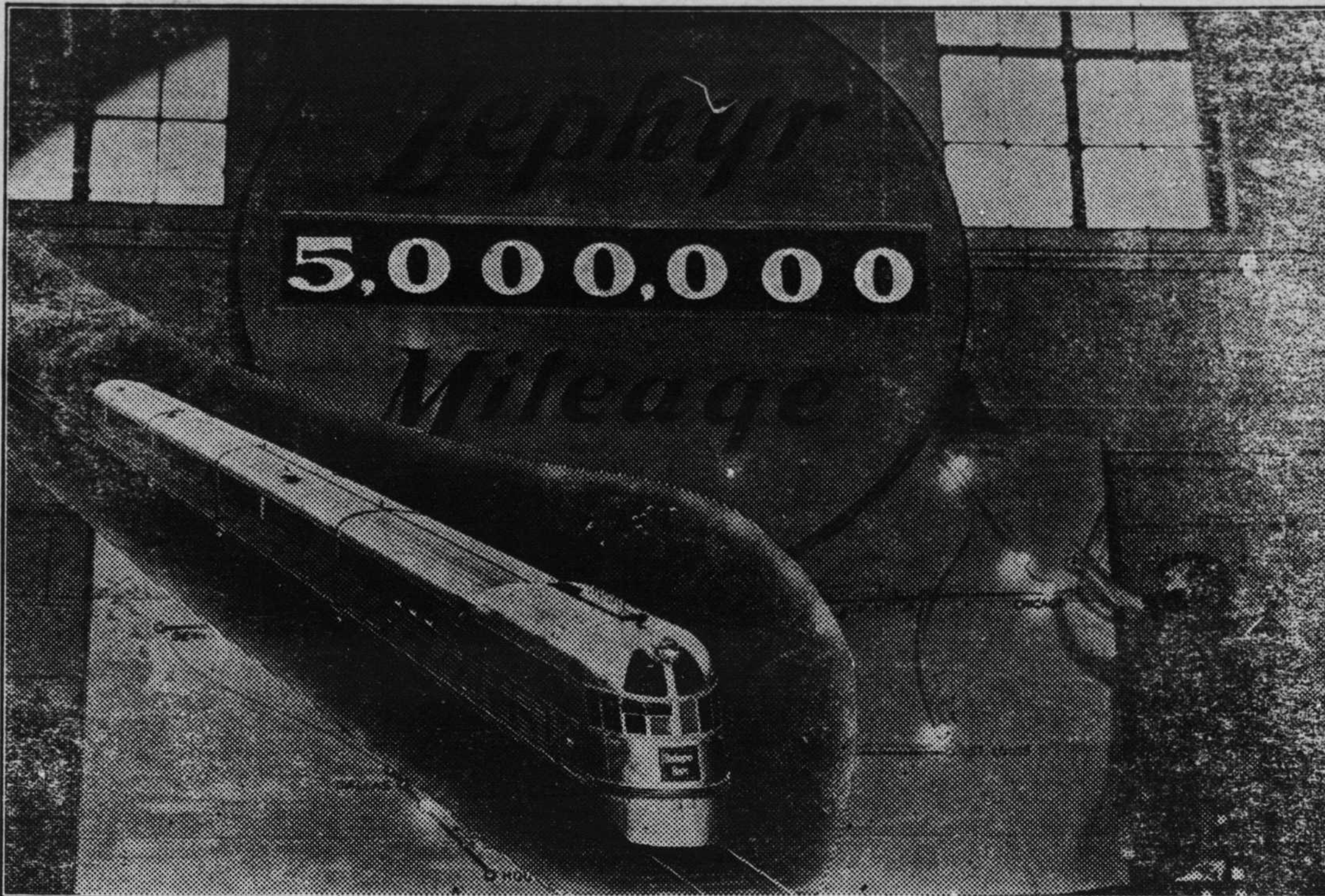


Zephyrs Pass 5 Million Mile Mark



FIVE million miles of regular passenger service was completed by the fleet of eight Zephyr trains of the Chicago, Burlington and Quincy Railroad, June 21, 1938, at 6.07 P. M., Central Standard Time.

Miss Adelyn E. Lutz and Albert Cotsworth, Jr., passenger traffic manager of the C. B. & Q., are pictured examining the huge speedometer erected in Chicago's Union Station to celebrate the occasion. Inset is the famous Pio-

neer Zephyr, first of the Burlington's fleet.

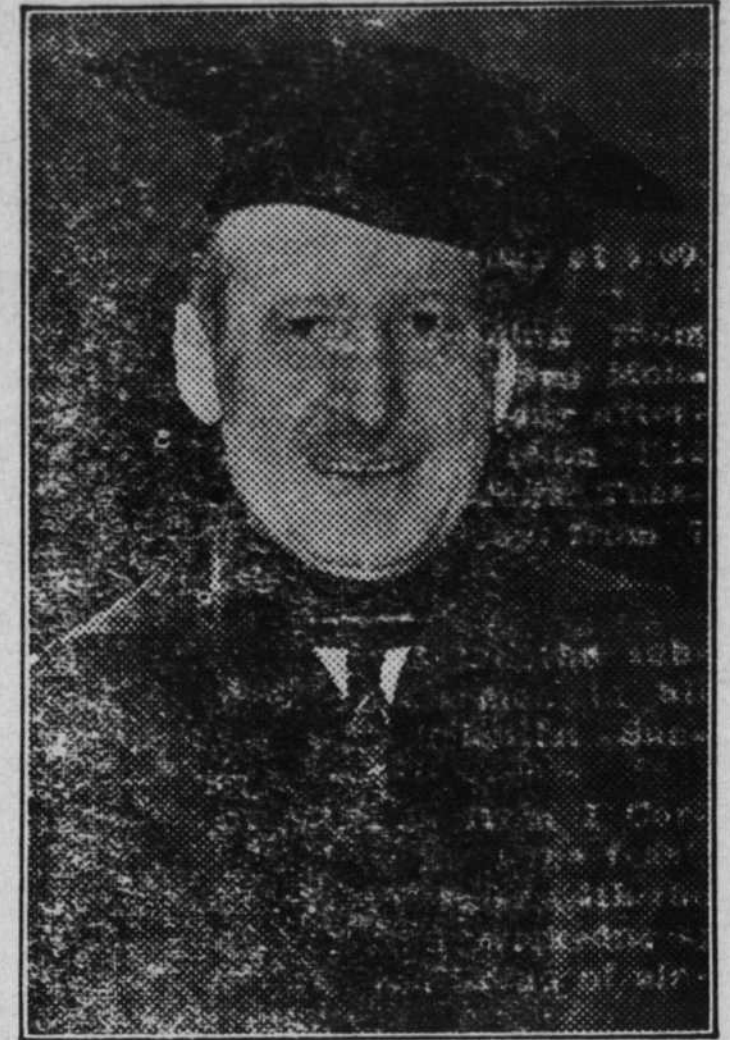
Built by the Edward G. Budd Manufacturing Company of Philadelphia, builders of light-weight, stainless steel railcars, the fleet compiled the enviable record with the "availability for service" figure being approximately 95 per cent, in spite of the extremely fast schedules the trains observe.

The grand total of five million service miles is made up of the following mileage records between

Zephyr terminals: Chicago-Twin Cities, two trains, 2,007,743; Chicago-Denver, two trains, 1,512,549; Lincoln-Omaha-Kansas City, 547,701; Houston - Dallas - Fort Worth, 353,040; St. Louis-Kansas City, 308,673; St. Louis-Burlington, 270,294.

When the five million mile mark was reached the eight trains were running in six different states. Their combined current schedule calls for 5,903 miles per day—more than two million miles per year.

Tells College Grads To Avoid Pitfalls



"DO IT THE HARD WAY," was the advice offered the graduating class of Olivet College by Harlow H. Curtice, president of the Buick Motor Division of General Motors. Speaking at the 79th commencement exercises, during which he received the honorary degree of doctor of laws, the noted industrialist informed the graduates that he had no patience with those who voice a dolorous sympathy for youth as represented in the class because they were setting foot in an economic world that has gone askew. "I envy you deeply and sincerely, as anyone must who even dimly sees how great and implacable are the needs of the world," he said.

One of the huge murals for the 1939 Golden Gate International Exposition will be one of the Beatitudes from the Sermon on the Mount, ninth verse, fifth chapter of Matthew, which reads: "Blessed are the peacemakers for they shall be called the children of God."

he Junction, are spending the summer at their former home town, Pacific Grove, California.

Mr. Leonard Nixon, who manipulates the gasoline truck in the Death Valley district, together with Mrs. Nixon and children, passed the fourth at the Charleston mountain resort near Vegas.

John Moreau arrived a few days ago from his home in Alhambra, and is now employed with the construction gang, rebuilding a part of the telephone line between the Junction and the Valley.

Help Kidneys Don't Take Drastic Drugs

Your Kidneys contain 9 million tiny tubes or filters which may be endangered by neglect or drastic, irritating drugs. Be careful. If functional disorders of the Kidneys or Bladder make you suffer from Getting Up Nights, Nervousness, Leg Pains, Circles Under Eyes, Dizziness, Backache, Swollen Joints, Excess Acidity, or Burning Passages, don't rely on ordinary medicines. Fight such troubles with the doctor's prescription Cystex. Cystex starts working in 3 hours and must prove entirely satisfactory in 1 week, and be exactly the medicine you need or money back is guaranteed. Telephone your druggist for Cystex (Siss-tex) today. The guarantee protects you. Copr. 1937 The Knox Co. ®

Rambler Writes Of Death Valley

DEATH VALLEY JUNCTION, July 4 — Arthur M. Moore, and Frank A. Wise, representing the Maryland Academy of Sciences, at Baltimore, toured Death Valley, last week, and stopped at the Amargosa hotel. They came south over the Nevada state highway, from Tonopah, where they spent three days, inspecting the old camp, and gathering samples of many different kinds of ore, for exhibition in the Museum. They stopped at Death Valley Junction for a few hours, and also found several (to them) very interesting and valuable geological specimens. They departed by way of Boulder dam, on the journey to their eastern home..

Justice of the Peace, Owen Montgomery, Frank (Shorty) Kraus and Woodrow Wilson, made the trip by auto, from the Junction in to Los Angeles last Thursday. Mr. Wilson, who visited his wife and baby, in San Diego, returned, Friday night, but Messrs. Montgomery and Kraus, passed the 4th in the city.

Charles Brown, Jr., of Shoshone, made the trip into Los Angeles, last week where he attended a Stanford

alumni meeting an banquet, at the Rosslyn hotel, Thursday and Thursday night. He returned home late Friday night, to be ready to aid in putting over the big Independence Day celebration, at Shoshone, which was held by the Death Valley Post, American Legion, last Sunday and Monday.

Arthur Qualey, employed in the Borax Co. offices here, left July 1st on his annual vacation, going, among other places, to Denver, Colorado.

Mrs. Jack De Arman left a few days ago, for a prolonged vacation at her old home in North Dakota.

Miss Kathryn Ronan, manager of Furnace Creek Inn, which is now closed, came in last Wednesday night and spent a few days looking the place over and attending to some business matters. Miss Ronan has just returned from a tour of Alaska; she left Friday.

Albert Howell, Piute Indian Rancher of Ash Meadows, was in town last Saturday.

Henry (Hank) Maynard, maintenance foreman on the secondary state highway in the Death Valley Junction district, will leave on July 11th for a six weeks' vacation. He will make the trip east, and, among

others will visit a brother living in Kansas.

Fred Saunders, oil truck driver, is now busily engaged in trucking oil from the railroad tankers, in the T. & T. yards at Death Valley Junction, to the stretch of government highway leading north out of the Valley toward Daylight pass. This road, which is within the monument, will, when finished, connect up a paved highway with the Nevada state highway leading in a southerly direction from Beatty into the Valley, over the Pass. The monument line, by a recent change, now extends about four miles north of the California-Nevada state line.

Mr. French Gilman, botanist for the government, in the Park service, whose headquarters are at Park Village on Gow Creek, was meeting friends and transacting business in Death Valley Junction last Friday.

Charles (Heavy) Green and Frank Tilton, of the T. & T. car shops, left early Saturday morning for San Fernando, where they spent the 4th. Also, they formed the acquaintance of the newcomer, the grandson of Mr. Greer, the son recently born to his daughter, Mrs. Ray Himes, in Riverside. They returned Sunday night.

Mr. and Mrs. Adolph Shrader of