning about the same time and writing her own name down, then going to each other member and getting her to write her name on your paper in five minutes. It was a very exciting five minutes. Mrs. G. W. Stevens won the prize.

Our next meeting was a benefit card party given on March 12th, at which the Club netted more than fifty dollars. Twenty-three tables of five hundred were played, with Mrs. Holmes winning the highest score and Mr. Montgomery the lowest score. The women employes in the local offices here planned the affair and sponsored the sale of tickets. St. Patrick's Day decorations were used and at the close of

the game, supper was served. The following program was given during the evening: Violin solo, Miss Myrtle Waller, accompanied by Miss Naldrea Hodges; vocal solos, Mrs. G. W. Stevens and Miss Eva Wilhelm, accompanied by Miss Hodges.

Tacoma Chapter

Mrs. J. W. Stevenson, Historian

Tacoma Chapter held a six o'clock dinner in the dining room of Odd Fellows Temple, February 23rd. This was the first dinner given by the Club and was pronounced a most successful affair by all present.

About two hundred members—railway employees and their families attended. After the dinner, an interesting program of music and readings was given. The regular March meeting was held in Odd Fellows Hall Friday, March 12th. Reports of various committees were read. The hospital committee reported many calls on the sick in hospitals, and among those who, through sickness or lack of employment, are in need. A penny collection for the sunshine fund was started. After voting to hold a card party at our next regular meeting, the Club adjourned, to meet on March 26th.

Sioux City Chapter Notes

Ruth Bershon, Historian

Tuesday, March 2nd the first business meeting of the month was held in the Continental Hall. Due to the resignation of Mrs. G. H. Rowley, who has been the secretary of the Sioux City Chapter since its organization, on account of Mr. Rowley having been transferred to Chicago, a special election was held, and Mrs. L. H. Rabun was elected to fill the vacancy.

Three new members were brought in, and they are Mrs. Anna Kane, Mrs. W. J. Patton, and Mrs. Robert Schenck. Mrs. F. L. Paul, recently here from Montevideo, Minnesota, was also at the meeting.

A Membership and Finance drive was planned, and it was decided to conduct the campaign under four captains, Mrs. U. S. LaBreck, Mrs. Ernest Hopkinson; Mrs. B. O. Searles, and Mrs. E. A. Thomas, under Mrs. L. A. Cline, the General Chairman of the Ways and Means Committee. Each captain will have a certain number of women working in co-operation with her, and we foresee some new and ingenious methods of raising funds, and also quite a little bit of stiff competition between the competing teams.

Mrs. W. A. Jenkins, Chairman of the Welfare Committee, reported on the work being done, and several new cases were brought up for consideration before the members.

A program was given after the meeting, by several members of the chapter.

The Sioux Falls Chapter has extended an invitation to the members of the Sioux City Chapter to attend a dance given at Sioux Falls on April 13th, and as many of the members as can conveniently attend have planned to do so.

The card party given Tuesday night, February 16th, was a huge success. About 130 were present, and the evening was spent in playing bridge and 500. High score for bridge for the men was won by W. C. Givens, and high score for the ladies by Mrs. L. H. Rabun. Mrs. Art Moore held the lucky number for the door prize. Mr. Harris of the C. & N. W. captured the high prize for the men at 500. Refreshments were served later in the evening. Mrs. C. S. Rifenbark was chairman of the committee in charge of the card party, and she and her fellow workers are to be congratulated on their excellent work.

Mitchell Chapter

Florence Paullin, Secretary

Mitchell Chapter entertained their husbands and families at a dinner in the K. C. Hall Monday evening Feb. 15th, 1926. Plates were laid for 380 people and every chair was occupied, many having to be served standing. The committee in charge had made ample arrangements for caring for the big crowd as well as providing a splendid program. After dinner was served a series of speeches followed. The local chairman, Mrs. S. M. Grunland, presiding made a brief address; welcoming the guests in behalf of the organization and emphasizing the object of the organization and pointing out the three fundamental parts necessary in any organization which she said were: 1st organization, 2nd, co-operation and 3rd service, closing with the statement that the hall filled to its capacity spelled the word "Co-operation" for the Mitchell Chapter.

At this point the chairman turned the meeting over to Florence Paullin who had general charge of the program of the evening. Miss Paullin introduced the speakers in order, calling first upon Mr. C. H. Bradbury who represented the Locomotive Department. Mr. Shely then spoke for the Transportation Department. Mr. Willtrout, newly appointed trainmaster for the division, complimented the ladies on their splendid service and on the work being done by the local chapter. He stated that he looked forward with pleasure to his associations and the friends he planned on making at Mitchell. Miss Paullin, also stated that she was saving the best until the last and the real speaker of the evening was introduced, Mr. G. P. Hodges, DMM, of Mason City, Iowa, who gave a most inspiring address. Beginning with a brief history of the CM&St.P Railroad and of the accomplishments of the "Safety-First Movement", emphasizing the fact that for the sixth consecutive year the Milwaukee Railroad had carried over one million passengers without a single injury, and adding that their next line of defense was the splendid Women's Organization, known as the CM & St. P Women's Club, unique in the fact that it reaches from Chicago to Tacoma, Wash., a unit of which represents every division point. He assured the local members that success or failure lies within its own borders. Closing with the admonition from Divine authority that only the willing cross bearer is worthy of reward. He said it was not the cross that we have to bear but it is how we bear it that is worth while.

Following the speeches a splendid musical and social program was given as follows: Cornet Solo, Mr. Carl Lindquist; Reading, Miss Henrietta Theise; Violin Solo, Edward Sebastian; Folk Dance, Delores McComish and Mary Simon; Reading, Edward Rood; Vocal Solo, Andrew Rood; Reading, Evelyn Wiph.

Decorations were of orange and maroon, the colors of the Milwaukee Passenger cars. A very unique way of finding partners for the supper was demonstrated by pinning a red heart on the men and a white heart on the women. These hearts were numbered and partners were found by corresponding numbers.

Later in the evening dancing was enjoyed by all, music being furnished by Engineer C. R. Wallis and family.

Much credit is due to the committees in charge who were, Mrs. Fred Roggee, Mrs. R. C. Paullin, Mrs. Oscar Andres, Mrs. Cecil Lynn, Mrs. Theo. Reise, Mrs. T. W. France, Mrs. G. Kearney, Mrs. J. C. Bradbury, Mrs. Floyd Philpps and Mrs. Jack McGrath.

Terre Haute Chapter

Mrs. P. V. Bailey, Historian

Although a preliminary meeting had been held on January 16th, the Terre Haute Chap-

ter of the Milwaukee Women's Club was not formally organized until January 30th. At this time a banquet was held at the Terre Haute House. Mrs. H. E. Byram, president general, Mrs. Carpenter Kendall, treasurer general, Mrs. Elizabeth Peterson, recording secretary general, were guests of the Chapter. They gave very interesting talks on the work of the organization.

Officers for the first year were elected as follows: Mrs. T. P. Horton, president; Mrs. C. W. Pearce, first vice president; Mrs. W. W. Griffith, second vice president; Mrs. Roberta Bair, recording secretary; Miss Alice Church, corresponding secretary; Mrs. F. B. Curtis, treasurer, and Mrs. P. V. Bailey, historian.

About seventy-five women were present and became charter members of this chapter.

The second meeting was a business meeting held on February 15th at the K. of P. Temple with a large number of the members present. Committees were appointed with the following as chairmen; Mrs. E. L. Kenney, By-Laws and Constitution, Mrs. W. D. Barnes, Mutual Benefit, Mrs. George Schumaker, membership, Mrs. Rollie Blackwell, programme and social, Mrs. H. F. King, ways and means, Mrs. T. J. Lentz, house and furnishing, and Miss Marie Stwally, auditing.

The date for the next meeting was set for February 25th at the Vigo Baking Co. Club Rooms with a general good time promised.

Since the last meeting, the mutual benefit committee found that an employe of the car department had been off work for three months on account of sickness and had a wife and five children to support. The mother is trying to make a living for the family, but can not make very much and the family are in destitute circumstances. As there were no funds for this committee, they asked each member to donate. The members responded with food and clothing. It is hoped that in this way this family can be helped for the time being.

Even though, this chapter is in its infancy, the officers and members are co-operating to make it a growing and working organization in this community.

Wausau Chapter

Edna C. Larsen, Historian

Wausau Chapter held its last regular meeting at The Business and Professional Women's Club on Tuesday afternoon, February ninth.

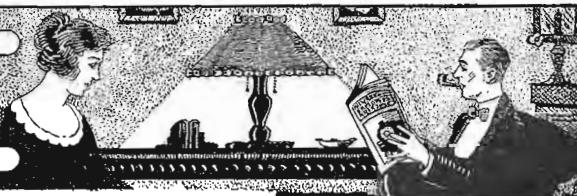
It was decided to hold a food sale at the Wausau Tea & Coffee Store on Saturday afternoon, Feb. 20th. Mrs. Phillip Lennert, Mrs. H. M. Gilham and Mrs. John Schultz were appointed a committee to make the arrangements. It was decided to hold a Guest Day Party at the Business and Professional Women's Club on Tuesday afternoon, March 16th, with the following hostesses: Mrs. Leo Ziebell, Mrs. Clara Rege, Miss Margaret McGinley, Mrs. Joe Shira, Miss Ruth Rosenberry, Mrs. Julie Manhart, Mrs. Byron Thiele, Mrs. Lawrence Nowitzke, Mrs. T. H. McCarthy and Mrs. J. P. Horn. Miss Margaret McGinley was appointed Corresponding Secretary.

Plans for future benefit work were discussed, also for a membership drive. Cards were the diversion of the afternoon, favors being won by Mrs. John Schultz and Mrs. C. H. Conklin, Jr., in bridge, and in five hundred by Mrs. Phillip Lennert and Mrs. Harry Norberg.

The out of town guests were Mrs. Aug. Morin, Mrs. Myron Welty and Mrs. Harry Norberg of Tomahawk.

A cafeteria lunch was served by the hostesses: Mrs. M. M. Harrington, Mrs. A. W. Warner, Mrs. Ed. Callahan, Mrs. Chas. Lattimer and Miss Edna Larsen.

AT HOME



HAZEL M. MERRILL, Editor



Tyler, 3 Years Old. Son of Harold Norton, City Freight Agent, San Francisco

Fashion Radiograms from Gay Par-e-e

Fundamentally, the silhouette remains slender, with hidden flares, plaits, flounces, and circular hem lines. Skirts are short, about fourteen inches from floor, except for evening gowns, which often touch the ankles. The gored skirt with the umbrella effect is quite chic and very new. Mushroom plaits and accoridian plaits are good. Hips and shoulders are flowered and draped. The Fashion World is watching with eager interest the molded bodice and higher waistline of the basque to see how eagerly they will be adopted. Trimming tends to the fore leaving the back plain. Quilting is quite the newest thing in trimming, following the uneven hemline of the scalloped skirt, and used on satin and taffeta frocks and on coats. Capes promise to be very popular and are worn at all times, on all occasions, and with all types of dresses. They are nearly all circular and may form part of an ensemble costume or be an entirely separate garment. Dresses with bosom fronts and "V" necks are very good. Other features new for Easter and Spring are plaited aprons, straight or shaped panels, draped girdles, bows ties at front, or a collar tied at the back. You can readily recognize the new spring mode by the capes, shortness of skirt, length of sleeves, hidden fullness and softness. The entire effect must be one of slenderness with hidden fulness. There are some straight-line coats, and many flared ones. Suits tailored with short jackets. The two-piece mode seems to be far in the lead and running away with the styles, and it has even persuaded the evening gowns and wedding gowns to follow. Many frocks manage in some clever way to give this two-piece effect to a one-piece garment. Taffeta has come into its own this spring both for dresses and coats; shantung, rajah, and prints will also be popular; rayons and cottons of

silklike texture and clever design will be with us for summer. The most popular colors so far seem to be soft rose, gray, ecru, navy, and black chestnut shade is something new. Hats are snug and usually of the small, pull-on type, to suit the small sleek and well-kept heads of mi-ladies of today. You find an occasional larger one for formal afternoon wear. The most popular materials for these hats are silk, felt, and straw; grosgrain, taffeta, ribbon, faille, and satin; fine bangkok, lace, crinoline, and hair braid. As to color—they may match, harmonize, or contrast with the costume, but usually match hose or scarf at least. Speaking of scarfs, quite the latest is a short scarf, folded three-cornerwise and tied in front or over the left shoulder. Gloves match hose and are loose, light-covered, and of washable fabric. Bags for day are large, pouch-shape; for evening, brilliant. Shoes are low and fancy, with higher heels; oxfords, strap shoes, and pumps of light kids to blend with costume, with these are worn almost any shade of hose imaginable.

A Six Year Old Mermaid



old way, and she has won several medals in competition with girls much older than she is.

Swimming, however, is not Betty's only accomplishment—she is also a dainty little interpretive dancer, and has received prizes for her achievements in the dramatic art.

Household Helps

Press long seams in tight sleeves on the handle of a large wooden spoon, with a piece of cloth wrapped around handle for padding.

Paste clippings of various methods of removing stains of all kinds, also ways of setting colors, on a large cardboard, and hang in the laundry where it will be handy when needed.

To keep tatting or crocheted lace clean while making, wash hands well, dry, and dust a small amount of talcum powder over them. This will make the thread slip easily and lace will be clean when finished.

When patching wall paper, tear a piece in irregular form instead of cutting a square, being careful to match

all lines and figures. In this way the patch can scarcely be detected.

If you will put a small piece of cotton in each finger tip of rubber gloves, you will find they will last much longer.

If you have a concrete floor on your screened-in porch, give it a couple of coats of paint, gray with blue border, etc., and then wax it. This will give it a clean cool appearance.

Garden Hint—Quite the newest thing in garden lore is the wrinkleless tomato; also new onions of Spanish type; new sweet corn, with Golden Bantam crossed with other corn; new and improved types of cos lettuce; and real stringless string beans.

Marion Chapter

Jennie Coakley, Historian

The regular monthly meeting of Marion Chapter was held Friday February 12th, at 2:30 P. M. at Memorial Hall. Sixty-eight members responded to Roll Call.

Our President, Mrs. M. J. Flannigan, gave a very interesting report of her attendance at the Board Meeting in Chicago.

Reports of the Membership Committee showed an increase of forty-one new members to our Club and the Committee expect to report more at our next meeting.

The Sunshine Committee with Mrs. Willis Jordan, Chairman, Mrs. George Barnoske, Sr., Mrs. B. W. Sears and Mrs. Margaret Lemming reported a wonderful showing of work which has been accomplished in the field of charity. A complete report of the Lyle Kindig fund disbursements for the year was given by Mrs. George Barnoske, Jr.

Mrs. L. A. Turner was elected chairman of arrangements of committees for monthly meetings and Mrs. W. B. Smith was elected pianist for the year.

The final arrangements for The Charity Ball are being completed and it promises to be one of the largest social events of the Season.

A scrap book has been purchased by the Club, that the Historian may record newspaper announcements and items of interest for future use.

At the close of the Business Session a Social Hour was enjoyed during which refreshments were served by the following ladies.

Mrs. W. H. Applegate, chairman, assisted by Mesdames Mary Adams, George Busby, W. A. Brubaker, George Barnoske, Jr., W. R. Barber, Roy Blackledge, F. J. Cleveland, Jens Cook, and Miss Lillian Briggie.

Our regular Meetings will be on the 3rd Wednesday of each month and guests from elsewhere are most welcome.

Obituary

Dillard Ballard, for many years waiter on dining cars and the Private car for the late Mr. A. J. Earling, passed away Monday morning, January 18th.

Mr. Ballard began service with the Company in August 1886 and was in our employ continuously until 1916 at which time he retired on account of ill health.

We remember him as exhibiting the famous "Pioneer Limited" throughout the middle west when the train was inaugurated.

The Patterns

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

5431. Misses' Dress—Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires 4½ yards of 40 inch material if made with long sleeves. If made without the long sleeves, as shown in the large view, it will require 3½ yards. The width of the skirt at the lower edge is 1½ yard. Price 12c.

5406. Ladies' Dress with Slender Hips—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 42 inch size requires 5½ yards of 40 inch material. For vestee, "apron" portions, and collar facing of contrasting material 1½ yard 40 inches wide is required. The width of the dress at the lower edge is 1½ yard. Price 12c.

5402. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 5½ yards of 40 inch material if made with long sleeves. Without the long sleeves 5¼ yards are required. The width of the skirt at the foot is 3½ yards. Price 12c.

5416. Frock for Junior and Miss—Cut in 4 Sizes: 14, 16, 18 and 20 years. If made with long sleeves a 16 year size will require 4¼ yards of material 36 inches wide with ¼ yard of contrasting for facing the collar. If made with short sleeves 3¾ yards of material will be required and ¼ yard of contrasting. The width of the skirt at the lower edge is 2½ yards. Price 12c.

5439. Ladies' One Piece Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. If made as illustrated, a 38 inch size requires 2½ yards of one material 54 inches wide, and ¼ yard of another material of the same width, for collar and cuff facings, for facing on pocket flap and for pocket and overlap. The width of the skirt at the lower edge is 1¾ yard, with plaits extended. Price 12c.

5421. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. To make as illustrated for a 10 year size in the large view requires ¾ yard of taffeta 40 inches wide for collar facing and front of the waist, and 2¾ yards of wool rep 40 inches wide for skirt, short sleeves, bolero, back of waist and under portion of collar. If made with long sleeves 2¾ yards of the rep is required. Price 12c.

5408. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 3¾ yards of 40 inch material. The width of the dress at the lower edge is 1½ yard. Price 12c.

5120. Girls' Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size made as illustrated requires 1¼ yard of figured material, and 1¾ yard of plain. With long sleeves 1½ yard of figured material is required. Price 12c.

5427. Child's Dress—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 1½ yard of figured material and ¾ yard of plain material, 27 inches wide if made as illustrated in the large view. Price 12c.

5397. Boys' Suit—Cut in 4 Sizes: 2, 3, 4 and 5 years. As illustrated a 2 year size requires 1 yard for the Blouse and ¾ yard for the Trousers, of 36 inch material. Price 12c.

5409. Ladies' House Dress with Slender Hips—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 42 inch size as illustrated will require 1 yard of plain material and 4¾ yards of striped material 32 inches wide. The width of the dress at the lower edge with plaits extended is 2½ yards. Price 12c.

5000. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2¾ yards of 32 inch material if made with long sleeves. If made as shown in large view 2¼ yards will be required. Price 12c.

Good Things to Eat

Orange Cookies. One half cup butter; one cup sugar; grated rind of one half orange, yolks of four eggs, two tablespoons of orange juice; two cups of flour; two teaspoons of baking powder. Mix in the order given. (Contributed by Mrs. Herman Field)

Little Chocolate Cakes. One cup brown sugar and one half cup melted butter, mixed. Add one well beaten egg; two squares melted chocolate; one half cup sweet milk; one half teaspoon soda; one cup broken walnut meats; one teaspoon vanilla; one half (or more) cups flour. Mix well and drop from spoon on buttered tins. Bake in rather hot oven about fifteen minutes.

Chocolate Frosting for above. One egg five tablespoons heavy cream; three cups confectioner's sugar; two squares melted chocolate; two teaspoons vanilla. This makes thirty cakes.

Butter Cream Icing. Cream four tablespoons butter; add one egg yolk, beaten until thick; then gradually stir in two cups powdered sugar and one teaspoon vanilla.

Four Minute Frosting. Put whites of two

eggs, one cup of sugar and two tablespoons of water in double boiler. Have water in lower pan boiling hard, and beat the mixture with egg-beater, four minutes. Remove from fire and beat until cold. Add flavoring, one teaspoonful.

Nesselrode Pudding. Beat yolks of five eggs, add one half cup sugar and stir into two cups of hot milk. Cook one minute, or until it coats the spoon. Dissolve one half box sparkling gelatine in one half cup cold water and add to the egg and milk mixture and stir until dissolved. Then add two thirds cup raisins, three tablespoons blanched, chopped almonds and one small piece citron, cut fine, and a pinch of salt. Set in pan of cold water for five minutes, then add the beaten whites of five eggs and one teaspoon of vanilla. Put in mold which has been dipped in cold water. Serve with whipped cream.

Potato Doughnuts. One cup mashed potatoes, one cup sugar, three and one half cups flour, two eggs, three quarters cup milk, four level teaspoons baking powder, one half teaspoon salt. Mix potatoes and sugar thoroughly; beat in the eggs; add milk and sift in the dry ingredients. Roll out, cut and cook in hot lard.



SPECIAL COMMENDATION

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

S. M. Division conductor Theo. Jorgenson, on train No. 72, Feb. 17th, discovered sand board down on car 100626, while looking train over at Huntley, Minn. Car was loaded with hogs, which were transferred to another car, undoubtedly preventing further and possibly serious damage.

I. & D. Division conductor L. A. Goddard, on extra west, March 2nd, discovered a broken arch bar on SE5505, at Algona, and had car set out at that point, thus averting a possible accident.

LaCrosse Division brakeman August Leak, while No. 66 was passing Tomah, Feb. 26th, noticed a broken wheel and gave signal so that train was quickly stopped, undoubtedly averting a serious accident.

C. & M. Division baggageman Wm. Bunce and brakeman Wm. Zoellner on No. 10 Feb. 25th by quick action on their part prevented a derailment when the pilot of the engine struck something along the track between Decfield and Tower A20, driving the pilot back under the engine and dragging it along the rails. They simultaneously applied the air brakes, stopping the train before the train passed Tower A20.

Train Director D. Williams, Galewood, Ill. found a broken flange on NYC car 339759, March 2nd and took immediate steps to have the train stopped.

Switchtender W. C. Bryant, Galewood, Ill. on March 2nd, discovered a broken flange on NYC car 339759 which was being handled by engine 8142 and was instrumental in getting the train stopped, thereby preventing a possible derailment.

Mr. Leo Lombardo, foreman extra gang No. 5, Galewood, Ill. while on top of Galewood Hill, March 2nd, discovered about nine inches of flange broken off of wheel of car in passing train and immediately got in touch with the proper parties and had train stopped.

Operator E. E. Swan, H. & D. Division, on leave at Pasadena, Calif., recently secured, through correspondence, three tickets over our line from Chicago to Minneapolis, final destination, Steele and Mandan, N. D.

Operator L. N. Lord, Rio, Wisc. on January 18th, informed Roadmaster Carlson that engine No. 6105 was on train No. 57, January 15th, and discovered automatic signal at East Rio clear for 57 and at danger for 59; and in his opinion the engine was the cause of broken rails on the west track. Investigation proved this to be true and engine 6105 was taken out of service.

Mrs. A. D. Zepherin, 3734 Galena Street, Milwaukee was instrumental in getting a party of four to use our line from Chicago to Seattle. Mrs. Zepherin writes that she has been "talking Seattle and the wonderful ride it is over our road to this party for nearly a year. The party occupied a drawing room in The Olympian train January 25th.

R. & S. W. Division conductor C. F. Dobbert was instrumental in securing two round trip tickets Milwaukee to Seattle.

Operator C. A. Peters, Kilbourn, Wisconsin, on January 21st, discovered a board protruding from the side of a stock car No. 66, to the

extent of five feet, and notified dispatcher at Portage, which undoubtedly averted serious damage.

Yardmaster A. Reiss, near the Cut-Off in Milwaukee, discovered a springboard down on St. P. 85454, in No. 65, Feb. 6th and promptly got the information to the Operators at the Cut-Off and Grand Avenue, so that train was stopped and car set out at Wauwatosa.

Max Newbowers, Murdo, S. D. was instrumental in securing one passenger from Rapid City to Chicago and return. Also sleeper fare for same.

Henry, Long Crossing Flagman at Red Wing, while train No. 72 was passing, discovered arch bar down on car in train and got the word to the train crew, so that train was stopped and the car set out without further damage.

I. & M. Division conductor H. W. Lee, whose train was on siding at Newhall, February, 9th, while watching a passing freight train discovered a brake beam dragging. It was snowing and blowing badly at the time and the train crew were unable to see the defect. Conductor Lee stopped the passing train and the defect was removed.

Agent W. E. Skeels, Minnesota City, Minn. reported brakes sticking on car in middle of train, extra, Feb. 3rd, with shoes red hot and fire flying.

Operator J. L. Thouvenall, Raymore, Wis. reported brake beam down on a car in extra 8870, Feb. 11th. Train was stopped and defect removed.

Conductor C. R. Langan, Minneapolis, on January 21st, had on his train No. 15, a passenger who wished to continue through to Seattle but was ticketed only to St. Paul. By having this advice the Passenger Department were enabled to meet the train and sell the passenger through to Seattle.

Section foreman George Abbas, Forrester, Ill. while train Extra 8356 was passing him at Forrester about 10:35 A. M., Feb 6th, noticed brake beam down on first car behind engine. He got signal to train crew and train was stopped before further damage had occurred.

C. & M. Division brakeman Walter Vantine is always on the alert for the good of the service. On several occasions this winter he has discovered broken rails and made extra effort to notify the section men in time to prevent derailments. Such attention to the company's interest is greatly appreciated.

Section foreman F. Barnholt, Wabasha, Minn. on January 15th, discovered broken truck on Extra 8152 near Read's Landing, and got word to the train crew so that train was brought to a stop before any damage was done.

Engine foreman Peter Herman, Racine, Wis. was instrumental in securing a party of Horlicks Malted Milk representatives from Sturtevant to Minneapolis and return.

Motoring on the Milwaukee

(Continued from page 7.)

Harlowtown just almost wore himself out waiting on an old lady, carried her bundle of carpet rags way up to the depot while the rest of the passengers got along best they could—certainly are nice to all the ladies too.

We regret to announce the death of the father of Brakeman Clifford Breeding at Pocatello, Idaho the last of February. He had held the position of operator there for a num-

ber of years. We offer our deepest sympathy to Mr. Breeding in his loss.

Mrs. Owen Gosnell wife of Fireman Gosnell who has been visiting her mother in Whitewater Wis. for several weeks has returned home as she read in the paper where her husband was in the hospital. Well he was, he took the time off to get sick just as soon as she got out of town where she couldn't make him put on his heavies and his over shoes and, none of us would write and tell her so back she came, and he was all well again when she got here.

Mrs. Greer wife of Brakeman Greer has been very ill in a Seattle hospital, but is much improved now and will soon be home again.

Mr. Wade and Mr. Rodda are both back on the east end again now after exchanging jobs here and there for a few weeks and Fireman Fauver is now working on the Piedmont helper.

Mike Scri section foreman at Barron had while working near there recently the misfortune to have his motor car struck by the east bound local and striking him, breaking his leg and injuring him otherwise, he was brought to the local hospital where he will be for some time to come.

Brakeman Westbrook and wife who spent the winter in New York state because they wanted to see some real old fashioned snow and weather, got what they went after, and are back again where the rainbows bite—next winter they will let well enough alone and suppose we will get it forty below again.

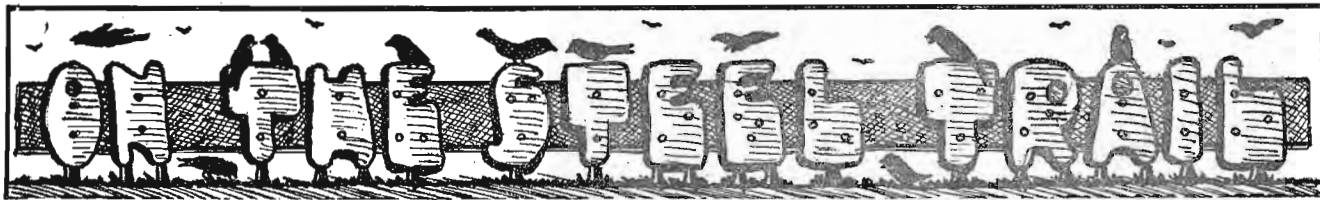
The station at Grace has been closed and Mr. Collins has gone to Garnet to work there we understand.

Well I certainly got it good and plenty that time and to tell the truth I had it coming—can't blame a man for not wanting his name spelled with an E when there isn't any in it and not to have even the initials right can you beat it? That comes of trying to write the latest news from the front and watch lemon pie, and the clock and answer the phone and the front door bell and try to remember to order ham for breakfast and pay the dog tax an' everything at the same time. We wish to correct the statement in the last month's magazine—the night chief at Deer Lodge is Mr. C. A. Olson and may his life be long and happy and may he climb up the ladder just as fast as he can.

On March 15th, Miss Georgia Wheeler and Mr. Charles Wickhoff were married in Missoula. The bride is the daughter of Thos. Wheeler west end section foreman at Three Forks and the groom assistant signal maintainer at Lennep. They will make their home there and we offer them our best wishes for a long and happy life.

Miss Martha Cook only daughter of Condr. Jesse Cook of this city and Mr. George Jackson were married in Harlowtown, March 6th. They will make their home in Three Forks and we offer our very best wishes to the happy pair.

Miss Madeline Giebel and Walter Schector were married at Harlowtown March 11th. Mrs. Schector was for some time employed at the office of the Harlowtown Round house and Mr. Schector has been an engine hostler there for several years. Both well and popularly known young folks on the Rocky Mountain division



News from the Connecting Link

Betty Koelsch

Brakeman L. Myrthen met with an accident at DeKalb Junction coal chutes, when he fell from the tank of engine injuring his back. He has been in the DeKalb City hospital for some weeks and is now about well enough to go home.

We wish to extend our sympathy to J. W. Leary, engineer on the switch engine at DeKalb, who was called to Dalhart, Texas, account of the serious illness of his sister, who passed away the day after Mr. Leary reached Dalhart. Mr. Leary is now spending some time in California.

Mr. R. L. Shaffer has been appointed second trick operator at Aurora. It seems like old times to see Ray around as we have seen him here in other days.

Mr. W. H. Augustine, our genial car "Toad" declares that winter is over as he saw a snake and a robin, and Augy knows.

Mr. Raymond Hotchkiss, oldest son of our agent at DeKalb and a graduate electrical engineer from the Illinois University, who accepted a position with the Chicago North Shore and Milwaukee Electric Railway has been transferred to the reorganized South Shore Line, now under the same management.

A son was born to Mr. and Mrs. Lubs. Mr. Lubs is employed in the mechanical department at Joliet. Mr. Lubs, Jr. will answer to the name of Eugene Edwin.

CTH&SE Conductor Owen is a fit rival for Rudolph Valentino, the only difference being that Rudy's side burns are black and Conductor Owen boasts of red side burns.

Sincerest sympathy is extended to Clare E. Church by the employees of the CM&G. Mr. Church has been to Janesville, Wis., where he attended the funeral of his mother.

Agent, has been looking e.v.cs.ab; o boT
Mr. J. T. Armstrong, Division Freight Agent, has been looking after the interests of the live stock feeders and shippers at Bradt, Ill. and the contemplated improvements at that station. Mr. Armstrong is very much interested in any prospect of increased business for the Company and improved service to the shippers.

Jacob Haish, inventor and manufacturer of barbed wire died at his home in DeKalb, Ill. February 19th, 1926. He had reached the age of 99 years, 11 months and 12 days.

Brakeman Wm. Seeman under-went an operation for appendicitis at the Silver Cross hospital on February 27th. We all hope to see Mr. Seeman back at work soon.

Section Foreman Boyce has been having some trouble with Casey Jones lately, but think they have made up and are good friends again.

Mr. A. L. West, Agent is owner and operator of Official Government Radio Station 9 A. R. M., located at Manhattan, Ill. Mr. West is in communication with various Radio stations throughout the United States, Mexico and Canada. On February 19th, 1926, at 10:20 P.M. picked up Australian Radio station 3 B. A. Mr. West's station has been in operation since 1919, before the broadcasting of voice and music. Mr. West advises that there is very great changes and much development in the radio since that time.

Mr. Jim Boyce and the "Old Maids" at the boarding house seem to be getting along nicely since the "Mexican Beauty" left town.

I. & D. Items

J. L. B.

B. L. (Red McConnell who for the past three years has held a position in the store department office at Mason City has resigned. Mr. McConnell has purchased an interest in the F. H. Warner Co., Insurers, of Mason City, and in the future he will be out to make money for himself. "Red" is a Mason City boy, is well known and liked by all who know him, and I'm sure he will be glad to meet the boys at any time in his new place of business, 205 M.B.A. Bldg. We are sorry to see "Red" leave the service, but we are mighty glad to see him getting into business for himself, and we all join in wishing him every success.

Mrs. A. F. Johnson, wife of yard clerk Art Johnson has just returned from Mercy hospital, Mason City, where she underwent a very serious operation. We all hope and trust that before long she will have regained her usual strength and good health.

Mr. and Mrs. Pattschull of Mason City have returned from Chicago where they have been visiting their son Dale, who is studying violin at the Bush conservatory of music. While there Mr. and Mrs. Pattschull attended the auto show.

Agent, E. W. Chase of Everly, Ia. was off for a few days attending court at Sioux Falls, as a witness for the Company.

Mrs. John Leibold is a patient at the Mercy hospital having undergone a major operation. Reports from the hospital indicate that she is getting along very nicely, and we hope to see her out again in the near future. Mrs. Leibold is the wife of Conductor John Leibold.

The little son of Operator Pem. Bernhardt of Calmar has been very sick for some time past. The little fellow requires the services of a trained nurse in constant attendance. We all sympathize with Mr. and Mrs. Bernhardt, and hope that their little boy may soon be on the road to recovery.

Car Inspector, Earnest Friend, was called home to Letart, W. Va. on account of the serious illness of his father. News from Mr. Friend says that his father is resting nicely now, and that with a little rest he will soon be himself again.

The wife of passenger conductor, Frank Maynard had the misfortune to fall and break her arm while on a visit to her daughter in Sioux City.

Train baggageman R. W. Tipp has been laid up with a severe cold, however we understand that he is getting along nicely and will soon be back on his run.

Now that we of the I&D Divn. have our ball team, and if the Spring weather permits, Agent Jones, manager of the Sanborn roadmen's team will have his aggregation tuning up for the seasons BATTLE (as only one game is played, which is on Labor Day) With "Jughead" Smith, the leading home run hitter of last season, batting around a thousand, and reported in good condition, things look as though the 1926 game will be different from the 1925 results.

However, the famous "Jughead's" condition is not the only thing that is in favor of the Roadmen's team, for owing to the lack of business, the roundhouse force has been reduced, so that among the names appearing on their lineup you will probably see: Garret King,

who has never been known to miss a throw, on 1st base; Hans Wagner (I mean Hans Block) though he has the famous Wagner beat a mile on 2nd base, 3rd base will be covered by the battlescarred veteran Jim Davis, whose baseball fame is known far and wide, while Henry Pruyn, who in his palmy days, would have Ty Cobb look like a bush leaguer, is slated for shortstop, along with many of the old timers including Albert Parker as mascot and water carrier.

Now, if the ladies of the Milwaukee Wopmen's Club of Sanborn will extend an invitation, to have this game played at their Labor Day picnic, this struggle will sure be a hot one, as well as a real rooters' contest.

Mr. Jones, confidentially states that with a light six months training, his team will be in the BLUE of condition, and has not the least doubt but what they will stage a winning game.

H. & D. Division

"BAB"

We notice the Northern Divn. in last month's issue claimed to be the best division on earth. Not so fast there—we may want to lay claim to that title ourselves. But on second thought, guess we won't either—we will just claim to be one of the best divisions on the system and while you haven't heard from the H&D for a couple of months, it isn't because we weren't on the map. Our correspondent was on the sick list, hence the absence of notes from this neck of the woods. And the same correspondent, George Crampton by name, has turned the reins of office over to yours truly, so if these notes aren't quite up to standard, perhaps we will get better as we go along.

Well folks, March sure did arrive like a Lion alright. Hope by the same token the month is lamb-like in leaving us. We have been snowed in and snowed out quite enough this winter.

The first of March was also memorable because our Car Department closed down on that date, only the foreman, Mr. Heinhold remaining on duty. This means a reduction of twenty-six men, and our car repairing at Montivideo a thing of the past. We also lose the smiling face of Lawrence Brown, clerk from our midst. Lawrence is now trying his luck at selling Hudsons.

Oh, by the way, have you noticed the wonderful new Oakland that Albert Nelson, operator, is driving? Wonder just what your plans are Al, you don't need a car like that just for yourself, you know. We're going to keep an eye on you this summer, so watch your step.

Ben Peterson of the Accounting department was granted a 90-day leave of absence from his duties as material clerk. Understand he is going to sell fire extinguishers. Well, here's good luck to you Ben, and like Isaac and Levi, keep the home fires burning! The young ladies in the department had planned a good bye programme and had themselves on the committee to give Ben a sort of osculatory goodbye, but when he learned just how they intended bidding him adieu, he blushed like a school girl and declined the honor. Said to try it on Lawrence Brown as he was a single man and could get by with it better.

Hear ye, hear he! Our Divn. accountant has become tired of calling four walls home,

Mrs. Mayo has returned home from the hospital after suffering a severe illness. We are glad to hear of her recovery.

The Musselshell folks were shocked by the sudden death of Michael Dahill and we wish to extend our sincere sympathy to his family in their sad bereavement. Mr. Dahill was held in the highest regard by all who knew him.

Rail Rumbblings from St. Paul

By Allen

Well anyway the girls didn't freeze their ears last winter.

Milwaukee Wisconsin is the sport center for the bowlers this month for there is where the CM&St.P RY. bowlers are holding their fourth annual tournament. Of course St. Paul is sending a team.

Several of the boys of the office spent the week end at Cleveland, Ohio.

The St. Paul plant of the Ford Motor Co. entertained a train load of Ford dealers from all over the West. A special train pulled right into the plant which is located on our rails.

A stranger entering the freight office now might be more or less confused for a moment or so thinking that possibly he entered some studio by mistake but no it is only a part of the office force up to the latest Paris style wearing their new smocks.

Mr. Murphy of the Special Agent's night force has moved his family from southern Minnesota to the Twin Cities.

And now they are talking of running a barge line up the Mississippi River as far as the Twin Cities.

Have you met Rose De Rose, Charlie's latest?

Two new positions were created in our office called mice catchers.

The positions were taken by two young kittens and up to the present time have done nicely.

Denny Sullivan is back from Indiana. We understand he had company both ways.

Did you ever hear of any one rolling three hundred and one during a bowling game? Well we did. Hazel MacMillan rolled a perfect game and the last ball she threw down the alley she had so much on it that a pin flew over on the next alley and knocked down a pin. Total 301.

Milwaukee Store Department Notes A.M.H.

Mr. J. V. Miller, accompanied by Mr. G. H. Walder, recently made a trip to the Coast.

Mr. G. H. Walder visited us recently.

Mr. C. S. Finlayson, Ass't. Purchasing Agent on Lines West arrived in Milwaukee on March 11, and spent a few days on Lines East.

Mr. Charles Capon has been appointed Chief Clerk in the Office of the District Storekeeper at Deer Lodge. Mr. Clarence Peck has taken Mr. Capon's place in this office.

The Misses Myrtle Drummond and Marge Bate have completed their plans for a trip to the flowery state of Florida.

Mr. John Wandell is now driving his new Dodge sedan. His owning a sedan would seem to indicate that he likes company, and we only hope, John, that you remember that charity commences at home.

We understand that there was a celebration at the home of Miss Adell Dobrunst on March 12. What was the occasion Adell? A birthday, probably? We would like to know who sent the box of tulips.

Matt Lowery hasn't any competition when it comes to wearing good looking bow ties. For Harold Young's information, these are not the great big bow ties he admires so very much. To have such ties as Harold speaks about so often, appear in our office would certainly make Matt sit up and take notice.

Mr. D. H. Phebus attended the A. R. A. Committee Meeting in Chicago on March 11th.

Mrs. F. S. Peck has been visiting in California for quite a few weeks.

Wisconsin Valley Division Notes

Lillian

We regret to report loss through death in several of our families during the past month.

On February 15th, engineer Jesse James passed away at St. Mary's hospital. While he had complained of ill health for sometime his death was sudden and unexpected. Funeral took place at Wausau. The division employees extend sympathy to Mrs. James and children.

Charles Fredrick Krause, father of Mrs. Ferdinand Lehrbas passed away at the Lehrbas home on March 6th. He had made his home with Mr. and Mrs. Lehrbas for some time and was well known among the employees. The body was taken to New Lisbon for burial. Sympathy is extended to Mr. and Mrs. Lehrbas and family.

Mrs. Lemke, Mother of engineer B. A. Lemke passed away at the home of her son on March 4th, after a short illness. Funeral services were held at Wausau. Mrs. Lemke made her home with Mr. B. A. Lemke and had many friends who will mourn her loss. Sympathy is extended to Mr. Lemke and family by the division employees.

Effective about April 1st, Roadmaster, John Loftus, has been assigned to other duties. He will take up the work of Track Foreman in the Middle District.

Mr. and Mrs. John Biringier left for Oakland, California where they will visit with their son for about a month.

Mrs. Richard Akey of Merrill was in Wausau visiting her niece who is ill at the Memorial hospital.

Train Dispatcher H. L. Vachreau was absent for a few days on account of illness.

Mrs. E. B. Stoddard went to Stevens Point to attend the funeral of her niece.

Mrs. N. P. Thurber is visiting at Milwaukee.

Conductor D. O. Daniels has resumed work after an absence of several months on account of an accident while driving his car from Minocqua to Wausau on Christmas day.

Mrs. E. Kerr was called to Albert Lea, Minn. on account of the death of a relative.

Mrs. I. Livernash had the misfortune of falling on a slippery walk and fracturing her arm in two places.

Mrs. E. A. Wescott of Wisconsin Rapids spent a few days visiting with friends in Wausau.

Mr. and Mrs. Alcide Lemay and family left for their new home at Austin, Minn.

Trans-Missouri Division News

"Gene"

Seems rather difficult to start out this month as the bunch around here all appear to be rather doleful and "uneasy" since we had some of the industrious Vigilance workers around here this month.

Dan McGrath is happy tho' as he says he has the best Radio in the country. If you don't believe him, he said you could ask Mrs. McGrath if they don't hear Germany almost nightly on their Radio.

Ben Shields, Chief Clerk in the Superintendent's Office was called to Minneapolis suddenly, account of the sickness of his son John, while the boy was visiting some of his relatives in Minneapolis. An operation was necessary but at the present writing everything is fine again.

Mrs. L. M. Loudermil, wife of Brakeman at Marmarth was suddenly called to Chicago account of the death of her Father. We all extend our sympathy.

The Ladies Auxiliary of the B of RT gave their Annual Masquerade Dance on February 12th with a large attendance. Everyone masked and prizes were given.

E. W. Burton, Conductor on this Division left for a stay at Hot Springs, S. D., but didn't stay very long as we see he is back in Mobridge again. They all seem to miss the tumble weeds when they leave.

Ole J. Swanson, conductor who unfortunately broke his leg a few months ago is walking around with a cane and says he hopes to be going up to Isabel again soon.

A. Berfield is going around with a new hat and a smile on his face. A big new girl at their house.

B. C. Longan, Conductor who has been in the Mobridge hospital for some time is out on the street again regaining his strength when he will report for work again.

W. H. Moon, brakeman has just returned from the Auto show in Minneapolis.

O. P. Vachreau, our Night yardmaster has been on the sick list for a few days. It hardly seems like the Mobridge yard without Oscar around but he is "in again" and feeling better. He and I have been trying again to reduce, but we don't have much luck.

L. L. Brupdage and wife of Mott, N. D. also took in the Auto show at Minneapolis.

Steve Fuller, First trick Dispatcher at Mobridge was off the job a week with the mumps. Manley seemed to enjoy having a few telephone conversations with him—unknow worried about him. He is usually very thoughtful.

Passenger Conductor E. C. Boyer writes us that he is well satisfied with his new run between Harlowtown and Mobridge. Rather disliked to think Erve would leave us but he will be coming back some of these days, after hay-fever season.

Mr. James Haggerty is coming down to Mobridge to take No. 317-318 run to New England. Have promised Jim a lot of courtesies if he would come down and join us.

L. A. Patterson who has been substituting for George Hilton will be released in a few days as George will take back his old desk. Mrs. John Price has returned to the office after an absence of a few months.

J. S. Griffith, Ass't. Supt. of Motive Power spent a few days here this month. Mr. T. McFarlain, Master Mechanic and Mr. Griffith made a trip over the Division.

W. E. Lloyd and family, former Roundhouse foreman have moved to Avery, where he was transferred as night foreman.

Mr. Archie McClean our veteran machinist has been on the sick list this month, but has returned to work. Also note that Mrs. McClean is around again after a serious operation.

Emil Kaiser, machinist has returned from Milwaukee reporting a good time. It seems they all have a good time in Milwaukee.

Mr. C. M. Bono has been appointed head boiler maker at the roundhouse. Mr. Carl Bucholz, boiler foreman, has resigned his position and returned to Minneapolis to his former position.

Andy Anderson has accepted position as Roundhouse clerk.

Mr. R. W. Anderson, Sup't. of Motive Power, Mr. Marttenson, D.M.M. and Mr. Earl Hopp D.M.M. spent a few days in Mobridge this month.

James Hopper has returned as electrician at the roundhouse after quite a siege of sickness.

Mack Netterville one of our old boys in the store department went to Miles City for medical treatment. Last reports state he is getting along nicely and we hope to see him back on the job soon.

Can't tell you very much about the Bowling Tournament at Aberdeen, as WE didn't win

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Do you want strong, healthy beautiful eyes and good sight? Here is valuable advice based on the discovery that 90% of all eye troubles are due to the weakness of certain little muscles which adjust the eyes. This book tells how to reach these muscles, tone them up and restore them and the eyes to their old-time strength and vigor. If you value keen sight and bright, sparkling eyes, clear as a child's, write for this book "Stronger Eyes and Better Sight" today it is sent free, postpaid. Valmas Drug Co., 50 Archer Bldg., Rochester, N. Y.

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so the boys won't say much—altho' Numedor wasn't feeling any too good the next day. They had quite a time with Joe Peshl's new car and Bill Moran has offered his Ford for the next trip, so they will have no car trouble.

To end our news, I wish we could all be invited over to Arvidson's house for Sunday dinner. He got two chickens pretty cheap this week so they are going to have a feed. Poor Jake is at a disadvantage—he can't run fast enough to catch them, and then when he tries to swipe them, they even put it over on him.

See you in thirty days—"Gene"

LaCrosse Division Items

Jesse H. Pike

Engineer George Nellins is enjoying his annual vacation from his duties on the watertown switch engine. Engineer Usher is working in his place.

Agent O. J. Peters of Wyocena is comfortably situated in the new depot. This new building is surely a credit to the Appleton Construction Company, who did the work.

Passenger Brakeman H. Young who has been quite seriously ill at his home in Milwaukee is now able to be about the house.

Passenger Brakeman George Anderson has been promoted to the claim department with territory on the Superior and Northern divisions. Congratulations George. We wish you success in your new position.

Upon careful observation we notice that Brakeman Fred Forkenbridge is spending much time at Oconomowoc. We wonder why?

Switchman M. S. Newton of Watertown attended the Madri Gras at New Orleans during February. For further particulars ask "Newt".

Brakeman and Mrs. Charles Hohl have returned from their wedding trip to Tacoma, Washington. Charles has resumed work on the Watertown-Madison Way-freight. While in Tacoma, Charles had the pleasure of boarding the boat that brought the 21 cars of silk which came over our line from Tacoma to Chicago in record time.

From the Banks of the Wabash

Roberta Bair

We are negotiating for the location of a tomato canning factory to be located on our tracks at Westport, Indiana.

The business men of Jasonville, Indiana, have formed a Booster's Club and have become very active. They recently pledged each of their members individually, to discontinue patronizing trucks for the shipment of their

freight. All their business is now handled by the Milwaukee. They are also negotiating for a Clay Products plant for the manufacture of brick and hollow building tile, to be located at Jasonville, on our tracks and this project looks very favorable.

The Chamber of Commerce at Terre Haute has started a movement to raise \$1,500,000 by popular subscription to establish a fund to be known as the Terre Haute Foundation Fund. The money is to be loaned to industries now located at Terre Haute, to be used for expansion purposes, and is also to be loaned to industries seeking to locate at Terre Haute, Ind.

Raymond J. Leisen, District Claim Adjuster, has been transferred from District of Wisconsin, with headquarters at Milwaukee, to District of Indiana with headquarters at Chicago, vice, LeRoy D. Phelan, who has been transferred from Indiana District to South Dakota District, with headquarters at Aberdeen.

We feel that honorable mention should be made of Mrs. George Baker and Mr. Benjamin Ray, both of Linton, Indiana, who recently found a broken rail in our track near Stockton, Indiana, and promptly reported same to our Agent at Linton by telephone. This action may have prevented a derailment or possibly personal injuries to our employees, and we wish to take this opportunity to express our appreciation and thanks for their valued services.

Mrs. T. N. Walters and daughter Helen Ann, wife and daughter of our Assistant Division Accountant, have returned from a pleasant visit with relatives in Los Angeles, Calif.

Mrs. L. S. Amour and little daughter Jean, wife and daughter of our Division Accountant, have returned from a pleasant visit with relatives in Texas and Louisiana.

We would like to have Freddie, of the Car Department, explain to us just why he dolls up so much lately—new spring suit, new hat, clean shirt every day and a shave every day. Is it the new stenographer or is it just the love of two girls? Gee! It must be nice to be popular.

It must be a grand and glorious feeling to become a stockholder from the way it has affected Catherine and Flossie (Car Department girls) since taking out stock in the "Terre Haute Foundation Club". That's the spirit girls—BOOST YOUR OLD HOME TOWN. If you want any information concerning the finances and stock of this affair, just write these young ladies.

M. H. McCandless, agent and family were in Middletown, Ohio a few days the first of the month, where they attended the funeral of



Every employee who wants to wear the best in overalls will be interested in the new, startling announcements which the H. D. Lee Mercantile Company is making in this magazine. The development of new fabrics, especially a new Denim, is the greatest forward step in work clothing manufacture in 50 years, according to the Lee advertisements.

The new Lee denim is being used exclusively in the new No. 91 Lee Overalls which are now in the hands of Lee dealers everywhere. New construction features have been added in addition to the new fabric.

The new No. 91 Lee Overalls are already proving so popular that the great Lee factories at Kansas City, Trenton, South Bend and Minneapolis are producing them by hundreds of dozens. The illustration on this page shows a section of the immense sewing room at the Kansas City plant.

FINEST and STRONGEST OF ALL SHOE LEATHERS



Pay
\$1.50
a
Month



31%

**STRONGER
THAN CALFSKIN**

No "Breaking-in" Needed

Kangaroo leather is the strongest shoe leather known; has the softness and dressy qualities of fine kid; does not scuff or peel and takes a polish like patent leather. Unlike all other leather, instead of being composed of layers it is made up of solidly interwoven fibres. Australia which is nearly as large as the United States has millions of wild Kangaroos.

**THE BANKER OR
THE "G. M." LAST**

We call this the Banker or "G. M." last because this straight type semi-square toe, plain circular vamp, gives the dressy, dignified appearance that your Banker, your General Manager or your business men prefer.

Do not think that this last is just for narrow feet, for you will be startled to see how nicely it fits wide feet and still give the more slender appearance. For it is wide and full across the ball and only gently tapers to a semi-square toe. If your foot at the toe is extra wide, you will naturally order this shoe one-half size longer than would be worn in the wide toe shape.

**SEE-TRY ON
IF PLEASED-BUY**

In Chicago cash stores, the same quality shoe costs more than our price. Our quantity buying and specializing saves you dollars and you are given the double guarantee of satisfaction by our budget plan where you pay only \$1.50 a month.

You do not buy until you see, try on and examine. We guarantee satisfactory service all the while you are paying and after your account is paid. Since we have sold thousands of pairs we have not had more than one complaint to each 1000 pairs. You will know from this alone the quality of our shoes.

Extra fine single Oak soles and Goodyear welt soles. Genuine Wingfoot rubber heels, and genuine leather trimmings throughout. Black only in genuine Kangaroo uppers. Sizes 6-11.

No. MM601

\$7.85

Pay \$1.50 a Month



17%

**STRONGER
THAN KID SKIN**

"Like a Glove on Your Foot"

"Little Joey," as the baby Kangaroo is known all over Australia, is born hardly more than an inch long. The mother Kangaroo carries him in a pouch and up until the time he is able to care for himself, he takes refuge in this pouch whenever frightened. It is an amusing sight to see this little fellow pop his head out to take a brief look of the outside world.

**GENERAL LAST OR
"O'BRIEN"**

This general last, so called because it is the finest general foot fitting last for the average foot. It is the original O'Brien last which has been known among shoe men for years as one of the most remarkable foot fitters ever made for dress shoes. Notice the straight line from the ball of the foot to the end of the big toe. This gives ample room for the big toe to come right out straight as it should. Then notice the perfectly natural sweep of the toe for the small toes. In other words, it has the "general" shape of the average normal foot. The "Blucher" style allows for the high instep of the normal foot.

**OUR PLAN
GIVES DOUBLE
GUARANTEE**

Kangaroo leather is unlike all other leather. Instead of being composed of layers it is made up of solidly interwoven fibres. Therefore it does not scuff or peel, it is much finer in grain so that it takes a handsome polish, it does not stretch and being 31% stronger than Calfskin and 17% stronger than Kid skin it gives the utmost of wear.

We are sure that if you will try one pair of these quality Kangaroo shoes that you will derive such great satisfaction, comfort and long service, that you will become one of our thousands of satisfied users.

Just order on approval for free examination and if thoroughly pleased when you see and try on, pay \$1.50 a month until our low purchase price is paid. Black only, sizes 6-11.

No. MM600

\$7.85

Pay \$1.50 a Month



Pay
\$1.50
a
Month

Extra Wide Last

Many men who require exceptionally wide shoes and who are on their feet long hours desire the above extra wide last. Needless to say it gives the maximum of comfort, and in this fine soft Kangaroo leather has a very neat appearance.

Single heavy Oak soles, Goodyear welt soles. Fine grain leather insoles, and all genuine leather trimmings. Just order on approval for free examination and if thoroughly pleased, pay \$1.50 a month.

**ORDER TODAY
BEFORE YOU FORGET**

We have had many requests for the above shoe leather-lined. We can furnish genuine Kangaroo leather lining, which we guarantee to wear the entire life of the shoes. The price for this leather-lined shoe is \$1.00 over the price quoted below.

**Sizes 6 to 11-Black Only
ORDER TODAY**

Do not delay to send your order right now before you forget. Sizes 6-11, black only.

No. MM603- **\$7.85**
PAY \$1.50 A MONTH

**YOU WILL GET A
PERFECT FIT**



If you will make a tracing of your foot by drawing a pencil around your stocking foot on a piece of paper and send us this outline, we guarantee a perfect fit. If you know your correct size give it on the coupon, but it is very easy to make this outline and makes it doubly sure that we will fit you perfectly.

L. J. BARTLETT, Inc.
1554 Indiana Ave.
CHICAGO, ILL.

**PIN A DOLLAR BILL TO THIS COUPON
AND MAIL TO US NOW-TODAY**

L. J. BARTLETT, Inc.

1554 Indiana Ave., Dept. MM., Chicago, Ill.

Gentlemen: I enclose \$1.00. Please send me a pair of your shoes as shown below. If I am thoroughly pleased, I agree to pay \$1.50 a month until paid for. Otherwise, I will return them in 48 hours and you are to refund the amount I have paid, and also cost for return postage.

Style No. Size

Name

Local Address

Town

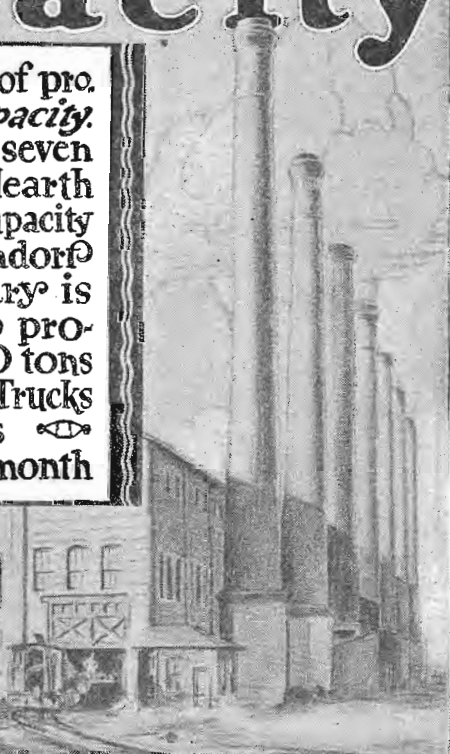
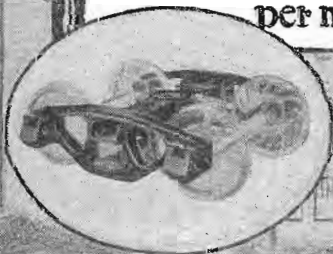
State

Send above coupon with \$1.00 and your letter. Tell us just enough so we know with whom we are dealing. If you belong to a R. R. Lodge, give No.



Capacity

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



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WE are Miners and Shippers of Pine Ridge, St. Bernice and Essanbee Coals.

5000 tons daily production from West Clinton District, Indiana.

Write for Prices

BINKLEY COAL CO.
1924 Burnhan Bldg.
CHICAGO

First National Bank Bldg., Mason City, Ia.
Security Bldg., Minneapolis, Minn.
Meyer-Kiser Bank Bldg., Indianapolis, Ind.

a relative.

Car inspector G. G. Hale was off duty a few days the first of March on account of illness.

Travelling yard clerk C. H. Dietz is dodging here and there in a "Chevy" coupe he purchased recently. Yep, he sure looks like money now.

Night yard master E. . Braden was off duty for over two weeks early in the month on account of sickness. He was relieved by conductor R. W. Males.

Brakeman A. L. Gibson is now 'way down south in old Kentucky brakeman on some railroad there. He says he likes the old St. P. the best though.

H. E. Hopewell is working on the C & E I trying to mete out a living. We will be glad to see you back one of these days, Hokey.

"Punkin" Ziegler, car inspector, bought a Chevrolet about a month ago and now he is eagerly waiting the first break of spring so he can burn up the roads.

Homer McBride, "King of the lead", purchased a new car recently early in the year, and has already planned several fishing trips for this summer.

Conductor C. E. Kerch is at last divorced from the "Belt Jct. turn." E. P. Kyle has fallen heir to this run and seems to like it about as well as Charley.

C. N. Blake says he doesn't believe he will ever like fish again. Why?

Roy Rhodes is the proud papa of a ten pound baby daughter, born on March 10th. Congratulations. Cigars please.

Now wouldn't it be quite out of the ordinary to see— —

Guy Kelley with a drooping mustache?

R. W. Males weighing about 100?

M. H. McCandless not chewing "Mail Pouch"?

Fred Stephenson in a hurry?

C. H. Dietz wearing a wig?

George Lundwell weighing 300?

C. S. Silkwood father of six?

Uhler Seebren without a sweetheart?

Leland Lewis pessimistic?

Frank Tully talkative?

Sammy Amour loafing?

Roy Ridinger not hungry?

Earl Lehman without an argument?

Homer McCown carrying a bucket of water?

Frank Correll wanting to sell his radio?

Joe Wright a lover of snakes?

E. B. Braden worrying?

C. E. Kerch wanting a "Belt Jct. turn"?

C. C. McBride on the "Red Ball" south?

I. H. Guinup wanting a Joliet run?

Homer McBride working on Sunday?

Notes from the Traffic Department

R. R. T.

Saturday and Sunday, February 27th and 28th, were busy days for the Traffic Department, as the City Office was moved to its new location in the Drury Building at North Street and Pacific Avenue. On Monday March 1st, Mr. Stevenson, Division Freight and Passenger Agent, and the entire Traffic Department force were ready to receive callers at the new location, although some minor adjustments still were to be made. All four trans-continental lines having terminals at Tacoma are located in adjoining offices on the ground floor of the new building, fronting on Ninth Street, central to all hotels and to the shopping and financial center of the city. Our new office is the one adjoining the alley and although it is slightly smaller than the former office it is much more desirable as it has far more daylight exposure. The Traffic Department is well pleased with its new quarters and will put forth its best efforts to make them the most popular railway office in the city.

Just to show their appreciation of the handsome new quarters, the Passenger Department, headed by Mr. Valentine, City Passenger Agent,

has put in some honest-to-goodness licks in securing business. In May the State Convention of the Parent-Teachers' Association will be held at Spokane and our line has been chosen as the official route for the delegates from the western part of the State. The members of the board, 25 in number, headed by Mrs. Victor Malstrom of Tacoma, State President, leave in a special sleeper on No. 18 May 23rd; the other delegates two hundred in number, leave on a special train from Tacoma 8:30 A.M. May 24th, with special equipment, including an open observation car. The special train returns from Spokane May 29th.

The National Convention of the Parent-Teacher's Association meets at Atlanta, Georgia, in May; the delegates from Washington will travel by our line both ways. They leave on No. 16 April 29th.

General Maurice Thompson, Adjutant-General of the Washington National Guard, has again selected this line (for the third successive time) to carry the National Guard and Civilian Rifle Teams to Camp Perry, Ohio. The teams, numbering thirty-seven men, will leave Tacoma on No. 16 August 25th, occupying a special Drawing Room Compartment Sleeper from Tacoma to Camp Perry without change, using the N. Y. C. east of Chicago.

The Brotherhood National Bank of Tacoma basket ball team went to Spokane, Feb. 21st over our line to play the Brotherhood National Bank team of that city.

Jimmy Hogan, Ticket Agent at the City Office and Mrs. Hogan had a close shave recently, when their automobile was rammed amidships by another auto. Neither they nor their car were damaged seriously, but the other car was almost wrecked, losing three of its wheels, and its driver had to be taken to a hospital with a number of bad cuts and bruises.

Mr. and Mrs. Richards of the City Office had made all arrangements to go to Aberdeen over Washington's birthday and the week end when they received word of company coming. Accordingly they remained at home. About half an hour after the train for Aberdeen had left they received another message telling them that the company would not come after all. Tough luck to have a trip spoiled that way.

Mr. and Mrs. Roy Kidd (of the City Office) and family went to Dallas, Oregon over the week end and Washington's birthday to visit Roy's mother.

Joe Baughn, Rate Clerk at the City Office, and Mrs. Baughn went to Spokane over the week end and Washington's birthday. Running into a full-grown snowstorm there, they were glad to get back to the balmy climate west of the cascades.

H. W. Montague, Yardmaster on the third track, passed around the cigars and other appropriate signs of rejoicing on February 12th, the occasion being the birth of a baby daughter. Mother and child are doing well and Monty is bearing up well under his added responsibilities. Congratulations, though a little late by the time this appears in print.

Mr. H. M. B. Baldwin, Assistant Cashier at the Local Office, recently made the heroic resolve to quit smoking. We all know Mr. Baldwin to be a man of high character and lofty moral principles, but in this case we regret to say that he proved to be quite as humanly frail as the rest of us, for his good resolutions have ignominiously fallen by the wayside and he is again a slave to Mylady Nicotine. Our readers may judge of the terrific moral struggle going on in his mind when they read the following practical effusion which is said to have been composed by Mr. Baldwin while mentally wavering between the dilemma "To smoke or not to smoke." Brother Baldwin bestrides the pegasus and in anguished strains sings thusly:

"Oh how I miss it tonight,

That cigar I love so well;
Miss you after my evening meal—
I tell you it's simply—fierce.

I may get along for a time,
Thus saving an extra dime;
But this longing, this craving,
Is too much for said saving;
"Old cigar, I must have you tonight!"

Doubtless we will all agree to let him smoke again if he will promise to refrain from perpetrating any more poetry.

There have been some changes at the Local Office. Fay Clover, Assistant Cashier, has bid in the newly created job as Assistant Accountant in the Oriental Department—a position he is well equipped to handle because of his long and all-around experience at the Docks.

Kenneth Alleman has bid in on a new position as General Clerk and will now run hot boxes on the typewriter making expense bills.

The Local Office force has organized a baseball team; in order to permit the girls to play along it will be an indoor team playing outside on the Twenty-fifth Street pavement during the lunch hour. The team is composed of some of the best material which ever graced a diamond, as will be seen from the line-up. Emmett Maloney, the athletic Oriental Clerk, serves as catcher; Kenneth Alleman, the star of last season's Red Men team of Tacoma, has consented to occupy the mound and will show some fancy pitching; Ray Powels, lately Duke of Yokohama but now on the Claim Desk, is gracing first base, being by reason of his seven-foot dimensions able to cover everything down to second; Tubby Gleb, the most rotund member of the warehouse force is occupying the Second Sack and lets nothing get by him, it being easier for a base runner to go over him than around him; Willa Lindsay, petite and charming Assistant Bill Clerk, very appropriately plays Short Stop; Oswald Thiele, the tallest messenger in captivity, plays Third; The outfield is composed of Miss Sophie Hanson, our charming Switching Clerk, and Messrs. Baldwin and Ed Lindsley, who are expert fly-catchers; Ray Harwood of the Warehouse force R. L. Lowery of the Demurrage Desk, and Billy Woodard, Assistant Oriental Expert, are substitutes or scrubs, Al Goldsborough, our expert Revising Clerk, acts as Umpire in scrub games, having invested in a large club for protection; and Mr. Ralph Bement, our efficient Assistant Agent and a dyed-in-the-wool fan, has consented to act as Yell-leader. Any railroad teams desirous of measuring their strength with this all-star array should arrange for dates with Kenneth Alleman, Manager.

The docks have been wrapped in deep gloom caused by the passing away of one of the oldest members of the dock forces. Poor old Judy, the oldest of our dock cats, was found dead one morning recently at the boiler room of the L. C. Gillespie Oil Plant at the docks, where she resorted for warmth during the winter. Judy had been failing fast of recent months and all the kind attentions of her many friends were not enough to overcome the weight of years. Just how old Judy was no one knows, but her age was popularly estimated at about fifteen years. She was a Chinese cat with the Kinky tail characteristic of her race, and in all her countless litters of kittens there was always at least one with the same kind of kink in her tail. If all her progeny had lived as long as Judy there would be no room at the docks for anything else than cats. Judy was the only cat we ever knew which had been taught to do tricks, chiefly by Jack O'Reilly, former watchman at the dock. All of Judy's many friends will cherish her memory as that

Iowa (Middle and West)

Ruby Eckman

News of the death of engineer H. L. Stevens of Savanna was learned with regret on the Iowa

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Division. "Dad" was on the Pacific Limited and has been running into Perry for some time.

The ongregational church men of Perry staged a "Womanless Wedding" in March. Chief Dispatcher J. M. Losey impersonated Theda Bara and was such a real vamp that few of his friends recognized him. The affair was such a success that a request was made to have it repeated as the Congregational church was not large enough to hold the crowd at the first performance.

Mrs. Ellen Dillon, whose daughter-in-law has been stenographer in the office of the assistant superintendent at Perry for some time, passed away March 6th at the home of her son. Mrs. Dillon who was nearing her seventy-fifth birthday was a sister of conductor John Coakley.

Conductor W. H. Brown's daughter, Conductor Clar Baum's daughter and Thelma Ford, whose father was conductor George Ford, were members of the Perry basket ball team which walked away with the honors in the district championship contest held in Perry the middle of March.

Car foreman C. A. Trask and wife were called to Kansas City the fore part of March by a message telling them that their son Recal was in a hospital, sick with pneumonia. The lad was brought home as soon as he could stand the trip.

Earnest Hayward, signal maintainer at Harndon resumed work the first of March. Earnest was injured in January 1925 when a dog derailed the motor car on which he was riding.

Engineer John Gilligan has been off duty several weeks on account of a very serious ear trouble.

Fire of unknown origin destroyed the tool and supply house of the signal department at Harndon March 4th. The signal men had been in the building only a short time before the fire was discovered. Considerable material was stored in the building.

Engineer Clate Kerlin's wife was laid up at their home for a few weeks on account of broken ribs sustained when she fell.

Miss Erma Wrightman daughter of conductor C. F. Wrightman appeared with the orchestra from Drake University on the radio program from WHO Feb. 26th.

The nicest thing we have heard for some time was the news about the splendid position which C. F. Urbutt, acting superintendent of the Illinois division received. Of course Mabel S will tell all about it in her news columns but C.F. was on the Iowa division before he went to Savanna. There are several in the Perry office who would jump at the chance to go to South America with the Urbutts.

"Buddy" Houghman, son of one of the round house employees who has been sick for some time, was operated on at the Perry hospital in February, for the removal of tonsils and adenoids. He came out from the operation fine

and was soon able to return to school. His sister also had a similar operation, both being made possible by the co-operation of Doctors Donovan and Free the company doctors at Perry and the Perry chapter of the Women's club.

After a months trial of the engine crews on the time freights running through from Perry to Savanna, the arrangement was changed and the engine men again cut off at Atkins. They found the 226 mile run on freight too long. The train men however are still making the run, four East and four middle Iowa division crews handling the Extra A and the Extra B, with Soo City 62 and the "Ford."

Miss Nellie Burnham, daughter of conductor G. T. Burnham was married in Des Moines in January to Paul Hodge a Drake law student. They will live in Des Moines.

Engineer W. H. Young and wife were called to Milwaukee the middle of February by the death of Mr. Young's mother who passed away a few days after the celebration of her eighty fifth birthday. Burial was made at Milwaukee. All of her children had been with her on her birthday.

Albert Menz, father of one of the freight house employees, died February 19th. Burial was made at Perry.

Engineers Orville Balsbaugh and Ralph Owens have gone to Florida to work until business picks up on the Iowa Division.

Machinist Clarence Duitman and wife have gone to California to spend a couple of months.

Conductor John Evans and Ex-Conductor Amos Case took in a whist tournament in Omaha in February and returned home with top prizes.

March 12th was the 18th wedding anniversary of Blacksmith James Ross and wife, so a few of their friends staged a little party for their benefit. It was a complete surprise to the folks but they had a fine time nevertheless.

Conductor Fred Bolender and family were called to Harper Kansas, March 12th by the death of Mrs. Bolender's father.

Mrs. Ben Stapleton was called to Chicago the fore part of March by the serious illness of her sister who passed away a few days after her arrival.

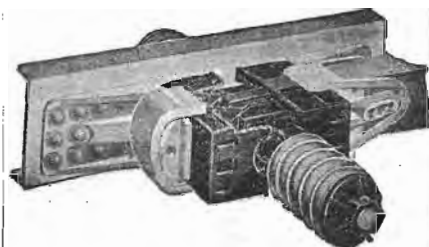
Chicago Terminal Happenings

Guy E. Sampson

A good number of our foreman and engine-men recently took the examination on I. H. B. rules. This is necessary before they can run a crew or engine over the Ind. Harbor Belt tracks.

The company carpenters and painters have just completed and placed on either end of the new club house at Bensenville, a beautiful sign showing that it is the club rooms of the Chi. Milw. and St. Paul Women's Club, Chapter No. 3.

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MILWAUKEE

They sure add to the looks of the building.

Engineer Wm. Brechlin and wife are rejoicing over the arrival of another son, mother and son doing fine.

The Parents and Teachers association of Bensenville recently put on a home talent play in which all of the cast were either Milw. employes or members of some employes family. The rest of the cast were teachers from the school.

Yard clerk Tom Collins is again back on the job after several weeks vacation caused from eye trouble. Last year he underwent several painful operations on his eyes. All glad to see him able to be with us again.

Mr. Tom Galy, of the Glenwood roundhouse force, who has been an ardent worker on the local Safety First committee has been appointed district Safety Inspector. While his headquarters are at Deer Lodge, Mont. he has the entire extension assigned to him. Some district to cover but Tom is equal to the requirements. His old pals in Chicago wish him the best of success.

Mrs. Sampson and children spent the week end with her parents at Wauzeka, Wis. returning March 14th and was accompanied home by her father who is a dairy farmer in his old home town.

When we left the LaCrosse Div. early in 1920 we secured the services of passenger brakeman Velsor to succeed us as correspondent for that live Div. and have enjoyed reading his items from month to month and we are sure sorry to see him step out of the correspondents pay roll. We can only hope that his successor will do as well as he has to keep the old Lax Div. boys who are scattered from Chicago to Seattle posted as to what is going on at home. The only news many of us receive from the old home division is what we read each month in Our Magazine.

The new freight train recently put on between Chicago and the U. P. Transfer is sure a "hummer." Less than 24 hours delivers this train to the U. P. and most of the business handled consists of autos destined to the west coast.

Switchman Jas. Coward, who recently buried his life companion, has decided to sell his beautiful home at Bensenville and make his home with his only child, Mrs. Wilson of Chicago.

Yard clerk Devinnie is just completing a new home near the round house in Bensenville. Tired of paying rent and moving as often as the place he had rented had been sold.

Asst. Foreman Morris of the Galewood car department, recently was called upon to bury their only child, a son of 14 years of age. The remains were taken to their old home at Dubuque, Iowa for burial. A letter from Mr. Morris states that on account of the mothers desire to be near the last resting place of their son he may not be able to return to Chicago. The sympathy of all employes are extended to the bereaved family.

Yes, Yes, Ruth one of the Gibsons stenogs took unto herself a husband just as we said last month. But there is one consolation, notwithstanding all her new rings, new name and all, she still remains at her old position and all the difference it makes is that she can't use her old annual pass cause that ain't her name now, but the company were more than willing to present her with a wedding present in the form of a pass bearing her new name the same to be in force as long as she sees fit to stay with us. Best wishes are extended to the newlyweds etc.

Coast Division C. C. C.

Mr. E. L. Cleveland, Supt. of the Northern Montana Division spent a few days the latter part of February in Tacoma, arranging for the moving of his family to their new home in Lewistown, Montana. Mr. Cleveland is very

enthusiastic in regard to his new position, and enjoying the renewing of his friendship with many old friends.

Mr. P. J. Cummins, Section Foreman of Missoula, while visiting in Tacoma recently, looked up Section Foreman John Mooney at Sumner, whom he worked with in the years 1878 and 1879 in the construction of the Milwaukee Ry., in Minnesota. They had a good time reminiscing, as this was the first visit since the latter date. As they drove away from John's home, P. J. turned to his son (Trainmaster W. E. Cummins) and said, "John has failed terribly since the last time I saw him."

Conductor L. A. Borden, who has been local Chairman of the B. of R. T. for a number of years, was recently elected General Chairman of the B. of R. T. for the C. M. & St. P. Ry., lines West. Mr. Borden is one of our most "genial" employees and we are very glad to see him elected to this position.

Miss Ann Johnson, of the Supt's. force is enjoying a months vacation with friends and relatives in California. Among the former Milwaukee employes who Ann will see, are Mr. Joe Hilliard, W. H. Miller, O. H. Buchanan, Margaret Olson and Mrs. Alice Furro Wyllis.

Mr. J. T. Hamilton, Asst. Supt., left February 22nd for Butte, Mont., where he appeared for the Company as a witness in a personal injury law suit. Mr. Hamilton reports there was three times as much snow in the Bitter Roots as in the Cascades, and experienced being in a real severe blizzard while in Butte.

Mr. W. M. Kelso, for eleven years Agent at Cedar Falls, Wash., has bid in the agency at Auburn.

Dick Wende has suddenly become interested in the collection of antiques. He has now unearthed what he claims to be the original chariot used by King Belshazzar at the siege of Babylon in 2836 B. C., which claim is fully corroborated by the appearance the vehicle presents. Mr. Wende's discovery has aroused great interest in scientific circles, as it proves beyond doubt that the King carried a tow rope and believed in one-arm driving, which is indicated by the location of the steering wheel. Dick denies the rumor that he intends to establish a museum, though he admits that he is considering the conversion of the machine into a stone-crusher. The relic in on exhibition daily in front of the passenger station.

Mr. George Hayden and J. F. Reardon (our handsome and elongated Chief Log Scaler) spent the last two weeks of February calling at the many logging camps on this division, looking over the logging operations, and their needs, for the coming season.

We are glad to report the speedy recovery of Conductor Chas. W. Healy of the Missoula Division who was recently operated on in St. Joseph's hospital, Tacoma.

Mr. Walter Evans and Cal Snyder are already getting their camp on the shores of Lake Keechelus in readiness for the summer. Fishing season will soon open and we hope to be remembered with an occasional trout or two.

Conductor Horace Esteb one of the oldest conductors on the Coast Division passed away February 6th at a private sanitarium, after a short illness. Conductor Esteb was number nine on the Coast seniority list, having come to Lines West, from the Kansas City Division, during construction days. His many friends on this and other divisions will regret to learn of his untimely passing.

Mr. Patrick Laughlin, well known Idaho Division Passenger Brakeman, running between Spokane and Seattle passed away Saturday night, March 6th, of heart trouble, in Seattle. Mr. Laughlin made his home in Spokane, and his

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 A Delux Edition of our new 1000 CAZARZ mailed on receipt of 25c. Handsome cloth binding. Only book of its kind. 400 pages of all the latest tricks in magic, the newest novelties, etc., etc. Price 25c, or 3 for 65c, postpaid.

STAGE MONEY
 With a bunch of these bills, it is easy for each person of limited means to appear prosperous by flashing a roll of these bills. Proper time and peeling off a genuine bill or two from the outside of the roll, the effect created will be found to be all that can be desired. Prices, postpaid: 49 bills 20c, 125 for 50c, or \$5.50 thousand postpaid.

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 A wonderful little instrument producing optical illusions. Surprising and startling. With it you can see what is apparently the bones of your finger, the lead in a lead pencil, the interior opening in a pipe stem, and many other similar illusions. A mystery that no one has been able to satisfactorily explain. Price, 10c, 3 for 25c, 1 doz. 75c. Johnson Smith & Co.

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 A VERY striking and uncommon ring. Silver finish, skull and crossbones design, with two brilliant-cut stones sparkling out of the eyes. Said by many to bring Good Luck to the wearer, hence its name, Good Luck Ring. Very unique and different. Will take a prize in wearing. ONLY 25 CENTS.

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 JUST LIKE ORDINARY CIGARETTES. BUT SUCH REAL STARTLERS! The box contains ten genuine cigarettes of excellent quality. They appear so real, but when each cigarette is about one-third smoked, the victim gets a very great surprise as it explodes with a loud BANG! A great trick provoker yet entirely harmless. Price 25c per box.

Popular Watch Charms
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 ONLY 3 for 40c; \$1.35 doz.
 Very pretty little curiosities and decidedly novel. Fitted with Magicizing lenses that enlarge the pictures to a very surprising degree; in fact, it seems almost incredible that a clear picture could be produced in such a small compass, and how sharp and distinct they show up when you look through. Come in assorted views—Acrobats, views of Panama Canal, Lord's Prayer in type, etc.

CIGARETTE MAKER
 Roll your own and save money. Makes them better and quicker besides saving more than half. Use your favorite brand of tobacco. New, useful and handy. Pocket size, weighs 1/2 oz. Made entirely of metal, nickel-plated. Price 25c postpaid.

MAGIC FLUTE
 Wonderfully Sweet Toned and Musical
 The Magic Flute, or Humanatone, is a unique and novel musical instrument that is played with nose and mouth combined. There is a little knuckle in playing it which, when once acquired after a little practice, will enable you to produce very sweet music that resembles a flute. There is no fingering, and once you have mastered it you can play all kinds of music with facility and ease. When played as an accompaniment to a piano or other musical instrument, the effect is as charming as it is surprising.

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 A most practical handbook giving complete and simple directions for making all the most useful knots, hitches, rigging, splices, etc. Over 100 illustrations. All about wire rope attachments, lashing, blocks, tackles, etc. 67 Heraldic Knots illustrated. Of great value to mechanics, riggers, campers, boatmen. Price 20c ppd.

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 The well made and effective Pistol is modeled on the pattern of the latest type of Revolver, the appearance of which alone is enough to scare a burglar, whilst, when loaded, it will probably prove just as effective as a revolver with real bullets, without the danger to life. It takes the standard .22 Calibre Blank Cartridges, that are obtainable most everywhere. Even the most timid women can use it with perfect safety and frighten a thief without risk to herself or anyone else. A Great Protection Against Burglars, Tramps and Dogs. You can have it lying about without the danger attached to other revolvers. We sell large numbers around the 4th of July. Well made of solid metal. PRICE ONLY \$1.00 Postpaid. Blank Cartridges 22-cal., shipped by express only, 50c per 100. Johnson Smith & Co., Dept. 478, Racine, Wis.

Sneezing Powder
 Place a very small amount of this powder on the back of your hand and blow it into the air, and everyone in the room or car will begin to sneeze without knowing the reason why. It is most amusing to hear their remarks, as they never suspect the real source, but think they have caught it one from the other. Between the laughing and sneezing you yourself will be having the time of your life. For parties, political meetings, car rides, or any place at all where there is a gathering of people, it is the greatest joke out. Price 10c or 3 for 25c.
Mystic Skeleton
 A jointed figure of a skeleton 10c ppd.
 In, in height, will dance to music and perform various gyrations and movements while the operator may be some distance from it.
Serpent's Eggs
 Box contains 12 eggs. When lit with a match, each one gradually hatches itself into a small snake several feet long, which curls and twists about in a most life-like manner. Price per box 10c ppd.

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 Into a trunk, under the bed or anywhere. Lots of fun fooling the teacher, policeman or friends.
THE VENTRILO
 a little instrument, fits in the mouth out of sight, used with above for Bird Calls, etc. Anyone can use it.
 Never Fails. A 32-page book on ventriloquism, and the Ventrilo, ALL FOR 10c postpaid.

ITCHING POWDER
 This is another good practical joke; the intense discomfort of your victims to everyone but themselves is thoroughly enjoyable. All that is necessary to start the ball rolling is to deposit a little of the powder on a person's hand and the powder can be relied upon to do the rest. The result is a vigorous scratch, then some more scratch, and still some more.
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 Get a Kinetograph and see the picture move. France's latest sensation. A great surprise. Is worth twice what they cost. Are made of solid brass highly nickel plated and very durable. Satisfactory, or your money back. Price..... 50c

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 Wonderful Instrument. Greatest thing yet. Nine separate articles in one. Everybody delighted with it. Odd, curious and interesting. Lots of pleasure as well as very useful. It is a double microscope for examining nature. It is also an Opera Glass, a Stereoscope, a Burning Lens, a Reading Glass, a Telescope, a Compass, a Pocket Mirror, and a Laryngoscope—for examining eye, ear, nose and throat. It is worth all the cost to locate even one painful cinder in the eye. Folds flat and fits the pocket. Something great—you need one. Don't miss it. Sent by mail, postpaid. Price, only 35c or 3 for \$1.00 postpaid.

RESURRECTION PLANT
 One of the most wonderful plants known. Possesses the strange power of turning in a few minutes from an apparently lifeless, dry herb to a BEAUTIFUL LIVING FERN-LIKE PLANT of a dark green color. Simply place the plant in saucer of water, it will open up and start to grow in 20 minutes. When taken out it will dry up and go to sleep until placed in water again. Fine house plant—summer or winter. 10 cents each or 3 for 25c, Agents Wanted postpaid.

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many friends were shocked at his sudden death.

Mr. John J. Gallivan, age 71 years, an operator at Tacoma Junction passed away Sunday, March 7th at St. Joseph's hospital, Tacoma. Mr. Gallivan was one of the employees of Lines East who came West during construction days, he having been Chief Dispatcher at Minneapolis a number of years ago. Two of his sons are Milwaukee employees, Chas. D. being Night Chief Dispatcher at Minneapolis, and J. T. Gallivan, Chief Operator, Marion, Ia. Another son Frank is in charge of the Photography department of the Pacific Telephone and Telegraph Co., San Francisco, and a fourth son, Gerald Gallivan, resides in Tacoma.

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

On February 19th, 1926, occurred the death of conductor Arthur F. Scott, at Lakeside hospital, Kansas City. Mr. Scott was one of our veteran employes, having been in service of this company almost forty years. He had been sick for about two months prior to his death. Besides his wife, he leaves to mourn his loss, two sons, Edward and Frank E. Scott, the latter a conductor on this division. Masonic services were held at the grave. Mr. Scott's death is a loss to the division as he was well qualified to do the work assigned to him, whether in freight, passenger or special service. The Chapel from which the services were conducted, was filled with many of the older employes, both engine and trainmen, who had come to pay a last tribute to their friend. All employes on the division, thru the Magazine, wish to extend sincerest sympathy to the wife and sons of Mr. Scott.

Born February 16th to Mr. and Mrs. Stanley Yates of Portage, Wis., a daughter. Mr. Yates was formerly Yard Clerk at Ottumwa and is now Perishable Freight Inspector at Portage. You have heard of proud fathers but if you want to SEE a proud grandfather, just look up engineer R. C. Yates and he will tell you all about this new grand-daughter of his. He says she looks more like her grandfather every day. It is our opinion he is pretty young looking to be a grandparent.

Efficiency has gotten to be a by-word on the Kansas City Division. A notice of the Milwaukee Employes Tournament was seen in the last issue of the Magazine so we say to ourselves, says we, "we do other things well, why not bowl?" Our boys got busy and organized a bowling team and have been practicing faithfully. However one of the latest acquisitions to the team is a progressive sort of a fellow and after throwing a number of balls, decided it was time to change the method. He said, "They have been bowling in the same old way ever since Rip Van Winkle bowled a few games and then lay down to his long sleep. I'm going to show you fellows something new," with the result that we now have the "spit" ball in bowling as well as in baseball and if not barred in the tournament, we will sure bring home the bacon. Astonishing results were produced at the first attempt. It fairly brought down the house and covered the inventor with glory or something similar. Beginners with this new method however, should wear raincoats and gloves or have their hands well bandaged. For further particulars inquire of Chief Clerk J. W. Sowder.

On January 28th, occurred the marriage of Miss Gladys Collins to Mr. Dewey Johnson, machinist helper at West Yard Ottumwa. This is of double interest to our readers as Mrs. Johnson is the daughter of conductor J. L. Collins of this division. We extend congratulations to these young people and wish them much happiness.

Have you noticed the newest thing in neckties? Mr. John seems to be advancing the spring styles to the extent of wearing hand

painted ties.

During the month of February an enviable record was established on this division in the handling of time freight trains. Everyone who has to do with the movement of trains will be interested in the situation, as it means that the best efforts of all concerned were put forth to attain the record. All time freights on the division made a hundred per cent performance for the entire month, which means that all time freights arrived on time each day, thus permitting regular and satisfactory deliveries of freight to our patrons.

Born: February 23rd to Mr. and Mrs. Roy Washburn, Ottumwa, a son. Mr. Washburn is a switch foreman at West Yard. To Mr. and Mrs. L. J. Meadows on March 1st, a son. To Mr. and Mrs. Charles Harness on March 6th, a son. This represents the train and mechanical department, Mr. Meadows is a brakeman and Mr. Harness a machinist at Ottumwa. These are three good prospects for future railroad presidents. Best luck to the three boys and their proud daddies.

Miss Katherine Gohman, Miss Mildred Kissinger, Miss Cecilia Thorne and this correspondent took advantage of the holiday. February 22nd and hid themselves to Chicago to attend a performance of "The Miracle." Miss Elizabeth Evans spent the week-end in Lincoln, Nebraska. Clyde Ward spent the time at home, this just for information of our readers who are interested in our red hot romance.

G. E. Stickler was also in Chicago on this week-end and if he could only have gotten in touch with Miss Kathleen Connors of the Union Street News, he could have taught her many things concerning "watches." We do not wish to give up "Stick" to our Union Street friends as a Timekeeper only, as he is more than a timekeeper to us.

Engineer J. H. Riley started on a pleasure trip several weeks ago, but during his stay at Hot Springs, Arkansas, his foot became infected, which has resulted in the amputation of his leg just above the knee. His sons, conductor C. W. Riley and clerk Walter Riley are at this time in Hot Springs. The latest report from them indicates that his condition is encouraging but he is not out of danger as yet. We hope Mr. Riley's condition will improve and his recovery be assured.

Conductor A. A. Floyd who has been off duty since January 18th is reported somewhat improved. Conductor D. G. Higbee is taking Mr. Floyd's place on train number 103 and 104.

Conductor C. J. Blanchard has been seriously ill at his home in Chillicothe, for the past two weeks. His condition at this time is somewhat improved but we all hope for further improvement.

Section Foreman W. Metcalf has returned to work after an absence of six months due to ill health.

Conductor A. J. Bagley has been assigned to number 25 and 26 between Kansas City and Davenport, with lay-over at Kansas City.

Mr. B. H. McNaney, Chief Train Rules Examiner and Mr. P. L. Rupp, Train Rules Examiner, were in Ottumwa March 9th giving educational talks on the unit of gross ton miles per freight train hour and also on co-operation. The meeting was attended by all the division officers. Much interest and enthusiasm was displayed by all concerned.

A three day session of air brake meetings was held at Ottumwa Junction, March 10th, 11th and 12th with Mr. James Elder, Air Brake Supervisor presiding. These meetings are held for the betterment of train operation.

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

With the new card effective Sunday March 14th, 1926 the passenger run on the Maquo-

keta Line is abolished and a new mixed train run put on to take care of the passenger business and handle express. Conductor Wes Pulley and Brakemen G. O. White and Walter Stobaugh have been assigned to the new run. Conductor Wm. L. Hyde, Baggageman A. R. Talbott and Brakeman Lee Mulroy have been assigned to one of the new Milwaukee-Davenport runs there being one Iowa Division crew and three R & S W Division crews assigned to these runs.

Brakeman L. E. Mathes who has been off duty several weeks account of a broken arm has gone to work as flagman on No. 19 & 8, Marion to Omaha.

Train Baggageman M. D. Smith is off duty account sickness, being relieved on the merry-go-round by B. S. Holmes.

Passenger Brakeman H. E. Deischer is off duty account sickness, being relieved on Nos. 31 and 32 by H. W. Orvis.

Conductor Irving Morgan and wife of Savanna are taking an extended trip through the South.

Passenger Brakeman H. R. Perrin spent several days in Minneapolis on business in connection with the Pension Association.

Passenger Conductor Wm. D. Shank is again on duty after two weeks spent at Excelsior Springs. Conductor F. S. Craig who was on the Merry-go-round during Mr. Shanks absence has taken the day service train.

Mrs. Sofia Kollman who has been Maintenance Clerk in the Division Accountant's office for the past several years has resigned. Mrs. Kollman has made many friends since coming to Marion and will be greatly missed.

Conductor Philip Shoup returned to Marion March 10th after an extended sojourn in the South. He is much improved in health.

Brakeman Louie Franke laid off a few days account of a severe cold. Brakeman G. D. Eckhart is relieving on the Monticello-Calmar wayfreight.

Charles Fullerton, who is a C. M. & St. P. conductor at Alberton, Mont. is in Marion called here by the serious illness of his mother Mrs. Esther Fullerton.

Train Baggageman Charles Betz has resumed work on Nos. 19 and 8 between Chicago and Marion after an absence of several weeks account illness.

Mrs. Ona Grassfield and daughter Thelma, have returned from a three months visit at New Smyrna, Florida, where they have been visiting Mr. Grassfield who is a conductor on the Florida East Coast Ry. Mrs. Grassfield has resumed her duties in the round house office at Atkins.

Passenger Brakeman H. W. Orvis has again moved his family from Co Bluffs to Marion and is located in the Timson apartment.

"Red" Norton our efficient but noisy Western Union messenger boy has been off duty several days account sickness. Understand Red is now up and around and expects to be back on the job again soon.

James H. Winsor passed away March 6th at the age of seventy-nine, after a brief illness caused by a stroke of paralysis. Mr. and Mrs. Winsor went to California to reside after his retirement from the service Oct. 1st, 1924. Funeral services were held at Pasadena where remains were laid away. He is survived by his widow of Pasadena and a brother Charles Winsor of Lyons, Wisc.

Mr. Winsor was in continuous service on the Milwaukee Railway for 50 years entering the service in 1874 on the R & S W Division as Operator, later served as Agent at Monticello, Iowa being appointed Agent at Clinton in 1887 where he served with extraordinary success. We extend to Mrs. Winsor and the surviving members of the family our sincere sympathy in their bereavement.

Directory of Equipment, Supplies and Service

- Acetylene, Compressed**
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
Gas Tank Recharging Co., Milwaukee.
- Alcohol**
Barber Co., W. H., Chicago.
- Anti-Rail Creepers**
P. & M. Co., Chicago.
- Axles, Car and Locomotive**
Baldwin Locomotive Works, Philadelphia.
- Banks**
Central Trust Co. of Ill., Chicago.
First National Bank in Miles City, Miles City, Mont.
First Wisconsin National Bank, Milwaukee.
Larabie Bros., Bankers, Deer Lodge, Mont.
Minnesota National Bank, Duluth, Minn.
Nat. Bank of Com. of Seattle, Seattle.
Spokane & Eastern Trust Co., Spokane.
- Bearing Metals**
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- Belting**
Deckert, W. L., Milwaukee.
- Binding**
McBee Binder Co., Athens, Ohio; Chicago.
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Bettendorf Co., Bettendorf, Iowa.
Pressed Steel Car Co., Pittsburgh.
- Bolts**
Am. Bolt Corp., Boss Nut Division, Chicago.
Continental Bolt & Iron Works, Chicago.
- Brake Beams**
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- Brass and Copper**
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Carpenter & Co., Geo. B., Chicago.
- Carbide**
Gas Tank Recharging Co., Milwaukee.
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Cars**
Bettendorf Co., Bettendorf, Iowa.
- Pressed Steel Car Co., Pittsburgh.**
- Castings (Brass & Bronze)**
Magnus Co., N.Y.; Chicago.
- Castings, Malleable Iron**
P. & M. Co., Chicago.
Pressed Steel Car Co., Pittsburgh.
- Castings, Steel**
Buckeye Steel Castings Co., Columbus, O.
Falk Corp., Milwaukee.
Hubbard Steel Foundry Co., East Chicago, Ind.
Pressed Steel Car Co., Pittsburgh.
Tennent Steel Casting Co., Tacoma, Wash.
Union Spring & Mfg. Co., Pittsburgh.
Wehr Steel Co., Milwaukee.
- Chemicals, Boiler**
Bird-Archer Co., Chicago.
Dearborn Chemical Co., Chicago.
- Coal**
Binkley Coal Co., Chicago.
Rosengrant Coal Co., Chicago.
Shoemaker Coal Co., D. C., Chicago.
- Coffee and Tea**
Chase & Sanborn, Chicago.
- Couplers**
Railroad Supply Co., Chicago.
- Cylinder Cocks**
Prime Mfg. Co., Milwaukee.
- Derailers**
Railroad Supply Co., Chicago.
- Draft Rigging**
Union Draft Gear Co., Chicago.
- Engravers and Printers**
Columbian Bank Note Co., Chicago (Print C. M. & St. P. paychecks).
- Feed Water Heating Devices**
Superheater Company, Chicago.
- Floodlights**
Pyle-National Co., Chicago.
- Flooring, Composition (Flexolith)**
Tucos Products Corp., Chicago.
- Flooring, Built-up Wood Block**
Carter Bloxonend Flg. Co., Kansas City, Mo.
- Furnaces (Oil Burning)**
DeRemer-Blatchford Co., Chicago.
- Gauge Cocks**
Prime Mfg. Co., Milwaukee.
- Grease Cups**
Flannery Bolt Co., Pittsburgh.
- Grease Plugs**
Prime Mfg. Co., Milwaukee.
- Greases**
Galena-Signal Oil Co., Franklin, Pa.
- Guard Rail Clamps**
P. & M. Co., Chicago.
- Hose Couplings**
Prime Mfg. Co., Milwaukee.
- Hose**
Milwaukee, Wis.
Co., 1340 Fond du lac Ave., Northwestern Factory Supply
- Hydrogen**
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Iron (Staybolt)**
DeRemer-Blatchford Co., Chicago.
- Lag Screws & Bolts**
Am. Bolt Corp., Boss Nut Division, Chicago.
Continental Bolt & Iron Works, Chicago.
- Leather (Imitation)**
The Pantasote Co., N.Y.; Chicago.
- Lighting Accessories**
Pyle-National Co., Chicago.
- Linseed Oil**
Barber Co., W. H., Chicago.
- Lock Nuts and Washers**
Am. Bolt Corp., Boss Nut Division, Chicago.
- Locomotives**
Baldwin Locomotive Works, Philadelphia.
- Loose Leaf Specialties**
Miller Co., H. C., Milwaukee.
- Lubricants**
Galena-Signal Oil Co., Franklin, Pa.
- Lumber**
McKenna Lumber Co., McKenna, Wash.
Nashville Tie Co., Nashville, Tenn.
National Lumber & Creosoting Co., Texarkana, Texas.
Pacific Creosoting Co., Seattle.
- Nuts, Square and Hexagon**
Am. Bolt Corp., Boss Nut Div., Chicago.
Continental Bolt & Iron Works, Chicago.
- Oils**
Galena-Signal Oil Co., Franklin, Pa.
- Oil Cups**
Prime Mfg. Co., Milwaukee.
- Oxygen**
Air Reduction Sales Co., N.Y.; Chicago, Seattle.
Burdett Oxygen & Hydrogen Co., Chicago.
- Paints**
O'Neil Oil and Paint Co., Milwaukee.
- Paper**
Import Paper Co., Chicago.
- Printing**
Bulfin & Son, Ed., Milwaukee.
Collins' Sons, J. J., Chicago.
Goodman Printing Co., (Maurice Goodman), Portage, Wis.
Hillison & Etten Co., Chicago.
Keogh Printing Co., Edw., Chicago.
- Northwestern Printing Co., Milwaukee.**
- Provisions**
Aaron & Sons, E. A., Chicago.
- Rail Anchors**
P. & M. Co., Chicago.
- Railroad Car Trimmings**
Loeffelholz Co., Milwaukee.
- Rust Preventatives**
Dearborn Chemical Co., Chicago.
- Searchlights**
Pyle-National Co., Chicago.
- Signal Oil**
Galena-Signal Oil Co., Franklin, Pa.
- Springs, Coil**
Union Spring & Mfg. Co., Chicago, Pittsburgh.
- Stationery**
Miller Co., H. C., Milwaukee.
- Stay-Bolts**
Flannery Bolt Co., Pittsburgh.
- Steam Superheaters**
Superheater Company, Chicago.
- Stone and Stone Products**
T. R. Coughlan Co., Mankato, Minn.
- Tie Plates**
P. & M., Chicago.
Railroad Supply Co., Chicago.
- Ties**
Moss Tie Co., T. J., St. Louis.
Nashville Tie Co., Nashville, Tenn.
National Lbr., & Creosoting Co., Texarkana, Texas.
- Trap Doors (Vestibule)**
Tucos Products Corp., Chicago.
- Trucks for Cars**
Baldwin Locomotive Works, Philadelphia.
Bettendorf Co., Bettendorf, Ia.
Pressed Steel Car Co., Pittsburgh.
- Tubes, Arch and Stay**
Globe Steel Tubes Co., Milwaukee.
- Turpentine**
Barber Co., W. H., Chicago.
- Varnish**
Thresher Varnish Co., Dayton, Ohio.
- Washout Plugs**
Prime Mfg. Co., Milwaukee.
- Water Softening Compounds**
Bird-Archer Co., Chicago.
- Wheels, Car and Locomotive**
Baldwin Locomotive Works, Philadelphia.
Pressed Steel Car Co., Pittsburgh.
- Wire and Cable**
Kerite Insulated Wire and Cable Co., N.Y.; Chicago.
Burdett Oxygen & Hydrogen Co., Chicago.

Mr. and Mrs. L. C. Low returned to Marion March 13th from an extended visit in California.

Conductor J. F. Coakley was off duty several days on account of the death of his sister at Perry, Iowa. Mr. Coakley has the sympathy of many friends on the Division in his bereavement.

W. E. Owen Agent at Long Grove died of pneumonia after a weeks illness March 11th, funeral at Long Grove March 13. Mr. Owen was born at Lagoon, Ill. May 18th, 1852. His date on the roster shows that he began work with the company as Agent at Long Grove February 22nd, 1882.

He was a member of Masonic order and Eastern Star, surviving him besides the widow are two sons Carl M. of Sumner, Washington and Keith of Terre Haute, Ind.

Mr. Owen was a loyal and efficient Agent and a man of fine character. His death is much regretted by many friends among the employees. The Employees Magazine on their behalf extend deepest sympathy to the bereaved family.

Supt. and Mrs. Martin J. Flanagan went to Excelsior Springs March 8th for a two weeks stay for the benefit of Mr. Flanagan's health.

Miss Sylvia Peterson and Miss Lillian Briggie of the clerical force at Marion visited in Minneapolis February 21st and 22nd and with Miss Briggie's parents at Council Bluffs March 7th.

Mrs. Harry F. Gibson of Chicago visited in Marion with the Van Wormers and Miss Sadie Nott.

Mrs. J. W. Held of Wausau, Wis. visited several days in Marion early in March as a guest of Mr. and Mrs. Harry C. Van Wormer. She was also the honored guest at several prominent social events during her stay, on her return home, Mrs. Van Wormer accompanied her as far as Chicago.

A Safety First meeting was held at Atkins February 26th with a good attendance present.

Engineer John Gunn died at Savanna March 1st. He has not been in good health for several years and had been working in round house at Savanna past two years. Mr. Gunn's record as engineer on Iowa Division dates from August 13th, 1892. His work as an engineer was of high standard. He had many friends on the Division who regret to hear of his death. The sympathy of all is extended to family in their loss.

Assistant General Manager C. H. Buford and General Supt. E. W. Lollis arrived at Atkins Yard on No. 3 Tuesday March 9th spending most of their day there, going west on a time freight train.

March 12th the engineers on the two performance runs each way between Perry and Savanna change at Atkins instead of going through.

R. L. Taylor has been acting Chief Operator during Jerry Gallivans absence, Marl Marchant on second trick Marion and W. E. Hutchinson 2nd at Atkins Yard.

The fortieth wedding anniversary of Mr. and Mrs. W. D. Kindig was celebrated at a dinner given in their honor by their daughter Mrs. Nina Sampica at Cedar Rapids, Iowa February 27th. Mr. Kindig has been in the employ of the company for 37 years in the track department.

Agent Fred N. Rathbun of Elk River Jct. enjoyed a little mid-winter vacation going to New Orleans for the Mardi Gras, going via the Ill. Cent. and returning via L. & N. stopping off at Montgomery, Ala. a few days. Operator E. F. Claussen relieved.

Mrs. L. A. Patton of Marion went to hospital at Cedar Rapids about March 1st for an operation which was quite successful and she is satisfactorily convalescing.

Sanborn West—I & D Division

We have been having a mixture of warm and cold weather so far in March. A few days almost like Spring and then a couple that were decidedly wintry, with wind and snow galore.

Night Roundhouse Foreman G. H. Kings and wife visited at Audubon, Ia. the latter part of February. Mr. Kings has also been laying off during that month on account of not feeling well, but now is back to work.

Machinist Charles Cheadle has purchased a new 'six-cylinder' radio set, so he can now keep you posted on the doings of the outside world.

Storekeeper Sebald was in Mason City on business for a couple of day the first part of March.

Harmon Hitchcock and family have returned home from California, where they have spent a few weeks visiting relatives. Quite a contrast-the balmy weather left and the blizzard that greeted them here on their return.

James Burke, Boxpacker and family have started on their Florida trip. They will probably return after seeing all the sights down there, but may decide to locate there. Jim may make a million in real estate and never come back.

Machinist Gehl has gone to Mitchell and while he is getting located his wife is visiting in Dubuque.

Mrs. Parker, mother of Machinist Al Parker visited in Ottumwa, Iowa for a few days last month.

Try the following on your bicusped: Seventy-seven shell-shocked soldiers sorting short socks. If you can say it at 3 A. M. it's safe to go home—you're not drunk.

Engineer Charles Allen is looking for men to sign contract to lay a pipe from his oil wells down in Texas.

Mrs. Davis, wife of carpenter James Davis, is now visiting in Prairie du Chine. On her way down she stopped off at Mason City to visit also.

Mrs. Conductor Burns departed Saturday the 6th for a visit with her son in Des Moines.

Blacksmith George Colvin has been forced to remain away from his work for about a week on account of sickness, but is feeling fine again and back at work.

Depot Agent L. D. Jones is 'grandpa' now. They received word from their daughter Grace—Mrs. Clifford Hughes of Detroit, of the arrival of a little girl on March 5th. Barbara Jean Hughes is her name and we'll all wager she is a pretty cute kid.

It is said that the Charleston produces papilloma, which is an epithelial tumor formed by the hypertrophy of the papillae—in other words corns. Also hear that there are more fallen arches in the world since this outburst of choreographic lunacy, than ever before. That's why we're not doing it in Sanborn—the only reason in the world. We read that the Arabs have a quaint tribal dance in which each dancer taps his partner on the head with a hatchet—it is called the Nutcracker. The simplicity of this dance might appeal to some of us who do not care for such a strenuous dance as the above mentioned Charleston.

News was received here of the death of Edward Getchell, who worked here in the Car Department until it was closed down in January. Mr. Getchell died very suddenly at his newly purchased farm in Minnesota. They had just moved from Sanborn up there about two weeks before his death. The many friends of the family extend sympathy in their great loss. The funeral will be held in Sanborn and Mrs. Getchell will probably make her home here again.

Kansas City Terminal

S. M. C.

Mr. and Mrs. A. J. Schutte, better known as Alex and Katie have taken up golf. Alex says so far so good and Katie says "Well I might learn". Question: Since the new hobby would a caller at 10:00 A. M. Sunday find them in (bed)?

We have two flower experts at the Local office. Charles Wright and Jim Talbott. Charlie says not to be in a hurry to plant flowers, going to be a long summer and the girls can wait for a bouquet. In the mean time Jim can furnish artificial flowers.

Who said 'Ozarks'? Must have been Mr. Vail or Mr. Owens. They don't intend to miss that beautiful country as long as there are wheels under their autos.

Now that spring is here, vacations are again the subject. We can't all go in August. Wonder if some of the fishermen wouldn't like to get away while there is still some fish in the lake.

Pauline rides to work now in a big Studebaker Sedan. Some class Polly.

Rosella Parrot wore the same dress two days last month. Isn't it funny how some girls like to wear the same dress twice?

Mr. E. J. Knoll of Chicago was a visitor here the later part of February.

There has been another twig added to the Milwaukee family tree. Congratulations are extended to Mr. and Mrs. Lawrence Flagler on the birth of a daughter to whom they have given the name Betty May. Lawrence says he doesn't know much about babies but he is learning fast.

Feb. 22nd Mr. L. B. Davidson celebrated the thirty-eighth anniversary of his wedding. Some record for these times.

No it isn't an automobile show. Just the visible indication of the prosperity wave. This has reference to the new autos parked around Coburg.

Newsy Bits from the Madison Division

Buck Slightam has two objectives—Going West, Penochle; Going East—Red Ball Freight. It is said Buck is getting familiar enough with the game of Penochle to bid his hand quite intelligently.

We are glad to see Mac back on the job at Spring Green.

Ezra is still looking for the scoundrel that stole his car from parking space near the theater in Madison while he was enjoying a few reels of "The Thief of Bagdad."

Ray Cavanaugh, rate clerk in local freight office here, left March 14th to take position of Chief Clerk to Division Freight Agent, Green Bay. We wish Ray the best of success.

"Fergy" claims to have discovered the origin of the "Charleston". Ask him about it.

Jim Pratt has the "Heaves" caused by the dust at the Barn dances.

Tom Taylor has a new cigar. Particulars on application.

Chief Clerk Liegois has put in past two weeks 'concentrating' cheese. The air has been so permeated, that mice have been congregating to the discomfiture of "Winnie from Washington" and "Tillie the Toiler."

Talk about the World's war. That was a pink tea compared to the conflict here on St. Patrick's Day. It ended fifty-fifty; orange and green.

Morris Carroll is much interested in the approach of Spring. Each day he inquires, "When will Chippy be back?"

Every one has heard "Cohen on the Telephone," but you SHOULD hear "Chappie."

WHAT MAKES BOGS Now that the nice weather is setting in, Otto Schaefer, along with many other train baggagemen will ask this question every time they see a cow pasture.

George, most popular Trainmen's timekeeper, is spending all spare moments in making a very fine cedar chest for his girl. Looks pretty serious, and we wonder when we'll have to buy the rice.

Fred Zimmerman, Agent at Janesville has been home for some time due to illness. We sincerely hope the warm spring weather will restore your health Fred, and that you may enjoy all the activities planned for the summer.

R. L. Whitney, Chicago, made us a visit recently. Sorry we were all out of little stuffed mouses! Don't forget, we'll be there April 24th, and we expect you to have 'em all lined for us!

B. V. Burtch felt real elated that he made the Line last month. Never mind, you know what we told you about OUR idea of popularity!

Chevrolet Motors, Janesville, broke all load- ing records a few days ago. Sixty-nine cars of autos loaded in one day.

Mr. and Mrs. William Doll, Milwaukee, have a fine baby boy. Mrs. Doll, nee Bernice Buehler is daughter of Dispatcher I. L. Buch- ler. You should see "Irv's" smile. All same "Foxy Grampa".

Why is Fireman James Kerin so interested in Safety First Meetings held at Madison?

Mr. James Coleman has been suffering from a severe cold the past week, but is reported im- proving.

Wyla Blethen was down to visit us the other day. Seems like old times to have you with us again, Wyla.

Miss Florence Callahan has a dreadful cold —anybody noticed her nose?

Will someone kindly advise OLE what the joke is about Mr. Liegois' Valentines?

The Freight house Sewing Bee met at Rum- my's house, Tuesday evening. A most enjoy- able time was had by all. Orders taken for filling Hope Boxes.

Ruth says she is going to the dance April 24th. Some inducement for somebody.

Bennie McNulty is getting to be a real card shark. Beware everybody.

The bowlers who will represent Janesville this year at the tournament at Milwaukee are Chas. Neave, Jas. Gregory, Wm. Naeser, Reno Koch and Jesse Meadows. Let's show your stuff, bowlers.

Mrs. Hugh Young, mother of Main Boiler- maker Robt. Young of Janesville Roundhouse and wife of Mr. Hugh Young a veteran of the CM&St.P.Ry. passed away at Milwaukee Feb- ruary 19th, 1926. The sympathy of the St. Paul Employees is extended to the Young fami- ly.

Mrs. Murphy Higgins, wife of Brakeman Higgins of the Shullsburg branch passed away March 15th. We extend our sympathy to Mr. Higgins.

We wondered why all the smile on Boiler- maker Oliver's face at the Janesville Round- house on 3-18-26, and were relieved when told that Mrs. Oliver had arrived home after a three weeks vacation. How does it seem to be your own cook Frank? Did you clean all the dishes in the kitchen sink?

Notes on the West I & D

F. E. P.

February was such a short month that we didn't really have much happen around Mitchell and vicinity. Our news reporters haven't shown up yet this month so we will not have much to say this month.

What a decided change in the appearance of the yard office and roundhouse office at Mit- chell. Why? They have both donned a new coat of paint and we must say it surely did im- prove their looks.

Mrs. G. P. Hodges and Mrs. E. Bowen of Mason City attended the dinner of the Milwau-

kee Women's Club at Mitchell, Monday Feb. 15th. Come again.

Mrs. Nellie Findly, mother of trucksmith Helper Joe Findly was operated on at St. Joseph's hospital Friday Feb. 12th and is now home. We are glad she is doing so nicely.

The roundhouse employes wish to extend their sympathy to Mr. and Mrs. Frank Carroll in their loss of their infant son.

Master Donald Harrison made his appearanc at the home of Mr. and Mrs. Ross Harrison the last of February. Mother and baby are doing nicely.

Wiper George Zollinger has been on the sick list for the past week. We hope that he will soon be back to work.

"Oh dear" is one of the phases commonly heard coming from Helen's desk at the freight office. For further information ask Louis Ilaf.

Mitchell roundhouse now boasts of a real orator in their ranks. Dwight Seybert, Fire knocker on the 3rd shift won the state ora- torial contest held at Dakota Wesleyan Univer- sity on March 2nd.

Talk about bad luck. John Bohan, Machin- ist, went to Elgin, Ill. after his new bride and while there contracted the small pox and is now quarantined in for three weeks. Pretty tough, isn't it Jack?

Marion Clarcy, of the Spencer Yard Office was a week end visitor at Mitchell Feb. 13th.

Ed. Wright, boilermaker foreman at Mit- chell was on the sick list Feb. 17 and 18th.

Car Repairer Wm. Murphy and wife spent the week-end visiting their daughter at Sioux Falls.

Mrs. E. M. Stanton, wife of our local yard- master has been laid up sick for a couple of weeks at Des Moines, Ia. At this writing she is reported greatly improved.

Many of our basket-ball enthusiasts, attend- ed the district meet held at Wimbail March 4th and 5th and saw Mitchell eliminated from the State Tournament. Too bad I'll say.

A big Buick Sedan can now be seen parked at the freight office. Penny Rogan is the proud owner. When are you going to take us for a ride Penny?

Wm. Wood, Machinist, has been laid up for two weeks with a bad case of tonsilitus, but I understand that he is greatly improved. Can't keep a good man down, can we Bill?

C. H. Bradbury, J. W. West, G. B. Lau- rence and C. O. Bross all of Mitchell attended the Efficiency meeting held at Mason City on Sat. March 6th. All of them came back with a great deal of enthusiasm and pep. Better watch your step now boys.

Mitchell always was there when it comes to doing things right. If you don't believe me ask some of the boys that attended the Em- ployes Get-Together meeting held at Mitchell Feb. 15th. Our motto is "WE DO THINGS."

Ole Anderson, blacksmith, is getting his fishing tackle in tip top shape. It must be nearly spring, now.

Machinist Wm. Gehl, from Sanborn, is fill- ing vacancies at Mitchell this month. How does it seem to work in a real place?

Haven't any news from lines west of Mit- chell this month, so they must be alright out there. As the saying goes "No news is good news", but we would like to hear from you once in awhile anyway.

Our painter Lyle Paullin is some painter. At least the Milwaukee Women's Club believe it.

The Milwaukee Women's Club at Mitchell have been conducting a series of bake sales. A good way to make money. You see we are planing one sometime soon.

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H. W. G.

Ben Koepsel, Machinist in the car department is just getting around from a three weeks lay-up account getting hit by an automobile. One of these numerous cases when following the foot traffic getting hit by the man turning out.

It was reported that George Callahan and wife had started for California February 23rd. but this proved to be an unfounded rumor. However, John Crowley did get as far as Kelley's Cut got homesick and came back, and finally went down the line on the new Southwest Limited.

Wonder why Mr. Fred Underwood's car is placed at the C. & N. W. depot when in town.

Mr. O. D. Kinsey Tool Supervisor, went to Tacoma March 7th on a brief business trip.

Mr. W. H. Gardner has returned from a trip thru the southwest U. S. looking hale and hearty.

Mr. Geo. Hurst Engine Handler was off sick two months, we sure did miss you George.

North Division freight trains blocking the 35th Street crossing in the sag causes a delayed tie-up in street car traffic just when the men are on their way to work mornings, also sometimes when going home after work. There is a good place for a convenient viaduct, and just where urgently needed, besides doing away with two street grades.

The new train the Southwest Limited to Kansas City (S W Limousine as a little girl put it) pulled out of the Union depot here in peacock style at 5 P. M. Sunday March 14th. A goodly bunch of the officials went with the train, some photos of it being sent to the Magazine.

Mrs. Hugh Young, Mother of Alex Young former M. M. here died February 18th after a lingering illness. Mr. Hugh Young is in the blacksmith shop loco. department.

Veteran Peter Kuhn of the air brake dept. has been laid up for some time.

Veteran Ed. Allister, Machinist in the locomotive department for 53 years is up in the hospital suffering from a stroke, being the second one within a year. Ed. knew us when we called the other evening, and we can only hope for the best, that he may get better in some miraculous way. Three years ago when Ed. was at his half century service, the boys gave him a good surprise one evening.

We have orders to picture up the new St. Paul terminal shops and surroundings, expect something very nice.

Veteran Charles Wood has been laid up for sometime and slowly on the mend. We hope you too, Charlie, will soon be with us again.

Veterans Vedder, Hobbs and Gracy, are somewhat on the under the weather list. These men are about the oldest in service on the system, except one.

Mr. Joel Heather from Mr. Nystrom's office is in the M. E. depot for awhile.

Des Moines Division Items

Frenchy

Mrs. R. P. Edson returned recently from several weeks spent with her grand-children at Shelby, Montana. Mrs. Edson brought a little granddaughter home with her.

Mrs. Joe Pope and baby daughter returned last week from several weeks spent with her sister at Richmond, Va. No wonder Joe was quite late that morning.

Miss Jean Dallas and Miss Florence Nelson spent the week-end visiting Mr. and Mrs. Clyde Kinney at Dubuque. They report a fine time. Mrs. Kinney accompanied them and spent a few days visiting friends in Des Moines. On her way home she visited Mrs. W. L. Schmidt at Perry.

Mr. and Mrs. W. H. Ferguson have returned from a visit in Detroit, Mich.

Engineer Charles Newell is confined to the hospital as the result of an accident which occurred a short time ago. It seems a party ran into Mr. Newell's car and he had gone around to take the number of the car when another car came along and struck him breaking one of his legs. Reports from the hospital are that Mr. Newell is recovering but it will be some little time before he is able to be back on the job again.

Miss Vera Stowell of Mr. Warren's office has been granted a leave of absence and will spend some time with her sister in Chicago.

D. F. & P. A. C. E. Hilliker entertained Mr. E. W. Webb and Mr. W. L. Finnicum recently at a fine dinner in his bachelor's quarters.

Section Foreman W. C. Lorence is on the sick list having been confined to his home with an attack of the flu.

We regret to announce the death of Engineer James Mulstay which occurred on Washington's birthday. Mr. Mulstay was one of our veteran engineers and had been ill enough to be off duty but a few days at the time of his death. The members of his family have the sincere sympathy of all of his numerous friends on the division.

Motor Car Inspector G. D. Gordon was in Des Moines March 15th.

Conductors P. A. Gifford and W. J. Caskey have again changed runs, Mr. Gifford taking the Sunday layover at Spirit Lake and Mr. Caskey the layover at Des Moines.

Conductor Iebell was off a few days account illness. Relieved by W. E. Raaz.

W. W. Kelly now has the Rockwell City layover of the north end locals.

Conductor M. G. Dixon was off several days recently taking care of some very troublesome boils. He says job had nothing on him.

S. M. West Notes

Ray H. Hoffmann

Fireman Verne Thomas and family have moved to Madison from Austin where Mr. Thomas has lived for the last few years. Mr. Thomas is just like the people that go to California and Florida from South Dakota, they always come back.

Irv. Starr, Section Foreman at Woonsocket, won 2nd prize in the Old Time Fiddlers Contest held at Woonsocket recently. The general opinion of those present, was that Mr. Starr should have been awarded 1st prize but the judge decided otherwise.

Engineer John Deveney and wife have returned to Madison from a visit with relatives at Janesville, Wis.

Donald Bradley, Relief Section Foreman, at Wessington Springs, was married on February 22nd to Miss Florence Krogh, of Bryant. The ceremony was performed at Wessington Springs. We extend our Best Wishes to the young people.

Albert Martin, has returned to his home at Madison, from La Crosse, Wis. where he went to take treatments for his health. Mr. Martin looked hale and hearty on his return.

Inspector H. A. Potter and Chief Lineman C. A. Sanberg of the Telegraph Dept., with headquarters at Milwaukee, Wis., were at Madison on March 11th and 12th, on a tour of inspection.

Frank Vajnor, for many years Pumper at Jackson, died on Feb. 27th, at his home in Jackson. Mr. Vajnor was a veteran in the service of the Milwaukee. We extend our sympathy to his wife in her bereavement.

Sylvester O'Gar, Inspector in the Store Dept. from Milwaukee, was at Madison recently, looking over the Local Store Dept., etc. Mr. O'Gar was a locomotive engineer for 24 years, and Master Mechanic for 15 years, before taking up his present work with the Store Dept.

He is well acquainted with the old timers at Madison and on the S. M. West in general.

Dispatcher Carl Berg of Madison is getting to be quite a dog fancier. Mr. Berg has about two of the finest English Bull Dogs that ever barked. Engineer Fred Peck also has a fine English Bull Dog. These dogs are very intelligent, are quick to learn tricks, and make an excellent watch dog.

The Round House at Madison is being wired and a system of flood lights are being installed by the Electricians Crew from Milwaukee, Wis. This is going to be a big improvement over the old lighting system, and will make it much handier and easier for the men to work around the engines in the house at night. The Round House at Jackson is also being wired up in a similar manner.

Roadmasters McGee and Larkoski of Madison, have been rather busy recently inspecting Car and Tool Houses in their respective divisions.

Musselshell Minutes

Helen Kirwan

Whenever the men start organizing a baseball team and the boys start marbles you may as well start saving your pennies for pinker lemonade and nearer beer, because it won't be long. The Men's Club is busy getting a team lined up and plan on having some snappy suits.

Mr. J. F. Shine left for Mobridge to accept a position as clerk in the freight house.

Mr. Bryan Nelson is leaving for Seattle where he has been transferred. Friends of Mr. and Mrs. Nelson are sorry to have them leave Miles City and wish them every success on the coast.

Mr. P. B. Strickland transferred to Spokane this month. Mrs. Strickland and the boys left last week for their home. Musselshell folks will miss P. B. and family and take this opportunity to wish them all sorts of good luck. Makes it nice for Miles City folks—we can stop off in Spokane and visit Stricklands and then go on to Seattle and visit Nelsons and so on. You can look for us any time.

Conductor W. H. Kelly is reported very ill in the hospital. His son and daughter from the East have been called home. George Roberts is also very ill with an attack of pneumonia. The two small daughters of J. W. Shine are confined to their home with the scarlet fever.

Mr. and Mrs. Bryan Nelson are the happy parents of a new baby girl and Mr. and Mrs. Harry G. Miller are the proud possessors of a bouncing baby boy. Congratulations, folks!

Henry Swartz is acting-chief clerk in the yard office. Earl Gilmore has taken 90 days and departed for the west coast.

We are glad to know that Mrs. Mayo has returned home from the hospital very much improved in health.

Charlie Shine is the new night ticket clerk—we bet he'll live right up to his name and shine—shine—shine.

LOST: A fairly respectable-looking overcoat and last year's hat at the Elk's Hall recently. Finder please don't mention it because I wanted an excuse to present to the wife so I could get new ones.

C. M. D.

Conductor Hanarahan is back on the job again after quite a long absence account of ill health.

The Musselshell folks were shocked by the sudden death of Michael Dahill last month. Mr. Dahill was held in the very highest esteem by all who knew him and we wish to extend our sincere sympathy to his wife and little daughter in their bereavement.

Little Fern Rask, daughter of Mr. and Mrs. Ray Rask, passed away recently after suffer-

ing from a serious illness for several weeks. We extend our deepest sympathy to the bereaved parents in their loss.

Mr. and Mrs. O. Parker spent several weeks in California just recently. They had a very fine trip and took in all the sights—even Tia Juana. Never even brought me an orange tho.

Miss Edith Urban is recovering from an appendicitis operation and from the reports her room looked like a cross between a green house and a toy shop.

We knew all the time that the beautiful canine seen in the Ross yard was far from being just a common, ordinary houn' dorg. He proved this by carrying off several prizes at the recent Dog Show.

Parke Burns, son of Mr. and Mrs. P. J. Burns, has been suffering with an absessed ear and has been confined to the house for a week.

Mr. Kencke of the Store Dept. is taking a leave of absence. He seems to be enjoying himself strolling around these fine spring-like days.

Here's the very latest bit of news we have: V. J. Peterson slipped off to St. Paul recently and promised to love, honor and walk the chalk. Congratulations to the newlyweds.

Fullerton Avenue Building

J. T. Griffin

Washington's birthday brought many joys To some of the Statistical girls and boys. 'Twas the 20th of February when a happy force, Boarded a trusty M. C. Iron horse.

There were but seven in all Who wanted to see Niagara Fall. Thus reservations were made far ahead For the Hon. Duffy, Sam Charley and Ted. Ah! lavishly did these artists entertain Their girl friends in a drawing room train. Although this expense was wearing on poor Ted, He therefore sold cookies, to pay his overhead While Charley sang hymns and made wise cracks And sometimes changed stories into real facts. Our Duffy who is always a good scout Arose at 5 A. M. to see the Falls come out. He was surprised at the glorious sight And exclaimed "Did the Falls fall all night? Poor Sam (minus his sweetie) felt lost and alone

And immediately sent a wire to her home. I hear they all visited Canada too Perhaps to sample some Pre War Brew. Now that they are back all safe and well They announced that the trip was just swell. As for Margaret Jones who cares not for scenery I'll bet Thinks traveling is the bunk and the Falls all wet.

Congratulations to Mr. and Mrs. Geo. Reck on the birth of a baby boy, March 13th 1926.

We take pleasure in announcing that Dorothy Schoyer, Auditor Expenditure's Office has been playing in the "Oak Park Follies Chorus" and is now at the height of her career, but we regret to say that Flo Ziegfield has not heard of her—as yet.

Say Ted do you think its going to rain today?

What is all the row about Red Hair, in the Payroll Bureau.

On February 20th, 1926 Agnes Fogelstad embarked on a voyage or'e the sea of Matrimony incidently changing her name to Mrs. John Marshall. May all the waves on this nuptial sea be little ones. Congratulations.

The employees of the Auditor of Station Accounts were much pleased to see J. H. Gannon return after an absence of some weeks due to a broken leg.

A baby girl was born to Mr. and Mrs. E. P. Denny some months ago, although a little late we offer our congratulations to the young couple but we don't understand why E. P. kept it so quiet.

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Would like to ask W. J. Ganzer, Freight Auditor's Office how he is going to pay for the recent three cornered pool tournament in which he was the usual carp.

Mrs. May Whitman, Freight Auditor's Office was the lucky winner of the Limerick prize of \$100.00 recently offered by the Herald & Examiner, Congratulations.

The boys in the Review Bureau would like to know where S. E. Spence spends his Mondays. Is it to line up your weekly program over Station S. E. S? We hear Wurlitzers are selling the Atwater Kent for \$10.00 during their sale March 15. Think we should buy Spence?

Dedicated to a certain young man in the Ticket Auditor's Office.

Of all the boys I've ever met,
In the exclusive Gold Coast Set
No Queen there is he cannot get
This certain social party.

A piano selection over W. G. N.
played by this foremost model of men.
A dance at the Drake or the Beach now and then
This certain social party.

Illinois Division

M. J. S.

Profound sympathy is extended to the H. L. Stevens family in their keen loss of husband and father, account the death of Mr. Stevens, which occurred March 5th at his home at Savanna, due to paralysis and heart failure. Mr. Mr. Stevens served as Engineer in the employ of the C. M. & St. P. (Iowa Division) for a period of about 50 years, and his passing away is deeply felt by his many friends and associates.

Irvin Tyler, Asst. Divn. Acct., who is on a forced leave of absence account sickness, is slowly improving, a fact we are all very pleased to know.

Congratulations are extended to Mr. and Mrs. Chester King, on their marriage Saturday March 13th, at Clinton, Iowa. Miss Bahwell taught in the Savanna Schools and for the past three years has been employed in the Signal Department at Savanna, as Clerk in Signal Supervisor's Office. Mr. King is employed with the J. P. Squire & Co. at Clinton, Iowa, at which place the happy bride and groom will reside. The many Illinois Division friends of the newlyweds wish to extend to them, through the medium of the magazine, Best Wishes for many years of happiness and success in their wedded life.

Acting Supt. C. F. Urbutt has accepted a position with the Anglo-Chilean Nitrate Company of Chile, South America, and with Mrs. Urbutt will sail April 1st for their new field. The Ill. Divn. Staff Officers and friends tendered Mr. Urbutt a farewell get-together on the evening of March 12th, at which time he was given a beautiful traveling bag as a token

of remembrance. Illinois Division friends wish him much success in his undertaking in the far country.

Operator Sherm Correll has returned from Chicago where he was called account the sickness of his sister Mrs. Phoebe Wilsey, who underwent an operation recently, and is now on the road to recovery.

Local Office Basket-ball fans—Miss Clara Cush and Mrs. Anna Bahne, Supt. Office Clerks, went to Joliet March 12th and attended the Tournament in that city.

C. M. & G. Acct. Joe Castle and wife went to Woodbine, Ill. account the serious illness of Mrs. Castle's father, Edward Lord, who suffered a stroke of paralysis.

"Better late than Never" in extending apology for an omitted item through oversight in a recent issue of our magazine. A delightful Christmas Party was tendered the SOS Club of the Supt's. Office, by Viola Donahue Dispatcher's Clerk, at her home. Many thanks to Conductor T. Coyle for his Christmas treat to the girls.

"My Gawd" says he, I hope this passes And I'll be raised from these lower classes Who've aped me and copied my footwear to glasses

This certain social party.
With feathers and socks and neckties of red,
And clothes so collegiate—They'd knock you dead

Played by this foremost model of men.
But not one atom of sense in his head
This certain social party.
You can track a mountain lion to his lair.
You can chase the King of birds to the air
But you can't get rid of "a squirrels prayer."
This certain social party.

And in twenty years when we look behind
To think of those memories cherished and kind
Do you think we'll go to much trouble to find—
That certain social party.

Sick room bouquets were sent to the following employes by the Employees Association.

Maude Neargarder Car Accountant's Office
Josephine Varello "
Josephine Lozare "
W. Berman Ticket Auditor's Office
J. H. Gannon Auditor Station Accts. Off.
M. M. Sweeney Freight Auditor's Office
Chas. Gross Auditor Expenditure's Office
Mary Maney Nurse
The Officers and employes extend sympathy to

L. C. Daniels Death of Mother
W. O. Little "
Ruth Jensen "
Louise and Viola Peters Death of Father
Alma Kramp "
Edythe Marsh Death of Sister

General Office Items
Vila

Mr. and Mrs. F. S. Pooler celebrated their

MAGNUS COMPANY

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NEW YORK

CHICAGO

Fiftieth Wedding Anniversary recently. We have tried to get their pictures in the magazine but have been unsuccessful; we have seen one of their latest photographs and a nicer looking couple is hard to find. May good health and happiness be theirs, is our sincere wish. Mr. Pooler has been an employee of the "Milwaukee" for fifty-three years.

Miss Margaret Lyons of the Purchasing Department was taken suddenly ill March 18th and was obliged to go home. We hope your illness is not serious, as we need your smiling face around here Margaret, to cheer us up.

Jack Shaw, brother-in-law of C. F. Urbutt, is the new instrument man in R. G. Heck's Office, taking the place of James Matthews, who left Savanna to be employed at Rockford, Ill. Mr. Shaw was formerly employed as Mchst. Helper at Savanna Roundhouse.

Ralph Slade, son of Brakeman H. G. Slade and Helen Fern Castle, daughter of Engineer J. P. Castle, won a recent local Charleston Dance Contest at Savanna, and also appeared in a like performance at the Midway Theatre at Rockford.

Divn. Storekeeper C. C. Smola and wife recently attended the funeral of Mr. Smola's cousin, Lawrence Smola, at Maquoketa, Iowa.

171 Injury Reports have been received from Savanna Roundhouse with the following explanation for cause of injury: "Dropped a plank which he was carrying on his toe." No wonder poor fellow was hurt if that is the method employed in carrying lumber at Savanna Roundhouse?

Savanna Freight Department

With deepest regret the Freight Employees learned of the passing away of their friend and fellow employee, Elmer Cooley, which occurred at his home on Mar. 5th, after being confined to his bed several weeks with heart trouble. Mr. Cooley was highly esteemed by all who knew him and will be greatly missed from our midst. Sincere sympathy is extended to his family.

Mrs. Lyman Taylor, mother of Chas. Taylor employed in the Freight Dept. passed away recently at her home after a long illness. Our sincerest sympathy goes out to the children.

John Lopp is a disillusioned man since his return from a month's trip to the sunny land of Florida. Thinking to find the paradise of his dreams, he endeavored to visit his land but alas it was too wet for him. About a mile or so from his destination, he stopped with the realization that he'd either have to travel over his land in a boat or wait until the swamps dried up. Hard luck, John, but say, what's the use of going so far away to take a boat ride when the old Mississippi is so close to your door?

We all know the dirtiest spot in the office is at the left hand side of George's desk and he has to sweep around his desk very often,

but we also wonder why he sweeps no farther. Is it because he is lazy?

We miss the pastime of picking paper clips off the floor. Never mind. Nelle will soon be back and then there will be plenty of exercise along that line.

Thirty-five new trucks have been received for use on the Transfer platform. Now watch the men speed up the loads.

Savanna Roundhouse

Chief Clerk J. Mulder is becoming quite "collegiate" to quote Ilene—showing up to work with his Dawes pipe (a birthday present, by the way.) And Savanna tobacco is not good enough for that pipe he insists upon importing the weed direct from Milwaukee.

Charles Weiss, veteran Hosteler at Savanna Roundhouse, passed away at his home in Sabula, Iowa after a several months illness. Sympathy is extended to the bereaved relatives.

Traveling Engineer P. H. Hughes isn't superstitious and he doesn't believe in signs, but—he absolutely refused to walk under the ladder which was standing in the hall at the Master Mechanic's office recently.

Engineer W. Shipton of the Iowa Division has returned from a visit with relatives in California. Mr. Shipton is looking fine, and reports a very nice visit.

Ilene:—"Are you reading 'Gilded Kisses?'"
Iona:—"Oh, my, yes!"

Clarabel:—"What are gilded kisses?"
Answer:—"The kind the boss gives to the stenographer."

Aberdeen Division Notes

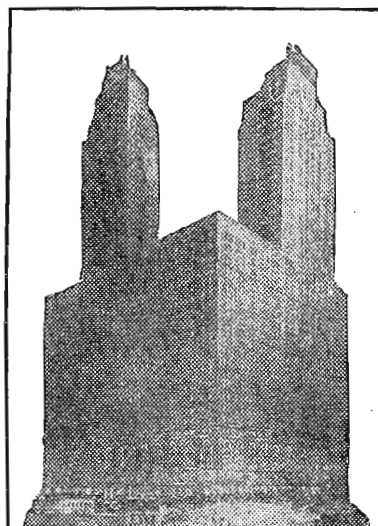
N. M. R.

Bonney of the Store Dept. is sporting a Ford Tudor. The depot looks like a Ford distributing station during working hours with the eight Fords parked around, when Bill Hiddleston gets his it will make nine.

Mr. O. A. Amos is a proud Grandfather, he broadcast the news that he had a brand new Grandson, later we were informed the Grandson was a Granddaughter. Sorry we could not call the baby Oscar. Mrs. Amos is in Chicago, greeting the new arrival. Mr. Amos is dieting, mostly on Climax during Mrs. Amos' absence.

Mr. L. D. Phelan formerly of the Terre Haute Division is our new District Adjuster and we welcome him to the Aberdeen Division. Hope you will like it here Mr. Phelan. Sorry to say Goodbye to Mr. Bollow, but we wish him success in his new undertakings.

Another of the delightful bridge parties was given by the Milwaukee Women's Club in the Club rooms Tuesday evening March 9th. Ladies first prize was won by Mrs. W. Hiddleston; a lovely fancy work basket. Gentlemen's first prize, F. L. Richards; set of 6 individual ash trays. Consolation prize, J. E. Hills; a toy



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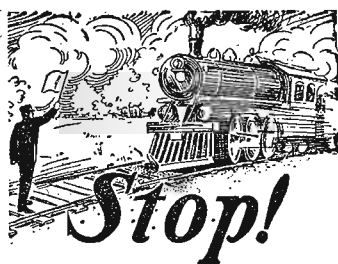
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aeroplane. Everyone had an enjoyable evening. The hostesses were the Ladies on the different committees, a delicious lunch was served at the conclusion of the evening.

Among the visitors at Aberdeen the last week were, C. F. Finlayson, Assistant Chief Pur. Agent, Tacoma, Wash; Harold Young, Chief Lumber Inspector, Chicago; J. V. Miller Assistant General Storekeeper, Milwaukee and G. T. Richards, Dist. Storekeeper, Minneapolis.

William Moriarty C. C. to Divn. Storekeeper made a trip to Minneapolis recently.

J. V. Anderson of Minneapolis Dist. Store paid us a short visit recently.

Rose Cummings Stenographer to Captain of Police Burke, is off duty account sickness. Hope you will not be away long Rose.

Arthur Maschke has been promoted to Storekeeper at St. Paul Yard, and while Aberdeen regrets to lose Art, they are pleased at his deserved promotion. Hope we'll see you once in a while, don't forget the old crowd Art who all wish you the best of luck.

Sam Tony our busy janitor has purchased a new Essex car with the hopes that now he will be able to get himself a girl, maybe a wife. We wish you luck Sam.

Iowa and Minnesota Division D. M. W.

Conductor Gilmartin has returned to work after being off duty for three months. Floyd Sanders relieved Mr. Gilmartin during his absence.

Mike Feeley has been ill and unable to work for about a month. Here's hoping you are back on the job Mike by the time these items reach you.

Fireman Earl Wood is planning on moving to Red Wing where he expects to work on the Cannon Ball the rest of his life.

Fireman J. D. Barr has moved to Minneapolis. Don't blame you John, its the best town on the map.

We hear from Mr. John Nihil that people out in the west are coming to Minneapolis to spend the winter. John says if anyone asks you whats the matter with the world, tell them the World is alright "its the people" and it looks like I'm one of them.

The girls at Decorah have been meeting the Decorah Line passenger trains to see the red headed engineer. However, they have been disappointed to find that is just the old one painted up.

John Johnson, I. & M. Division Engineer, has returned from Chehalis, Washington after spending the winter there.

Smith Davison, I. & M. Division Engineer, has been ill and unable to be at work for almost a month.

Fireman Peter Pauley who was injured several weeks ago is recovering and expects to go to work in about a week.

Vernon Thompson, Arthur Hagerty, Raymond

Slupe, Arnold Johnson and Raymond Harris have gone to Milwaukee where they will take examinations for entering apprentice shops.

Lawrence Larson and George Franklin are just now completing their apprenticeships as Machinists at Austin shop. Edward Beck recently completed his apprenticeship as boiler-maker and is employed at Austin.

The following took time card examinations for promotion to engineer at Austin a short time ago: Oren Blabaum, Edward Reichow, John Kartnick, Alfred Voth, Elling Olson and Jens Jorgenson.

Iver Thompson and wife have returned from Los Angeles after spending the winter there. Mr. Thompson is a veteran employee of the Milwaukee Railroad.

S. M. East R. G. E.

Conductor Julius Biederman and wife coped off the prize for the best old fashioned waltz at the American Legion Dance at the Austin Armory on February 16, 1926.

H. Noer and wife spent Washington's Birthday visiting friends in St. Paul.

Conductor William Deare has returned to work after a leave of absence due to illness.

H. B. Williams participated in the Bowling Tournament at St. Paul on February 20, 21st and 22nd. Blake didn't win any prizes but said he had a wonderful time.

Washington's Birthday was an occasion for most of the employees of the Superintendent's Office to sneak out of town. Below is a list of those we have check on.

The Misses Margaret Dunbar, Marcella McShane, Eleanor Moran and Rose Krulish were in Minneapolis.

Leonard Flannery spent the day at Mitchell, S. Dak.

A. L. Piper went to his home at Sioux City, Iowa.

You all know where Gaskill went—Mankato. R. G. Evensch took a flying trip to South Dakota.

Frank and Kermit evidently stayed at home, but won't give us a full report of what happened.

Iver Thompson, Blacksmith at Austin Shops, has returned from Los Angeles, Cal. where he made an extended visit.

H. Norgorden spent Washington's Birthday at his home in Sauk Center, Minn.

Division Storekeeper Lemay has moved his family to Austin and now says he is perfectly at home at 1008 Moscow Street.

The 17th of March Play was a great success, much of which is due to talent taken from the CM&St.P. Nearly forgot to mention that Marcella has politely informed us when the ice melts—there will be canoeing in Lake Calhoun.

Dubuque Division J. J. Rellihan

The ground hog story is all bunk, and since that time we have had the rottenest weather in

the history of the present generation.

If Condr. J. D. Welsh is not elected on the Pension Association official staff its because there was not enough ballots sent to the Dubuque Division. Quite a few of the employees were unable to vote on account of the scarcity of blanks.

Ed Doran the enterprising cashier at Dubuque Freight House has already started training for the 1928 Olympic games at Antwerp. Ed will be entered in the 100 yard dash and the 220 yard hurdles.

Telegrapher J. C. Freyhaig of Marquette Yard was off duty for a week on account of a sprained ankle. The unfortunate accident happened during an exhibition wrestling match.

Brakeman Jungk will not take any layoff this season on account of a new 10½ pound baby boy being added to their household last month. Congratulations.

The shoe stores of Dubuque report a nice slipper business from Frank Duffy, chief bill clerk. When you stay home nights you wear out a great number of slippers.

Business on the road has slumped considerably which is regular at this time of the year and bumping among the train and enginemen is again in order. Condr. H. J. Smith is trying his luck again braking on the way freight. It isn't as bad now, Heine, as it was when "Larry" Belknap used to have the brakeman transfer pianos and monuments.

Merrill Pregler is another believer in "keep the home fires burning" even if you have to stay home all the time to do so. Well Prudy you have one consolation; you have the radio to listen in on.

H. G. Esmay, for a good many years telegrapher at Spechts Ferry has bid in the agency at Zwingle, and Joe Robertson who has been at Zwingle during the illness of former agent Lambert has been appointed 3rd trick operator at Gordons Ferry, A. R. Wilson moving from there to Specht's.

J. A. McNeill, chief clerk at Dubuque Freight House secured routing on 12 cars salt for Dubuque, moving from competitive points. Jack is worthy of commendation on account of the interest taken in getting our line this business.

From all reports the month of June will be disastrous for two and possibly three in the Dubuque Freight Office, Myron R. Newman, the car clerk and Louie Jaeger, assistant car clerk, with R. R. Ralston running a possible third. Mr. Newman, we understand has started to build his love nest and has already purchased the household utensils. It is also reported that Louie Jaeger has done his shopping. A cloak of mystery still surrounds Ralston, and although he has been shadowed no one has seen him do any buying. He is probably letting his better half do this to avoid suspicion.

Telegrapher V. G. Drumb of the Marquette passenger station has resumed work again after an absence of several months due to illness. Vic's many friends, both among the employees and the traveling public are glad to see him back again on the job and hope that his health will remain in good condition.

Mrs. Brennan, wife of M. J. Brennan, Roadmaster's Clerk at McGregor passed away last month after a lingering illness. Mr. Brennan and family have the sincere sympathy of all of the Dubuque Divn. employees in their sad bereavement.

The position of Chief Carpenter's Clerk at Dubuque was bulletined on March 6th, but at this writing an appointment had not been made.

Just after sealing up our letter today (Mar. 15th) we got a "flash" that out popular Supt. W. M. Thurber had been assigned to the Illinois Divn. We all regret to see "Mac" leave us but congratulate him on his promotion, and wish him all the good luck in the world in his new territory.

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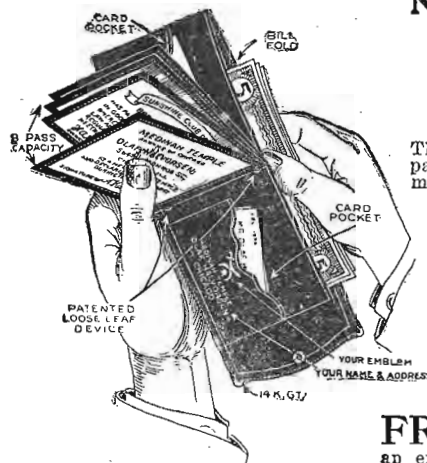
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River Division

M. M.

A very interesting and profitable meeting was held at Minneapolis the fore part of March and was attended by a number from the River Division. Messrs. Carlson, McClellan, Fleming and Ostrum from Wabasha were in attendance. General Supt. Christoffer addressed the meeting in his very able manner and those in attendance certainly brought home with them some very good ideas which were immediately put into practice. Meetings of this kind have a far-reaching effect.

Speaking of radio bugs and what not along this line Carman John Houts is certainly familiar with radios. If his radio doesn't suit him he takes it apart and rebuilds it so it will be satisfactory. Don't believe there is a station that John can't get.

Engr. John Hilger has sold his home on the West Side and for the present has moved into a house near by but intends to build a modern-in-every-respect bungalow soon. Understand that Mr. Hilger says that one should take inventory of his stock before you move and then do it again after you have moved.

Reduction in force at the roundhouse at Wabasha made it necessary for Harry Buck to go to Eau Claire to take position made vacant by Harry Rowe.

Mr. H. R. Campbell, newly appointed General Car and Safety Appliance Inspector visited at points on the River Division the past month. We wish you success in your new position, Mr. Campbell.

There have been lines of poetry and of prose written about the Bus but I think a picture of a bus seen here the other day would portray better the disadvantages than any other means.

One of the large busses operating between Minneapolis and LaCrosse was seen being pulled in by three teams of horses. That would be one of the joys traveling by bus. A thrilling experience, I am sure.

M. C. B. Inspector Tal Hughes made a trip of inspection at points on the River Division.

Miss Margaret Maher spent Washington's birthday with relatives and friends at Sioux City.

Roy Ostrom could almost have been classed as a hero. He was coming down from his home at Reads to go to work and he noticed a broken rail. Train 59 was coming and Roy, thinking that it would cause a derailment, did all possible to flag the train but the engineer evidently did not see him and the train rolled over the rails without any accident fortunately. But then any way Roy is to be classed as a hero.

Night Hostler Wm. Reed has resigned as hostler and taken his duties as fireman.

Next month I would like to hear from Hastings, Winona, Red Wing and other stations on the Division.

A car load of Fords were unloaded here and roadmaster McClellan was noticed looking them over. Evidently Mac is contemplating purchasing a new style when his old car runs perfectly smooth. But then Mac believes in "keeping up with the Joneses."

R. & S. W. Division

Lillian L.

Miss Carrie Forge passed away at her home No. 716 Liberty Street, Burlington, Wis., February 17th. She had been in poor health for the past year and a bad case of bronchial pneumonia was the cause of her death.

Miss Forge had been in the employ of the C. M. & St. P. Ry. for a number of years and during that time made many friends at Burlington and elsewhere. She was never too busy to do something a little extra when she could accommodate others, and her many favors were greatly appreciated by the roadmen and other employees.

Miss Forge is survived by her mother, two sisters and one brother.

Conductor C. F. Hayes always seems to have a pretty clean face now that he is patronizing that "brunette" barber at Savanna.

Conductor Robert T. Dilley took unto himself a wife on February 17th, the happy bride being Miss Helen Smith of Union Grove.

Congratulations to Operator and Mrs. W. R. Taylor on the arrival of a 6½ pound boy on March 10th.

Mr. F. E. Devlin, Superintendent on the R&SW Division for nearly six years, was transferred to the Superior Division, effective March 1st. Mrs. Devlin and family will remain in Beloit until the close of school in June. Mr. Devlin is succeeded on the R&SW Division by Superintendent F. C. Dow of Green Bay.

Mr. and Mrs. Tom Crago went to Merrillan, Wis., over Washington's Birthday, where they visited Mr. Crago's parents.

Nothing like getting in your request early for your vacation. Understand one enterprising Agent has asked for two weeks off, beginning July 26th.

On Saturday, February 27th, the first of a series of card parties to be given by the Engineers' wives was held at the home of Mrs. Geo. Blackford, So. Beloit. There were about forty in attendance and the evening was spent in playing Bridge and Five Hundred, Tom Crago winning first prize for the Bridge players, Mrs. Fred Miller second, Mrs. George Hannaford third. For the Five Hundred players the first prize went to Mr. Austin, second to Mr. Spear, third to Mrs. J. Boss. Delicious sandwiches, cake and coffee were served and everyone reported a very enjoyable evening. The next party will be held at the Odd Fellows hall.

Conductor and Mrs. C. F. Hayes are visiting friends at Cleveland, Ohio.

Conductors Stiles and Cavey are brushing up their uniforms and shining their shoes to be in readiness for the new Southwest Limited.

Gateway City, Division No. 825, Brotherhood of Locomotive Engineers was organized at the Odd Fellows Hall at Beloit on February 14th. After the business session, which took up the entire afternoon, and which was conducted by the aid of Division No. 710, B. of L. E. of Janesville, the brothers sat down to a sumptuous banquet prepared by the Engineers' wives—the committee consisting of Mrs. Geo. Blackford, Chairman, Mrs. Fred Miller, Mrs. Robt. Smith, Mrs. Wm. Gilbert, Mrs. Edward Dawes, Mrs. E. R. Snively, Mrs. C. J. Hanson, Mrs. Nathan Morgan and Mrs. Roy Hollenbeck, who are deserving of a great deal of credit for the efficient manner in which they catered to the 75 brothers and their friends.

Sioux City & Dakota Division

H. B. Olsen

Give to the world the best you have, and the best will come back to you.

Engineer "Bob" Duncan says he does not mind getting "bumped" if he can take the 2606 with him—Bob says its the best engine on the Division.

Owing to a slight depression in business, it has been necessary to reduce forces in many departments.

The SAFETY FIRST meeting which was held at Sioux Falls on February 15th was just one of banner meetings held on the division. In absence of Supt. E. H. Bannon and Trainmaster R. C. Dodds, who were in Chicago, Chief Dispatcher Walter C. Givens presided over the meeting and its needless to say it was a real success. Mr. Paul Javerik in his "one man band" offered some very pleasing selections on his concertino which were heartily applauded.

Geo. Halbman, Extra Gang Foreman at

West Yards, Sioux City has returned to work after taking a 60 day leave of absence visiting relatives and friends in various points in Wisconsin.

Condr. Chas. Alexander has gone to Hot Springs, Ark., for thirty days and is being relieved by our old friend "Billy" Green on Nos. 331-336.

Mr. Don. H. Fox, Switchman, Sioux Falls, died at his home on February 19th from complications. Don had not worked for several months, but had hopes that he would come back to work, we all wished that he might do so. Funeral was held on Washington's birthday at the Miller Undertaking parlors. Railway employees who acted as paubearers were Freight Agent, W. D. Griffiths, Engine foremen Raymond Hunter and O. A. Anderson. Mr. Fox leaves to mourn his loss, his widow, and four sons. We extend our sympathy to the bereaved family.

Agent "Bill" Deveney from Charter Oak, Ia. spent the week end with Switchman "Mike" and family at Sioux Falls.

Mr. Frank Cescek, section laborer Tabor, S. D. is leaving for Minneapolis where he will make his future home.

We enjoyed a short visit with Mr. E. W. Lollis, General Supt. who, accompanied by Supt. E. H. Bannon made a trip over the division this week. It will be remembered Mr. Lollis was at one time Trainmaster on the S. C. & D. and is a product of the division we are all mighty proud of.

Agent E. O. Hoke and wife of Platte, S. D. spent the week end in Sioux City and Arion, Ia. on business and pleasure.

Agent G. E. Ferguson, Yankton, is sojourning in Florida, possibly George will dabble in some of the sand down there, as there is no doubt but what there is plenty of it. Mr. Fer-

guson is being relieved by Opr. E. L. Taylor from Dispatchers office.

Nos. 97 and 98 are now running thru' to Platte from Yankton and looks as if they had plenty of business to keep them on the run.

Mrs. Cecil Davis, wife of Opr. Davis at Platte, S. D. has been in Sioux City the past week seeking treatment for their baby.

Mrs. C. E. Kemp, wife of Roadmaster Kemp Yankton, visited with home folks at Chamberlain, S. D. last week.

Roadmasters J. M. Murphy of Sioux Falls and Mr. T. A. Ealey of Yankton attended the "Appliance Show" at Chicago last week.

The other day Oliver Berg, Interchange clerk, Sioux Falls, came to the office with a smile from ear to ear—every one wondered. Well Oliver politely informed the bunch that Master Lawrence Wendal Berg had arrived at their home. Oliver says "Lawrence" is as beautiful as his mother and as noisy as his Dad.

Miss Laura Seivert, Expense clerk, Sioux Falls was on forced vacation a couple of days account of neuralgia. The violet-ray treatment is being used and Laura says is very effective.

H. G. Griffiths, delivery clerk, while delivering some plow beams the other day, dropped one on his foot crushing his toe. The consequence is, Humphrey has been laid up since March 4th. We wonder who the young lady was that passed by, when he dropped the beam?

Sioux Falls Freight house now ranks among one of the best in the reduction of claims. The boys have formed a unit to see to it that no loss or damage gets by them, which indirectly helps to hold up the nice business we have enjoyed the past year. Warehouse Foreman Leonard Mostrom is one of those kind of Foremen who watches both ends and the middle and is to be congratulated on his excellent service.

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Tacoma Shop Notes "Andy"

Ah—it was a wonderful day, there was not a cloud in the sky, or any other place, and although it was still midwinter, old Jack Frost must have fallen asleep, for the sun beat down unmercifully upon the weary toilers at the shops, who were busily engaged mopping up huge goblets of perspiration that oozed from their hide, which was augmented by an unceasing Chinook that fanned the murky gray sands of our great tide flats; the birds in the tree tops, if there were any, were gayly chirping their joy at what they thought was spring-time, for it surely felt and smelt like spring, in fact it smelt more than it felt, as the atmosphere was filled the strong odor of burning garbage, but we were sadly disappointed upon finding that it was only Carl E. Woods puffing furiously on one of his favorite 3 for 5 El Stinkerino Fumigators.

Harley Whitford, formerly a clerk in the Store Department at Tacoma, but now located at Mobridge, has been sentenced to life—No—No—wait a moment, I got on the wrong track, I mean he has hung on the ball and chain, that is, hereafter he will be under strict supervision or in other words, he has taken unto himself a manager. Well he needs someone to look after him, you know how it is with these flashy good-looking shieks, pretty hard to stick to the straight and narrow unless somebody has them by the hand, however, we expect to see great improvement in his behavior from now on, and we wish to extend to Mr. and Mrs. Whitford our very best wishes. Thanks for the cigars Harley, our respiration is back to normal again.

We are very glad to see our old friend Mike Grummel back on his feet again. Mike has been flat on his back in the hospital for some time, but is now rapidly improving and expects to soon be able to return to work in the Woodmill. One of the most prominent indications of his improvement was the line of chatter he peddled out to us the other day on the subject of dogs. Mike is a great lover of dogs and outdoor sports, so when he does a lot of back firing on this pet subject of his, the chances for his recovery are very encouraging.

Our well known special apprentice C. E. Sperry, has been sent to Miles City for some special work. Work is what this fellow specializes in.

J. C. Ford, John Gragseth, L. Curtiss and James Cowells, all of the Woodmill force are on the sick list, and we hope their recovery will be rapid and that they will soon be able to return to work.

C. N. Arendt claims that he did not vote for A. V. F., I don't know what the argument was, but that is all he said.

James Lester, Boilermakers Helper, is contemplating a trip to South Africa.

W. Durham, our good natured Boiler Inspector, is in the aristocratic class now, he has bought a new Hupmobile Sedan with balloon tires, n'everything, and no doubt he will be burning up the roads from now on, and also be on speaking acquaintance with the speed cop.

Mr. G. W. Taylor, has moved his headquarters from the Machine Shop to the Car Department.

John Elick, Boilermaker, we have heard, is a chicken fancier and an expert in his line. He specializes in prize winning Plymouth Rocks.

Robert King, Boilermaker Helper, has been off sick for some time.

John Falk, Boilermaker, and well known Fire Chief, is now on the Day Shift.

Idaho Division R. C. P.

On account of having been laid up with the "flu" at the time the last items were due to mail in, we were unable to make report of the dance given by the Milwaukee Women's Club in January at the Masonic Temple Hall 28th and Grand, Spokane.

The dance was the last of a series of get-together entertainments given by the Club under the leadership of Mrs. E. F. Rummel as its President, and, as usual, it was put on right, and the same mob thronged in, assured in advance of a good time. Those that did not dance played cards.

Large delegations came in from various out of town points in spite of the roads and mid-winter weather. A bunch of twenty-five from Malden chartered a stage line bus for the round trip.

The hall was decorated for the occasion and Herb Moody's orchestra furnished the music. Engineer Jack Little of Malden was Master of Ceremonies.

Everyone had a dandy time except Billy O'Reilly, who was "peeved" because he didn't get a dance with his wife, somebody else always "Beat Him To It".

Pat Murnane, Agent Blueslide, is strutting up and down Riverside Avenue looking them over these balmy evenings.

We regret to report the death of Claim Agent D. L. McKay on February 20th at his home in Spokane. Pneumonia was the cause.

Conductor W. J. Peters was called to Hartford, Wis. on account of the death of his mother.

The roundhouse at Malden has been closed down since all engines run through, Othello to Avery. The only mechanical forces now employed at this point are three boiler-house firemen.

Passenger Local runs 27 and 28 between Marengo and Plummer Jct. have been pulled off due to lack of sufficient business.

Dispatcher L. V. Curran is going to a Spokane hospital March 18th for an operation on his nose, which has given him considerable trouble of late. A bad break sustained some years ago while playing football is the cause. He hopes to be OK in about 10 days.

Miss Madeline Murphy of Division Engineer Sloans' Office is quite ill with the "flu."

Miss Marie Freeland, formerly clerk at Spirit Lake Shops, has been transferred to Master Mechanic's office, Spokane. Who will send us the news from Spirit Lake now?

Signal Supervisor N. J. Westermarck is attending the A. R. A. Convention in Chicago as a delegate from this territory.

F. Rugg, Clerk, relieved at St. Joe, February 22nd to 29th.

G. T. Coplen, Clerk Elk River, was a Spokane visitor first of February getting dental work done.

J. H. Holland, Agent Bovill, spent the week end of February 21st to 22nd at Spokane.

OTHELLO

Kid Biggs has given up the Warden line and John Smaby is now taking care of the work on this line.

Audy Hays has transferred from the perishable freight department to the transportation and is now Clerking in Othello yard office.

On account Malden roundhouse being closed, clerk Perry is bumped and is going to Mobridge.

Fireman Cottingham and Engr. John Berg are handling the yard motor these days.

Inspector O. Larey has returned to work after a couple months layoff on account reduction in force.

Operator Evans is spending his spare time putting in an early garden.

Special officer Daly is the proud owner of a Studebaker coach.

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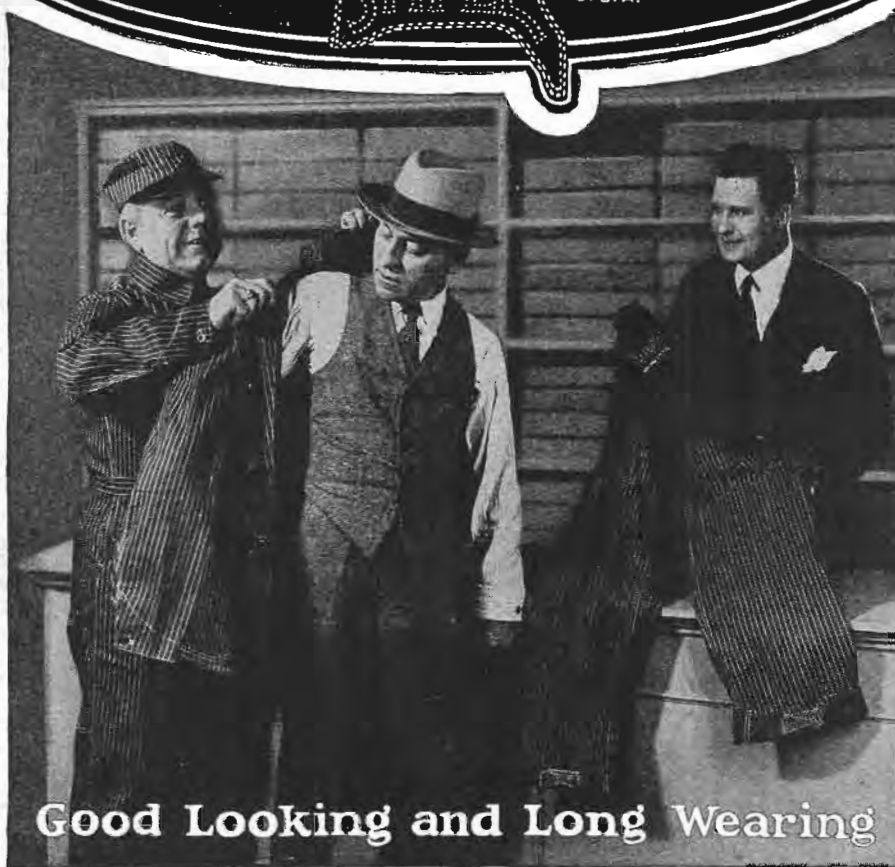
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