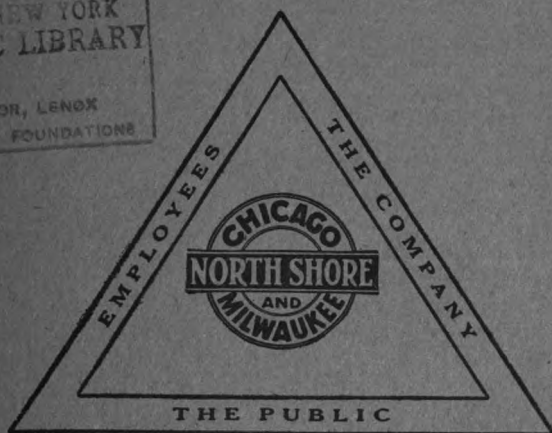


THE NORTH SHORE BULLETIN

SEPTEMBER, 1922

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"The Road of Service"

COMMENDATIONS

AN appreciation of the general good service of the North Shore Line is voiced in the following letter from William D. Whyte who is secretary of the Lake County Consumers' association as well as a hotel official:

"The writer takes this opportunity to thank the Chicago North Shore & Milwaukee Railroad, through your BULLETIN for the patronage received by him while Manager of the Genesee Hotel in Waukegan for the past five years.

"It was always a pleasure for me to advise a guest to travel over the 'Road of Service,' knowing that the trip would be enjoyed in all that the word implies.

"With best wishes I esteem it a privilege to remain

"Very truly yours,

"WM. D. WHYTE."

We are very glad to know Mr. Whyte that you have found North Shore service of such a character that you could recommend it to your guests and can assure you that we appreciate your commendations.

CONDUCTOR IS COMMENDED

The following letter comes from a prominent Milwaukee business man who does not wish to have his name or business connections made public:

"I had occasion on Wednesday of this week to take the train which leaves Milwaukee at 10:55 for Chicago.

"At luncheon I noticed a lady who seemed somewhat distressed, and after questioning her I learned that she was not feeling very well. I called the conductor of this train and, with his help and that of another lady passenger, the lady in question was

made comfortable until she arrived in Chicago.

"The reason I am bringing this matter to your attention is for that fact that I believe the conductor in charge of this train should have special mention made for his kindness and consideration to the lady. I believe men of his caliber should be encouraged and that you should know that such men as he will lend a pleasing feeling to the traveling public when using your lines.

"We are all very quick to condemn, but also very slow to praise a man when praise is due.

"There is no motive in my mind in communicating this to you, except to advise you of what a pleasure it was to see a man so humane in the service of a public corporation.

"I ask that the name of my organization, or myself as signer of this communication, not be made public, but I can assure you that it is a pleasure for me to write you the contents of this communication."

The conductor commended in the foregoing is Harvey P. Hurst. The North Shore Line has a reputation for the courtesy and helpfulness of its employes and it is always gratifying to the management to hear of incidents of this character.

EMPLOYES' ATHLETIC CLUB

EMPLOYES of the North Shore Line have organized an athletic club, through which they hope to derive a lot of pleasure and healthful recreation.

The company has given the club a tennis court on the rear of the General Offices at Highwood, which was opened August 20. Negotiations are now under way to procure a swimming tank and other equipment for athletic activities.

The North Shore Bulletin

*Issued Monthly by
Chicago North Shore & Milwaukee Railroad*

LUKE GRANT, Editor

Room 1105 Edison Building

Vol. V Chicago, September, 1922  28 No. 11

Editorial Comment

HAVE you noticed that there has been a marked improvement in business and in social and industrial affairs in the last month, since we returned to our old job of running the country?

* * * * *

REMARKABLE how "us writin' fellers" can settle things with a typewriter and a few sheets of copy paper. We don't quarrel and fuss over seniority rights, either. We see that things are not just what they ought to be and we pitch off our coats, light our pipes and set about putting the house in order.

* * * * *

THERE are so many of us world-savers on the job, too, that the wonder is that anything ever goes wrong. For the last two hours we have been reading the comments of some other philosophers—you notice we include ourself in that category—and we have absorbed a lot of wisdom. Nothing new, of course, because nobody ever writes anything that is new. If someone says he does, he either is a liar, or he is fooling himself. All that any of us do is to work over some ideas that are ages old and try to present them in a new dress. The first man who said there was nothing new under the sun, not only knew what he was talking about, but gave a perfectly good alibi for his lack of originality.

* * * * *

ANYWAY, as we remarked there has been an improvement in the last month. The coal miners, or most of them are working, according to reports, although the weather recently in Chicago has made one think more of ice than of coal. The chances seem fairly good that they will continue at work for the next six months and by that time we shall have forgotten all about the trouble. Then they will go out on strike again and remind us that "the sacred right to strike" is still preserved in this land of the free and home of the brave.

THE railroads, according to reports, are moving a greater tonnage than they did for the same period last year and the number of men employed in their shops is steadily increasing. The strike is no longer a serious menace to transportation. Originally called in protest against a wage reduction, ordered by the Railroad Labor Board, a body duly authorized by law to deal with such controversies, the original issue has been lost sight of for weeks and the strike has resolved itself into a question of the men getting their old jobs back with their seniority rights unimpaired. The strikers learned in the first few weeks that the public was not inclined this time to fall for the old stuff of "capital seeking to enslave the masses," so they changed front and would now be content to return to work under the same conditions they enjoyed before they walked out. Have they learned anything from their experience? Have the public learned anything from the strike? We doubt it.

* * * * *

WE hear a good deal about the need of new laws on the subject. Congress is being asked to put "teeth" in the Railroad Act, so that the Labor Board will have power to enforce its decisions. Always in an emergency of the kind we hear about the need of new laws. As we have remarked before, our notion of it is that we have laws a-plenty now. Sometimes we think that we have far too many. We know at least, that many of the laws we have are poorly enforced, and we have an idea that enforcement of existing laws would be much more effective than enacting new measures, especially if such new laws would be impossible of enforcement. We cannot, for instance, see how "teeth" in the Railroad Act is going to help matters a great deal. We believe we can see how a strict enforcement of some of the laws now on the statute books would be effective. At least, it would seem that might be given a trial before seeking new laws.

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IN theory, laws apply equally to all. In practice they do nothing of the kind. The stock in trade argument of the soapbox orator is that laws are made to protect "capital." They are never made to protect "labor." Well, we might say that capital is only accumulated labor, the result of work and thrift, but we'll let that go. The man who rails loudest against capital, is the one who is never likely to accumulate much of it, because he won't work. But let us look into the question of laws being made in the interest of capital. We have on the statute books an anti-trust law, enacted more than thirty years ago. It has been said for its sponsors that it never was intended to apply to farmers or labor organizations. Anyway, this law declares illegal every contract, combination, in the form of trust or otherwise, in restraint of trade or commerce among the several states, or with

foreign nations. Suppose all the railroads of the country combined to demand an increase in rates and when refused, they shut down and tried to starve the country into subjection. Can you imagine such a situation? Now isn't there some similarity between such a supposed situation and the position actually taken by the railroad workers? The country wouldn't tolerate the one for an instant, but it has tolerated the other many times and most likely it will again.

* * * * *

BUT you say, the anti-trust law does not apply to labor organizations. The Clayton Act of a few years ago specifically amended the law, so that it would not apply to labor or agricultural organizations. That is true, and that is why we say that laws should apply equally to all. If it is illegal for capital, so-called, to enter into a conspiracy, or combination in restraint of trade, why shouldn't it be illegal for labor organizations, or farmer's organizations, if they can accomplish the same results through such combinations? We agree with the statement of Senator Cummins in advocating the passage of the Clayton Act, that the labor of a human being is not an article of commerce and we recognize the right, and the necessity, for workers organizing for their protection, but nevertheless we cannot see why a law should not apply to all. We cannot see why there should be any specially favored groups under our form of government, or why a crime committed in the name of organized labor is any different from a crime committed under any other name.

* * * * *

OCASIONALLY you will hear some one condoning the acts of violence committed during strikes, on the specious plea that it is war. Well, we don't agree that it is war, but assume for the sake of argument that it is. What would happen in a war, if, for instance, pickets on one side caught pickets on the other side attempting to pull spikes in railroad ties and wreck a train filled with non-combatants? Wouldn't it be a stone wall and a firing squad in a hurry? Would the desertion of a train filled with women and children on a desert be considered justifiable even in a state of war? What would we think, even in a state of war, if a garrison surrendered and marched out under a white flag, if the opposing side ruthlessly, and in cold blood shot down the enemy that had so surrendered? Yet, gentle reader, we have witnessed these things in peace-loving America, and we are asked to sympathize with the perpetrators, because they have a quarrel with their employers over wages, or over seniority rights. Isn't it about time that the ninety-nine out of every hundred of our citizens, who believe in law and order, make clear where they stand on the subject? Isn't it time for our public servants to stand up and be counted, regardless of the "labor vote?"

IT is this total disregard for the law by strikers, and the winking at violations of law by public officials that is the chief cause of our present industrial troubles. It is true that the leaders in the strikes pretend to repudiate the acts of violence, but their protests are rather weak in comparison with their actions. With their lips they occasionally condemn the violent acts, but they do not hesitate to appeal for funds to defend the alleged perpetrators. Some one commits the assaults on men who are working in the railroad shops. Some one wrecks the railroad bridges. These things are being done daily and they are not being done by mobs. They are being done deliberately, with every evidence of being carefully planned in advance. If they are not being done by strikers, or their agents, who else has any interest in interrupting traffic on the railroads? Where is the motive for any one outside the immediate conflict to commit such acts?

* * * * *

WE suppose the "teeth" which it is proposed to put in the railroad law, would mean some form of compulsory arbitration, which would meet with a lot of opposition and which, if enacted, would be difficult to enforce. Men cannot be put in jail for refusing to work. But men can be put in jail for assaulting other men who may wish to work, and we have plenty of law now on that point. Remove the fear of intimidation and there will be less difficulty in finding men willing to work, for the average workman would rather work than strike. The average workman is steady, sober and industrious, but he is not a free agent. After a few years of membership in a labor organization, he loses interest in the meetings and stays at home with his family. Younger men, more recent recruits to the ranks, with much less responsibility, attend the meetings and transact the business. They are the ones who clamor for strikes. The older and more conservative men, who have been through a few strikes and who know what such struggles mean, would prefer to remain at work, but they are helpless. They are pushed into the current and are carried along by it. We venture the assertion that one half of the railroad workers now on strike would have preferred to accept the decision of the Labor Board and remain at work were they given a free choice in the matter.

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TO us it would seem that before any law in the direction of compulsory arbitration could be made enforceable, it would be necessary to have a tribunal to see that justice was first done the workers. That is where the real difficulty lies because what seems just to one side often seems very unjust to the other. The fault isn't all on one side by any means. The violence doesn't always emanate from one side, either. Agents of employers have many time provoked acts of

violence. The attitude of many associations of employers, and of many labor unions, seems to us to be fundamentally wrong. They are following the policies of a quarter century ago, or even longer, and are not making any serious effort to find a new and better way. As long as the old policies are pursued, just so long will the results be the same. Each side is an armed camp. When a strike is settled it is merely a truce. The unions must maintain and strengthen their organizations because they do not know the moment they may be attacked. The same is true with associations of employers. Neither side has any confidence in the other and there has not been much in past experience to warrant confidence. The employer has been altogether too ready to assert that the conduct of the business rests entirely with him and that the workers, having no financial interest in the enterprise, should have no voice in its management.

* * * * *

IN recent years some more enlightened employers have adopted a new policy and while it may be too early to attempt to weigh results, and the instances may be too isolated for conclusions to be drawn, it would seem that the new policy is fundamentally sound. It meets the point raised in the preceding paragraph, because it gives the workers both a financial interest in the business and a voice in the management. It makes the workers partners in the enterprise and removes the distrust and suspicion which is at the bottom of most of our industrial upheavals. The organized workers generally look upon this new departure with suspicion, which is natural on their part. Some employers also regard it with disfavor and look upon those who are adopting it as "sentimentalists." It is difficult to get away from old and established customs. But the new idea seems sound and may yet prove to be the way out. It has proved, and is proving successful in some instances, while it seems to have failed in others. That is to be expected and may be largely a question of administration. A corporation introducing the new idea, usually starts under a handicap, because all the old feeling of distrust and suspicion must be removed before a feeling of mutual confidence can grow, and it requires time and infinite patience and tact to get the plan working. But it has been done, and it can be done more generally, if both sides apply themselves to the task in earnest.

* * * * *

THE soundness of the principle seems to be beyond argument. The difficulty in applying it is great in many instances, but not insurmountable. The chief argument of the agitator today is that the employer controls the tools of production. The new plan says the workers may become part owners of those tools. They may through

•

the purchase of stock in the company become partners in the enterprise and share in the profits. The alleged profits of the concern, about which there usually is so much talk that is not based on knowledge of the facts, become known to all. The cause of suspicion has been removed. The workers are given an enlightened interest in the enterprise into which they are putting all they have, that is, their labor, which is just as essential to success as the machinery and tools of production. They are given a voice in making the conditions under which they must work and are shown that increased production means increased profits in which they share. That in substance is a brief outline of the co-partnership idea, to which it seems we must turn, for each great strike, like that in the coal and the railroad industries, only tends to show how futile are the old methods. The old methods were adopted years ago because they seemed the only expedient under the existing conditions. Neither the workers nor the employers, and especially the latter, were ready for the co-partnership idea. They are not ready for it yet, but the way is being paved in isolated cases and it would be profitable for all employers and employes to look into the matter closely and not dismiss it lightly with the assertion on one hand that "it is a scheme to destroy labor unions," or on the other hand that it is a "sentimental dream that will not work."

* * * * *

AS we said in the beginning of this line of chatter, there is nothing new under the sun, so there is nothing new in the labor co-partnership idea. It is as old as the introduction of machinery. Before that era it existed in a slightly different form. The employer craftsman and the journeyman worked side by side at the same bench. The human contact was ever present and there was little room for misunderstanding. All that was changed with the introduction of machinery and the concentration of capital. Great corporations were formed, owned by hundreds and thousands of stockholders who never saw the shops or factories of which they were part owners. A wide chasm opened between the owners and the workers, which resulted in organizations in hostile camps. We cannot return to the old methods of production. No one wishes to see that, nor could the world afford it. But we can bridge the chasm. We can take the workers into partnership, give them an opportunity to become part owners in the enterprise into which they are putting their lives. If the strikes which we are passing through, or have passed through, will serve to get both employers and workers thinking over a better way of adjusting their quarrels, a way to bring about co-operation instead of hostility, it would, in a measure, compensate for the enormous economic loss which the country has sustained as a result of the prolonged conflicts.

NORTH SHORE WINS IN FIELD DAY SPORTS

IN a joint field day and outing of the employes of the North Shore Line and the Chicago Elevated Railroads, held in Foss Park, North Chicago, on August 19, the North Shore boys brought home the bacon, as you might say.

The field day was staged under the auspices of the Chicago Elevated Post of the American Legion and the Post is to be congratulated on the successful way in which the whole affair was managed.

crowding and has every convenience that a park should have. There were thousands there, too, and if a similar event is held next year in the same place it is a safe bet that the attendance will be even larger, for all fell in love with the park.

The greatest interest centered on the games, the rivalry between the athletes on the Elevated and on the North Shore being keen. The North Shore boys had the better of the contest, scoring 28 points in the official contests to 17 points scored by the Elevated men.



North Shore Athletes, Winners in Field Events

Running a railroad is a little different from running a shop or factory, in that it won't do to close down to let all the employes have an outing at the same time. But every employe on both systems who could possibly get away was at Foss Park at some period of the day and everyone who was there, including the families of the employes had a great time.

Foss Park is a great place in which to hold an outing. It can accommodate thousands without

Here are the results:

100-Yard Dash

1. D. L. Miller, North Shore.
2. F. L. Miller, North Shore.
3. J. Dugan, Metropolitan.

High Jump

1. L. Carlson, Northwestern Elevated.
- 2-3. Emil Lauridsen, Foster Keagle (tied), North Shore.

In the high jump event Carlson cleared the bar at 5 feet 2 inches, while Lauridsen and Keagle tied at 5 feet 1 inch. In jumping to

decide the tie both the boys cleared the bar at 5 feet 2 inches.

Mile Race

1. J. A. Sitkiewicz, Metropolitan.



Some North Shore Girls
Misses Beatrice English, Olga
Kircher and Emma Lathrop

They tossed a coin for the silver medal and Lauridsen won. It was the first time that Keagle had been in a contest of the kind, so he made a good showing.

Broad Jump

1. L. C. Torrey, North Shore, 18 ft. 7 in.
2. D. L. Miller, North Shore, 18 ft. 2 in.
3. C. J. Schute, Northwestern "L," 16 ft. 4 in.

Relay Race

1. North Shore Team: F. L. Miller, O. E. Foldvary, E. Lauridsen, D. L. Miller.



Misses Esther Krueger, Florence
Arns, Dora Krueger and
Mary McCarthy

2. A. G. Hirschner, North Shore.



Britton I. Budd, President

3. A. Johnson, Northwestern.

The cup for the highest number of individual points was won by D. L. Miller of the North Shore Line.

The North Shore boys were, of course, pleased that they won in the athletic contests, but they were even more pleased over the way the games were conducted and the fine spirit of sportsmanship shown by the Elevated boys.

Britton I. Budd, president of the North Shore Line, spent the greater part of the afternoon on the grounds. He developed a cramp in his right hand, shaking hands with the employes and their families. W. V. Griffin, secretary of the company, also was on the ground, as were practically all of the officials.

The North Shore boys wish to congratulate the Elevated Post for the able way in which the affair was handled and express the hope that it will repeat the performance next year.

NORTH SHORE BALL LEAGUE HOLDS ANNUAL DINNER

THE North Shore Baseball League closed its season with a dinner at the Moraine Hotel in Highland Park, on Thursday evening, August 24. Although only six teams were in the league the season was quite successful and active work is already begun to make the next season even more of a success.

The Glencoe team won the cup, Highland Park taking the second place and Highwood third.

President O. T. Otis, who has been so successful in managing the league, refused to accept a nomination for re-election and the honor was conferred by unanimous vote on Thomas E. Welsh, who runs the town of Highwood as its mayor when not occupied in running the dining car service on the North Shore Line. Sol. St. Peter, president of the Highland Park Business Men's Associ-

ation, was elected vice president of the league and Joe Kosir was re-elected secretary-treasurer.

The annual dinner at the Moraine was a great success. Everyone knows the reputation of the Moraine in that line. The genial proprietor, F. W. Cushing, personally welcomed the ball players and their guests, among whom was the editor of the BULLETIN. Robert W. Larke, manager of the hotel did his part in seeing that everyone was made to feel at home.

We have no doubt that under the management of Mr. Welsh the league will have a successful season next year, and we wish it all kinds of good luck, because we always enjoy their annual meetings although not a ball fan.

AMERICAN LEGION POST ON NORTH SHORE LINE

EMPLOYES of the North Shore Line, who were in government service in the Great War, organized a post of the American Legion, at a meeting held at Highwood, August 22. The new post will be known as No. 753 in Illinois.

Pending the receipt of a charter and the adoption of by-laws the following officers were elected temporarily:

Commander—F. F. Owen.

Vice-Commander—M. M. Boyer.

Adjutant—F. J. Kramer.

Finance Officer—E. Roper.

Sergeant - at - Arms — B. A. Thompson.

A number of employes of the North Shore Line are members of the Legion now, being connected with local posts in the communities in which they live. It is not the purpose of the new organization to draw members away from such local posts, but there are many employes who are eligible to membership and are not members. A campaign is now under way to have all employes who are eligible join.

Among Milwaukee's Famous Industries

THE HEIL COMPANY

IT may be that we shouldn't speak of "tanks" and Milwaukee in the same breath. But then there are "tanks" and tanks. The kind of tanks of which we are going to write are not the kind you are thinking of at all. They are useful and necessary articles in our commercial life.

Recently we paid a visit to the plant of Heil Company to see how tanks are made. Under the able tutelage of Howard A. Winton, advertising and sales promotion manager of the company, who personally conducted us on a tour of the factory, we will be able to give you an account of the workings of the plant.

The Heil Company make steel dump bodies and tank bodies for motor trucks as well as any style of commercial or underground tanks specified by a patron of the gigantic workshop. The buildings, recently remodeled, cover 150,000 square feet of floor space and are of modern steel construction giving plenty of sunlight and fresh air for the workers.

Julius P. Heil, president and founder of the company, presents an outstanding figure in the annals of modern leaders of industry. His phenomenal rise will be told of farther on in the story.

Starting at the logical point on our tour of the plant, the beginning, we see great sheets of steel being cut up into convenient lengths by a machine known as a "bull dozer." This large machine cuts the sheet steel with the apparent ease of a child cutting cardboard with a pair of scissors. In fact that is the manner in which the steel, often a full half inch in thickness, is handled

throughout the plant, like large sheets of cardboard.

From the bull dozer the sheets are carried by one of the seven 10-ton overhead track cranes with which the factory is equipped, to a pattern table where it is marked for cutting and punching. From the pattern table the sheets are carried to another large cutting machine and cut according to the pattern.

Then it is taken to the punches where holes are punched in it with the ease of a conductor on the North Shore Line punching holes in your ticket. From the punches our path digresses. The steel destined to become tanks of the round variety is taken to large rollers where it is rolled into the required shapes.

Other steel used in the making of truck bodies is taken to a machine which bends it to the form desired thereby eliminating the need of separate parts which would be necessary. The ease and exactness of these bending machines is one of the many wonderful adjuncts of the plant.

As the parts are finished they are taken either to the welding or riveting floor where the sharp rat-a-tat-tat of compressed air riveters is almost deafening to the visitor. The welding is done in the most modern way with electric arc outfits and is one of the inventions which Mr. Heil has applied to the industry as an innovation at first but considered a necessity in the present building of tanks.

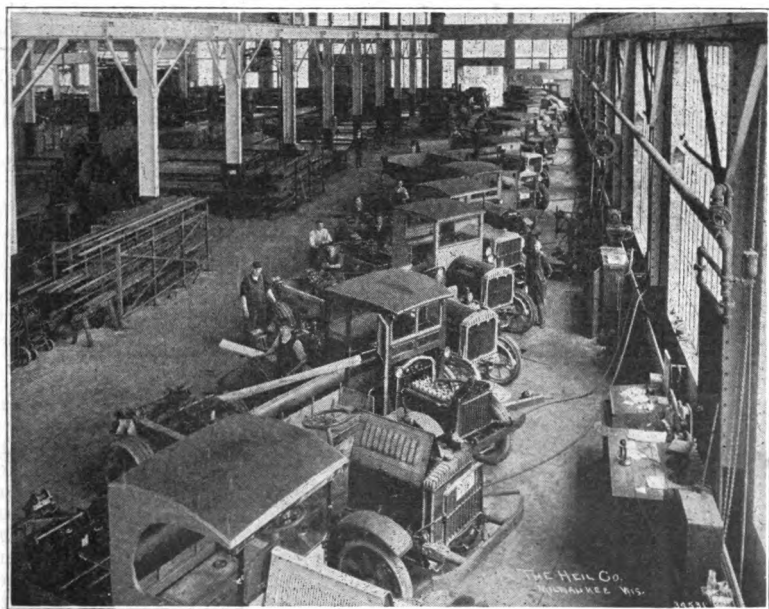
Thence the steel structures go to the wood working department where they are fitted with finest oak, where wood is necessary,

and from there to the paint shop where the finishing touches are applied which make the tank or body ready for distribution.

The machine shop of the factory, where the parts of the hydro hoist are made, entails the most modern type of tool machinery. One of the machines, which cost the company \$5,700, carries out three entire operations in the manufacture of a certain part. In the making of the hoists, which

by raising the body. Then by pushing a second lever the body automatically lowers itself by gravity. Hand hoists are also made.

To our mind, one of the most wonderful working units of the plant, of which we had never even heard before, is a friction cutter. A large tool steel disc of great hardness is revolved at a miraculous speed. The disc has a plain edge, no teeth as are in a



Interior of Mounting Department, The Heil Co., Milwaukee, Wis.

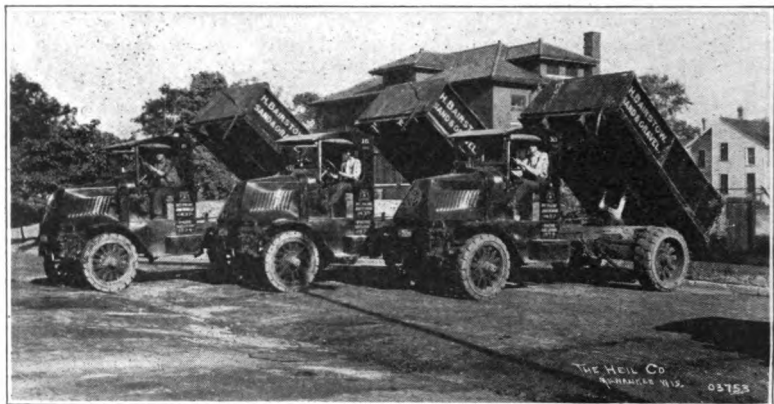
are used in the lifting of the dump bodies on trucks, a marvelous precision, almost as great as that of a watch, is obtained by the workers.

In the hoist, oil is made to do the lifting through the use of two pistons. By the use of the engine of the truck the oil is pumped into the piston chamber pushing up the pistons which are attached to the dump body, there-

disc saw, and when the operator finds the proper speed has been obtained he sets the disc against a large I-beam. Multitudinous sparks fly and the cutting edge quickly burns its way through the steel. Friction and heat are the component parts of the working of the mechanism saving the sharpening of a saw which would quickly be dulled under such heavy service.

In addition to the above departments a blacksmith shop with five forges and a large tool shop are maintained for the use of the machinists. Safety measures have

ers may drive their trucks and have them fitted ready for use with the new bodies. Similar shops are maintained in Chicago at 2718 Wentworth avenue, St.



Dump Truck Bodies Made by Heil Co.

been carried out and the number of accidents are proportionately low considering the hazardous oc-

Paul, Minn., Washington, D. C., New York City, Pittsburgh, Cleveland, San Francisco, Richmond,



Type of Tank Body Made by The Heil Co.

cupations of some of the workers.

An assembling floor is provided by the company where purchas-

Va., and many other cities in the United States.

Among the users of the Heil bodies and tanks are the Nash

Motor Company, Sterling Motor Company, Standard Oil Company, Sinclair Oil Company, The Consumers Company of Chicago, the cities of Indianapolis, Milwaukee; the states of Ohio, Minnesota and Wisconsin, and many others. During the war long trainloads of ammunition bodies and dump bodies were sold to the United States government and the company points with pride to its war record.

The career of Mr. Heil, known familiarly as "J. P." to his employes, is an interesting one. He began work when a boy as a clerk in a small town grocery store. Later he got a job with the Herman Falk Co., a welding concern which specialized in the welding of electric railroad rails. By his diligence and superiority "J. P." quickly became a trusted aid of Mr. Falk and made extended trips to South America, Europe and all parts of the United States.

Finally, in 1901, he organized the Heil Rail Welding Company parent of the present Heil Company. Shortly after its beginning some Milwaukee brewers wished storage tanks which would not leak and J. P. was struck with the idea of welding tank seams which until then had been riveted.

He was successful in this venture and in the year of the entrance of the United States army into Mexico the Heil Company was called upon for tank supplies by the government.

Then in 1912 came the turning point of the present concern. A large motor truck company asked the advisability of the steel motor truck body. As an experiment Mr. Heil constructed a steel body and it proved successful. Later the hydro-hoist and the hand hoists were perfected. On July 21, 1917, the Heil Company received an order for 97 steel bodies from the U. S. government. delivery to be made in twenty days.

Mr. Heil scratched his head, called in additional help and with the co-operation for which his plant is noted, had the order out in ten days. Other orders quickly followed. The first 650 heavy truck bodies with which the A. E. F. was equipped were built by J. P. Heil.

Mr. Heil is a firm believer in advertising. During the late financial and business slump when so many companies were



J. P. Heil, President, The Heil Co.

forced to the wall Mr. Heil with the able assistance of Mr. Winton decided to double his outlay for advertising and as a result his sales were greatly increased reaching a total of \$2,000,000 in 1921.

"How did I do it?" said Mr. Heil, repeating our question as to what he attributed his success. "Well what I believe was the greatest factor in my getting along was the carrying out of a precept which my mother impressed upon my mind while I was young.

"'At the end of the day, Julius,' she used to tell me, 'one should always go to the boss and ask if

there is anything more to do and if there is, do it.' That was what brought me to the attention of Mr. Falk; my insistent asking for more work to do while others were getting on their hats and coats to leave for the day."

Labor trouble, the obsession of many large manufacturers, is unknown in the Heil plant. In fact when an outsider enters the place he seems to be going into a large family circle. Mr. Heil has himself worked at many of the tasks which he sets for his men and can appreciate their every mood, treating with them as man to man. A recent 20 per cent pay cut was taken by the employees without a murmur of dissent.

"J. P. treats us right," was the terse explanation one of the employees gave of the success of Mr. Heil along these lines.

KENOSHA-LAKE GENEVA BUS LINE IS POPULAR

THE North Shore Bus Line running between Kenosha and Lake Geneva, opened for traffic August 12, is proving popular with travelers. In fact it has proved so popular on Saturday afternoons and Sundays that the company has been nearly swamped and not able to give the character of service for which the North Shore Line is noted.

When the line opened it was estimated that three busses making eight trips a day in each direction would be ample to care for the business. The estimate was correct except for the week-end business, but just give the company a chance. It isn't the policy of the North Shore Line to provide inadequate service and it won't be in this case. After the experience of the first week-end the company rented several busses in Chicago and rushed them up to Kenosha, while waiting to get three new ones from

the factory. Of course, the season soon will be over, but whatever the demands on the service may be, patrons can rest assured that the North Shore Line will meet the demands or bust. That's the way they do business.

Although the bus line really began carrying passengers on August 12, the route was officially opened on Thursday afternoon, Aug. 10. It was a grand opening, too, thanks to the co-operation of the public officials in Kenosha and Lake Geneva who assisted. As our friend Conrad Shearer of Kenosha remarked: "Everything was done in regular North Shore style." No finer compliment could have been paid than that.

The official trip began from Kenosha about 3 o'clock in the afternoon. The City of Kenosha was well represented by W. H. Alford, president of the City Council; Aldermen H. E. Barden, Robert Nicoll and John Burns, City Attorney Edward F. Higgins, City Clerk George W. Harrington, City Engineer P. J. Hurtgen, Conrad Shearer, Secretary of the Manufacturers' Association, Harry Bruner, President of the Retailers' Association, and Walter T. Marlatt, editor of the Kenosha Evening News.

On the trip to Lake Geneva the official bus picked up William Spitzman, Mayor of New Munster and was met at its destination by Allen E. Peacock, Mayor of Lake Geneva, and Ralph Bucknall, president of the Business Men's Association.

Upwards of fifty persons, including officials of the North Shore Line, press representatives and public officials, sat down to dinner at the Lake Geneva Hotel, after which they said nice things about each other. The editor of the BULLETIN acted as toastmaster and short talks were made by Mr. Alford, Mr. Higgins, Mr. Peacock, Mr. Bucknall, Mr. Marlatt and C. E. Thompson, as-

sistant to the president of the North Shore Line.

All the speakers wished the company success in its new venture and promised their hearty co-operation. We wish especially to thank Mr. Marlatt of the Kenosha Evening News for the splendid account he gave of the trip in the following day's issue of his paper. Just to show how much we appreciate it, we are going up to Kenosha some day before the season ends to let Mr. Marlatt give us a good trimming on the golf links. From what we have heard of him, we understand he is quite capable of doing it.

EXPLAINING BUS FARES

WE are in receipt of the following letter from a reader in Kenosha:

I am wondering if you will find room in your BULLETIN to print this, but am going to trust to luck.

In one of your articles you wind up with the following: "When our legislators quit legislating for special groups and think more of the people as a whole, it will be better for the country."

What is good for the goose is good for the gander is an old saying, is it not? The fare on your line from Milwaukee to Lake Geneva is \$1.40. The fare from Kenosha to Lake Geneva is 98 cents. How come?

Please put me on your mailing list for I read the BULLETIN from top to back every time I have the pleasure of putting my hands on it.

A. W. L. DRAHOS.

Glad to put your name on the mailing list, Mr. Drahos, and also to answer your inquiry.

Railroad rates are "fearful and wonderful" things, mysterious to ordinary laymen like us. However, the seeming inequality to which you refer is easily explained. The rates on the bus line from Kenosha to Lake Geneva are the same as on the main road, that is 3 cents a mile. The distance from Kenosha to Lake Geneva, by the shortest route is a trifle less than 33 miles, so that the fare of 98 cents is correct.

Now the distance between Mil-

waukee and Lake Geneva is computed on the same basis, that is, the shortest route. The shortest route is not by way of Kenosha, although a passenger can make better time on the North Shore rail and bus route than any other way, but the shortest route is counted when rates are fixed.

This practice is followed on all railroads. Were you to travel from Chicago to New York on the Baltimore & Ohio, you would go away south through the Cumberland Valley, past Harpers Ferry, Washington and Baltimore, a much greater distance than if you traveled by some other railroad, but the fare is the same. You get the longer ride and the more picturesque scenery thrown in. Were you to travel from Chicago to Minneapolis and go over the Great Western, you would be carried over half the state of Iowa, but the fare would be the same as if you traveled by a more direct route. That is not unjust discrimination, but is held by regulative bodies to be fair competition and protection to the traveling public.

As a matter of fact the distance between Kenosha and Lake Geneva is about 41 miles over the route that the busses have to travel at the present time, owing to a detour made necessary by the construction of a part of the road. But you get the benefit of the shortest route, just as does the passenger from Milwaukee, so you are not being discriminated against in any way. The same is true of passengers going from Chicago. The rates of fare are based on the shortest route, which is a benefit to the traveler, although it may not be to the railroad.

PROMOTION

W. H. Burke, formerly superintendent of the Waukegan city lines, has been appointed assistant to the General Superintendent of Transportation.

NEW KENOSHA STATION

YOU have no doubt noticed the new station of the North Shore Line at Kenosha, which was opened to the public August 12. It has been referred to by the Kenosha Evening News as "one of the show places of the city."

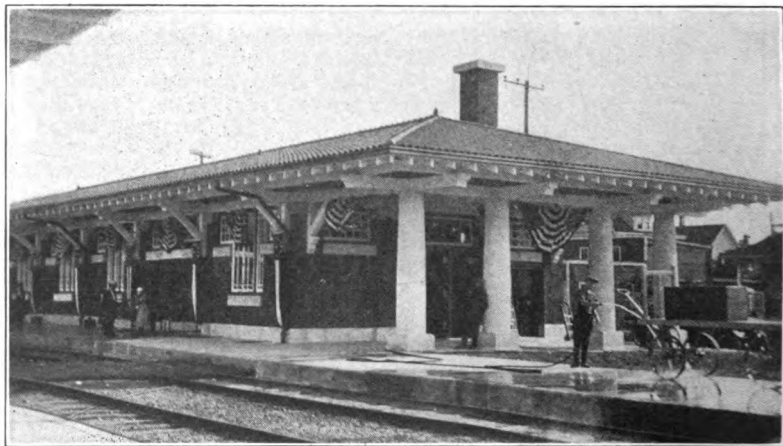
In designing the new station the architect, Arthur U. Gerber, of Chicago, had two things in mind, first to make it useful for practical railroad purposes, and second to make it harmonize with the site. The result is a station that is both useful and ornamental.

the line is a platform and a waiting room 48 feet by 18 feet.

Kenosha had been promised that new station two or three years ago, but high interest rates and other financial difficulties caused some delay. However, the people of Kenosha at last have a station worthy of the city.

NEW CARS FOR NORTH SHORE LINE

DID you know that the North Shore Line is getting 40 new cars? Always something doing to improve service. Fifteen of the new cars are for the Merchandise Despatch Service. De-



New North Shore Station, Kenosha, Wis.

With the exception of the Milwaukee terminal, the new Kenosha station is the most imposing on the road, and was built at a cost of \$75,000. Kenosha is, as every one knows, a fine city, and the station is in keeping with the importance of the location.

The main station building is 131 feet in length and 34 feet in width, and the platform will accommodate a 5-car train. Across the tracks on the west side of

livery on those cars will begin this month, and then the service, which is now first class, will be still better. There will be enough cars to allow better facilities in loading and unloading. It will mean that while one train of cars is standing in a terminal being unloaded and loaded, another train will be on its way. That will give the shipper an even faster service than he gets now, although at the present time the

shipper is assured of delivery on merchandise between Chicago and Milwaukee inside of twenty-four hours. With twice the number of cars in service, the shipper will have a twelve-hour service or better.

Seven new passenger coaches will be delivered in December and two observation parlor cars and one dining car are expected to be put in service early in January of next year.

Two new cars of a lighter construction are to be put in service on the Libertyville branch and twelve safety cars in the Milwaukee city service. The Milwaukee

city service cars will be ready in October. The cars now in use on the Milwaukee city lines will be rebuilt for rush-hour service.

The last of the new equipment is a line-car which has been specially developed for the North Shore Line. It is a car used when trouble of any kind develops and will insure uninterrupted service.

With all that new equipment coming within the next three months, at a cost exceeding a million dollars, it will be seen that the North Shore Line is very much alive and is living up to its reputation of being "The Road of Service."

With the Bulletin Family

WE certainly feel indebted to the Family this month for their able assistance. Last month we complained that they were neglecting their duty to this column and they must have taken the hint. At least we have a lot of regulars with us this month and about the usual number of new ones.

Our able correspondents are to be congratulated on their devotion to duty, especially in this sweltering weather. We expect a monthly message from Loop-hound and one from Brother Peebles, but in addition to those two able assistants we have Jumbo, Jim Ham, Michigander and the others.

From Oklahoma City, Loop-hound relieves himself of the following:

*The shades of night were falling
fast
As into town I rolled at last,
Eyes filled with dust and feeling
tough,
I craved a bed filled with that stuff,
Excelsior.*

After the shower and fan had run a while, however, I experienced a return to normalcy and it wasn't long until I was ensconced in one of those "All-American" restaurants which are manned by simon-pure Americans from meat block to cash register. After five glasses of ice water and a pound of steak, I felt as though a room for the night was an unnecessary expense.

Well, for once in my life I'm a stranger in a strange town. The only familiar sight I've seen so far is the postage stamp which some spendthrift left on the desk which goes with the room. I'll bet he was one of those reckless traveling men who don't care for two cents. I'll put it to work directly.

If you can believe the natives, this is a right smart town. At any rate, it is "smart" enough to have street cars running tonight, which is more than Chicago can claim at this writing. Many Chicagoans would gladly swap places with the natives for the next few days, I'll venture. That, of course, doesn't go for the fellows who are habitually late in "punching in" every morning. The present chaos gives them a sweet alibi. For once in their lazy lives they can look the boss square in the eye as they arrive an hour late and not look guilty of payroll robbery. That went for "yours truly" in '15. Hope the present conditions are

remedied as promptly as was the case seven years ago and that there is no recurrence—at least not until North Shore service is surpassed or till Chicago gets a new postoffice, which in the words of Dr. Drummond, the Quebec poet, will be "one tam long time."

I haven't had a copy of the July Bulletin yet, but since the mail comes over the Rock Island, I won't blame your mailing department. Anyway, I read your advance proof enroute west and know it was up to your usual standard. Kindly assure your excellent Detroit correspondent that Loophound III is quite as interested in the World's Greatest Bulletin as is her son Charles, though for a different reason. What he wants to know as he thumbs his way through the newly-arrived issue is, "Where's Pat's picture?" When you let that snapshot get through in the March number you started something. I've had to paste the old print into every new one since to convince the kid that you're treating him right.

The oil country east of here is interesting—somewhat like a new mining district and occasional flashes of the old west survive. Last Sunday an old settler and his son shot up a restaurant. Their aim was poor, though, and only three were killed. This was up near Claremore. Such incidents are very uncommon now, however. It used to be that when a man reached for his hip pocket in this longitude every one ducked for cover—now they swarm around him. Also in the olden days a six-gun was a standard part of every young lady's hope chest. Am sure that "them days are gone forever," having seen the native daughter. Her smile would disarm an Apache.

In Muskogee recently I recalled my first visit to that interesting city. It was there the expression "you tell 'em" originated. At least so claimed the popular congressman, "Alfalfa" Bill Murray. At that time Cato Sells was the high cockalorum in Indian affairs—he may be yet for that matter, and he was a mighty good one. When Oklahoma secured statehood it appears that some of those old Indian chiefs had more wives than our Federal laws recognize. It fell to Sells to tell these old braves that Uncle Sam disapproved of their bigamous practises. One old redskin near Muskogee had as husky a gang of Amazons as ever graced a reservation, and when told he must pick out the one squaw he wanted and tell the rest to "beat it" he gave these man-beaters the once-over and turned to Sells with the fear of God in his

heart, and whispered, "Cato, you tell 'em."

I have added nearly 4,000 miles since the night we were lost out on Waukegon road and the old bus is still working pretty. Hope to return via Chicago soon and take a side trip to Wisconsin to annoy the fish for a week. Until then, so long.

LOOPHOUND.

Since writing the above Loophound has returned to civilization, if we concede Pittsburgh to be civilized. He dropped in on his way through, but only for a few minutes. If he doesn't hurry up the fishing season will be over, although we have an idea that he isn't as much of a fisherman as he would have us believe.

Our Milwaukee correspondent, Jumbo, offers a suggestion for advertising the North Shore Line and continues:

The other day I accidentally came to call on Rev. W. T. Dordward. I had intended to go through his cellar, but the good old soul was not at home, and he had the door locked, which made me feel somewhat disappointed. If he reads this, he will try to figure out just what I wanted.

Home is indeed the place where you grumble the most, but love the best. The other week I was obliged to change trains at Minnesota Junction. That is a fine place to learn the St. Vitus' dance, especially after dark. Jesse James and the Wild West have nothing on that place. There is no village or town in sight, just a three-story wooden frame structure, which is not far away from doom. The place is vacant, the blinds are closed, but the little shutters are open. Through them one can see all the broken windows at sunset. The lower corner of the building is used as a depot, which is illuminated at night by one kerosene lamp. The outside is all shot up. All over one can count the bullet holes.

An elderly gentleman informed me it was the liveliest place in the vicinity some fifty years ago. He had been a resident of Chicago forty-five years ago, when he moved to this place, and has never been to Chi. since. I told him how it is now, and about that wonderful service via the NORTH SHORE LINE, and tried to encourage him

to take a vacation, as he deserved one, and visit his Old Home Town via The Road of Service. Just then the headlight appeared in the distance which told me my train was strolling in at last. I looked at my watch and noted that the train was nearly two hours late. Thank heavens! I was relieved.

JUMBO.

Too bad you missed seeing Brother Dorward, although we cannot imagine why you wished to go through his cellar. You know he is a Baptist minister and is supposed to be more familiar with water than almost anything else. However, he has abandoned the ministry, at least temporarily and will devote his time in future to giving his lectures to bring workers and employers closer together. More power to him, as there is need for just that kind of work.

In line with the foregoing we quote the following from a recent letter from the Rev. Dorward:

Just a word to say that I have crossed the Rubicon, by which I mean that I shall be a sort of free lance after next Sunday, when I shall have retired from the active pastorate, at least for a while.

Now after my camp duty at Camp Custer, Mich., from Aug. 12 to Aug. 26, I shall be ready to fill any and all dates for my famous, or otherwise, addresses. Naturally I will have to hustle at this stage of the game to keep my head out of water as becometh a Baptist preacher. I do want to throw my heart, soul and mind into the terrible fray and do my bit in bringing employer and employee closer together, and who will say that the present need is not intense and immense?

W. T. DORWARD.

We can assure any club or association looking for a good speaker on the industrial problem, that Mr. Dorward will fill the bill and that an hour spent in listening to him is an hour well spent.

We would like to see, through the BULLETIN or in any other way, Mr. Dorward and our Can-

ton correspondent, Mr. Miller, brought together. Mr. Miller seems a good deal disturbed over the present industrial outlook and sends up a closely written six-page letter on the subject. There was a rainy day lately in Canton, and as Mr. Miller explains, he took advantage of it to write us a "few lines." Not so very few, either, but we are always glad to hear from him. He writes in part:

These are great times in which we are living. I don't know how you view them, but from my observations I would say that the men now on strike want peace and would work if left alone. But every branch of labor is now united and federated, advised and led by men who have had no experience in business and whose whole study and education is in the direction of stirring up strife.

No cause or principle involved, but some agent or labor leader—God save the word—raves that capital is getting a strangle hold on labor. That is their stock in trade, the text from which they always speak. An impartial view of the arguments and actions of two of the so-called leaders now in the public eye, is interesting. Mr. Jewell for certain railroad workers and Mr. Lewis for the miners have a strangle hold on the country. At first Mr. Jewell was going to have everything his own way. After a while he concluded to accept the Labor Board's terms and the question turned to one of seniority rights, an issue brought about by this so-called leader's blindness. He fights now to save what he justly and ignorantly lost under all rules of reason. It is now for those who put him in office to put him out and put some one in who has a little business ability. A little statescraft would come handy.

Has Mr. Lewis shown any of these requisites? Three months before the strike Lewis advised the miners not to accept a wage reduction. At their convention held in Columbus they adopted a resolution demanding the same scale of wages and a six-hour day with a five-day week. It is true that Lewis did not favor the resolution but he was not man enough to point out its absurdity.

If we are a government of the people, by and for the people, it is about time that the people take control when a small minority can bring about the conditions which we see today.

Coal miners and all people, men or women, who perform an honest day's work, are entitled to respect and protection. What is more, it is their duty to band together to protect themselves and improve their conditions, but whatever their occupation may be, they can improve their conditions only by being counseled and led by men of reason and judgment.

Sincerely yours,
WILLIAM G. MILLER.

There is a great deal of truth in your observations, Mr. Miller, but it is a difficult problem. The conservative, thoughtful leader cannot always lead, for the reason that he cannot get followers. Men like to be led, but it is much easier to lead them in the wrong direction than in the right. Glittering generalities sound much pleasanter to the ear than hard, cold facts and logic. The bitter experience comes later, but the army is always being recruited with young blood which will not take advice and must learn by experience.

Our industrious correspondent, Jim Ham stayed long enough in Chicago between trips to pound out the following:

Dear Admiral:

Summer wanes — (at least it's s'posed to be, but it ain't) — and soon 'twill be in order to don the heavies and get ready for our old friend Jack to blow in from the north.

Been sort o' feeling that you could not remain silent very much longer and am prone to say you scratched my itch, as 'twere, in August editorial comment.

Observation prompts me to venture the opinion that our Road of Service faces the impending winter with its head and tail held proudly in the air. Sorry I can't say the same of a majority of our transportation systems. Summing up our present temporary — and it's been temporary for a heluvalongtime — condition of unrest, you, me and several million others consistently refuse to concede that the word "Strike" will supplant "Liberty" as a national byword.

Our dear, indifferent, pleasure-seeking, grasshopper public are becoming gradually educated to conditions as they actually are and it seems to me it won't be so very long ere the shoe will pinch suffi-

ciently to render removal of the corn or callous imperative.

'Course our statesmen in Washington have been a little too timid in grasping Mrs. Bull's husband by the horns, but they made a flying grab with the recent restraining injunction and we all have sufficient confidence to know that they'll hang on and make it stick. Let's hope the boys (labor) will not proceed to completely destroy their own chances incident thereto.

Gosh, Chief, if what we call normalcy would e'er return, I fear we'd all have a hard time finding something to rave about and the undertakers would reap a harvest of lethargy lizards.

S'loug, and greetings to you and the flock.

Cordially,
JIM HAM.

Whaddye mean summer wanes? At this very minute it's around 96. Not that we care anything about that, because we feel sure that it will be cooler by Christmas.

We have a new correspondent this month from Racine, who we are glad to welcome into the fold. We used to have one or two good helpers in that fair city, but lately they have been delinquent in their dues. One of them, Mr. Ferguson, got married and seems to have lost his identity since. That's often the way with newly married men.

However, let us introduce Mr. Mead to the Family:

What won't the North Shore Electric R. R. do to help a good thing along? This question is the first thing that came to my mind when I had finished reading the fine article in the July issue of the BULLETIN, which contained a description of the Park Subdivision at Kenosha, Wis., of which I am the owner.

Surely the kindness of the Editor is without parallel, and I know that he is the kind of an Editor the North Shore people want or they would not keep him, so this makes me feel that I know the speaker at the head, because of the echo I have heard way up here at 1400 Main St., Racine, Wis.

Once again I want to repeat what I have said to other folks a good many times before. "Anyone that does not appreciate the North Shore Line, its equipment, officials and employees, ought not to have a road of any kind to ride on."

If any reader of the BULLETIN can show me its equal, I shall be very glad to hear about it, or from him.

Very truly,
LYMAN L. MEAD.

Well, Mr. Mead, the North Shore Line recognizes that it is a public servant. It's the same way with the BULLETIN. We are out to boost all the time, and it doesn't matter to us if it is a subdivision or something else. We just try to be helpful wherever we can, because after all that is what living is for.

Here is our old friend Michigander. He didn't have time to call on us but he offers a pretty good alibi, which we will have to accept. He writes:

The August issue of the BULLETIN reached me yesterday and immediately I decided to write and apologize for not dropping in to see you while in Chicago.

I drove the "flivver" from Detroit to Chicago, a distance of 300 miles by my Stewart-Warner, in twelve hours. I remained in Chicago only two hours, leaving the same evening for Waukegan, eventually ending up at Grayslake, Illinois, where I spent about ten days.

On my return trip I remained in Chicago only a few hours Saturday afternoon, as I was anxious to make part of the journey that day. I made St. Joe, where I spent the night and got home Sunday afternoon, having covered about 1,000 miles without anything that looked like a puncture.

I am indeed sorry I did not get the opportunity to see you but I assure you that this was not the only thing I planned to do in Chicago which I was unable to go through with.

Am on my way to Cleveland to spend the week-end and Labor Day and am writing this just before I expect to trot down to the dining room and wrap myself around one of those "punk" meals generally served on lake boats. One must live.

Almost forgot to tell you that during my trip to the Windy City the flivver developed one of the most horrible cases of body squeaks. By the time I arrived at Benton Harbor (home of the bewhiskered street car motormen and conductors) I could be heard

two blocks away. People would turn, stare and immediately go about their business when they realized it was nothing but a flivver.

Coming back, just before I got into Marshall, Michigan, a sign greeted me as follows: "Drive slow and see our town—Drive fast and see our jail." I thought this pretty good, but did not appreciate it fully until I got past the center of town and struck a section of road where I had to slow down to five miles an hour it was so rough. "This," I thought, "must be the section of town they want you to see."

I did not get a chance to ride on the Road of Service, as where I went the flivver was sure to go, just like Mary's little lamb. Drove to Milwaukee, but found nothing wetter than Lake Michigan which also was exceedingly cold.

I hope to be in Chicago next summer and will positively arrange to see you while there or "bust."

I can smell dinner and am powerfully hungry, so will end this now.

Faithfully,
MICHIGANDER.

P. S.: Detroit Tigers not so good lately. How is your "gol-luf?"

It is against the rules Mr. Michigander, to flivver to Milwaukee from Chicago or any other point along the north shore. We're running a first-class railroad along that route and it is the duty of every member of this Family to use it whenever he can. However, you are forgiven this time, but don't let it happen again. We suppose, however, that you suffered enough in riding to Milwaukee in a flivver when you might have gone in ease and comfort.

Our faithful correspondent, Mr. Peebles writes:

Where is the BULLETIN this month? It has not gone out of business, has it? Or perhaps it might be that you have taken my name off your mailing list, and if that is the case you can just put it back on for I can't keep house without it, and if I have to break up house that will be awful.

Last Tuesday a Chicago patron of your road came up to Plymouth to spend a few days, and the first thing he said to me was, "Did you get the BULLETIN this month?"

If we can rest assured that the BULLETIN and its editor are still on the job, we can fold our arms and wait patiently till it comes along. I think only once before has the BULLETIN been so late in coming, but when the patrons of your road come all the way from Chicago to Plymouth to ask if the BULLETIN is out yet, is that not going the limit?

J. D. PEEBLES.

Calm your fears, Brother Peebles. Nothing farther from our thoughts than going out of business, and as to taking your name off the mailing list that couldn't be thought of for a minute. You are too good a correspondent for that.

We were a little late last month, but will try to make up for it this month. After all, you know, it's worth waiting for, isn't it? We are proud to think we are missed when a little late, but like the bad penny we always turn up.

Here is one from our correspondent in Cut Knife, Sask. This BULLETIN travels far, because as our friend Loophound says it is the World's Greatest House Organ, and we're glad to think it is being read away up in Canada.

We like that name, too, Cut Knife. It sounds almost as cool as Medicine Hat. We invited our correspondent there to write occasionally, and are pleased to think he accepted the invitation so promptly. He writes:

Here I am by request, as you might say, but really I don't know of what to write, as I am not a brilliant and humorous writer like some of the members of the BULLETIN family, but here goes to make them as interesting as possible. Being a farmer I don't promise to send in a contribution each month, as the other brothers do, but as often as I can I will.

Have you had the picnic yet? If not why not? Sure would like to join you all in it, but as the good old North Shore doesn't run this far it isn't possible to leave here in the morning, spend the day in some of those attractive resorts mentioned in the BULLE-

TIN, and return "tired but happy to our own cozy nest." However, I may possibly see you when I am in Kenosha this winter, that is if Ed. will permit me to view his nice clean desk.

By the way, how is the new station coming along in Kenosha? Has it been completed yet? Only the site and some frame work was on the spot when I left.

In this section of the world we are preparing for our annual harvest, and I believe it is going to be a decent one, though for a while it looked as if we were going to be burned out, as we hadn't had any rain for about six weeks, but the drought was broken at last by rain for two days and now things look brighter.

Just to let you know that I am boosting the North Shore, even out here the BULLETIN is becoming as much in demand by my friends as by myself. I am only sorry that it isn't a weekly publication instead of a monthly one; still I suppose one must be satisfied with good things occasionally and not often.

Here's hoping that Ed. didn't fire anyone for taking the privilege of cleaning up his desk. However, if he did, tell them to come up here for a job as we have plenty of work.

Thanking you for the July issue, I am,

Sincerely yours,
CANUCK.

You are too modest, Mr. Canuck. As a correspondent we should say that you are capable of holding up your end. We believe the present issue answers your questions about the picnic and the Kenosha station. Don't fail to call and get acquainted when you come this way.

A CLOSE RACE

"Speaking of close races," said the first man, "I once saw a horse race won by the width of a blister on one horse's nose."

"That was pretty close," said the second man, "but I once saw a boat race won by the thickness of a coat of paint on one of the boats."

Turning to the third man in the group, the first speaker asked, "Did you ever see a close race, Pat?"

"I should say I did. I lived a year in Scotland."