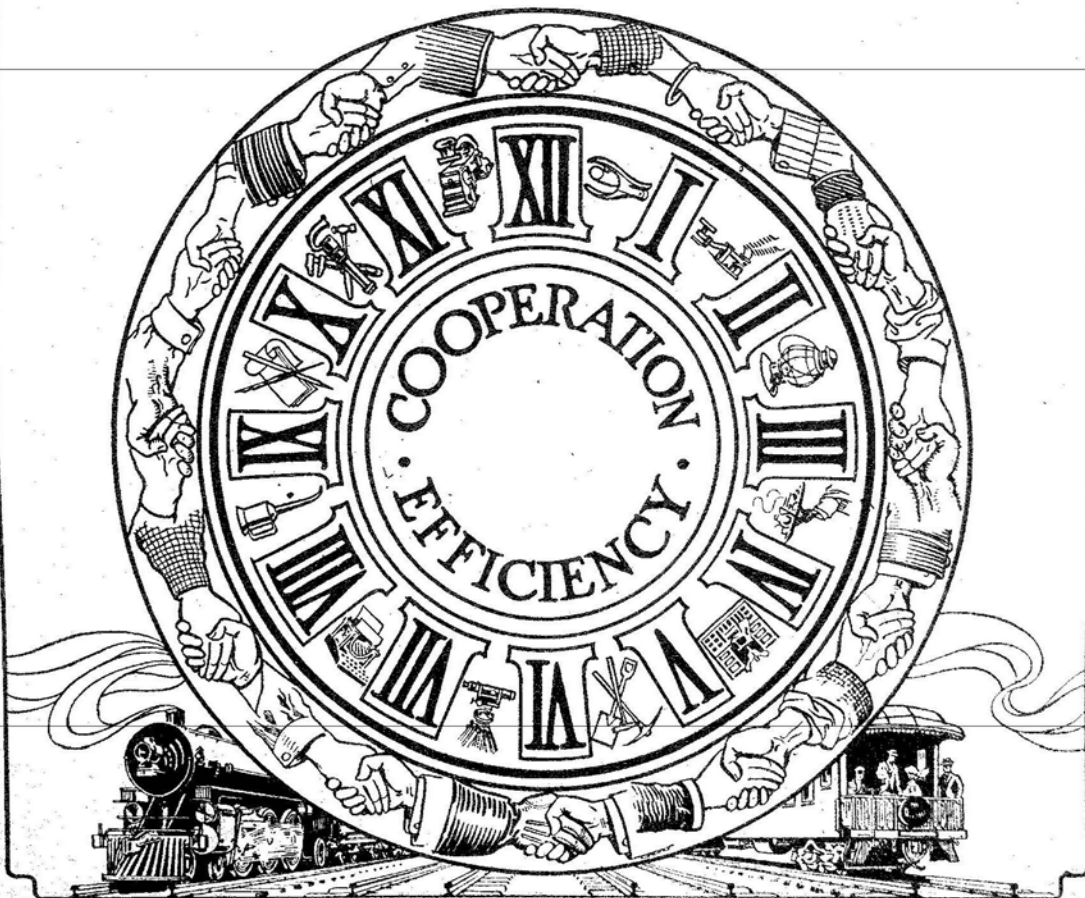


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

**OCTOBER**

**1913**



**VOLUME 1**

**No. 7**



## Do You Wear Overalls? Yes

Why not wear the best when it costs no more?

Won't you try a pair?

Ask and keep on asking for

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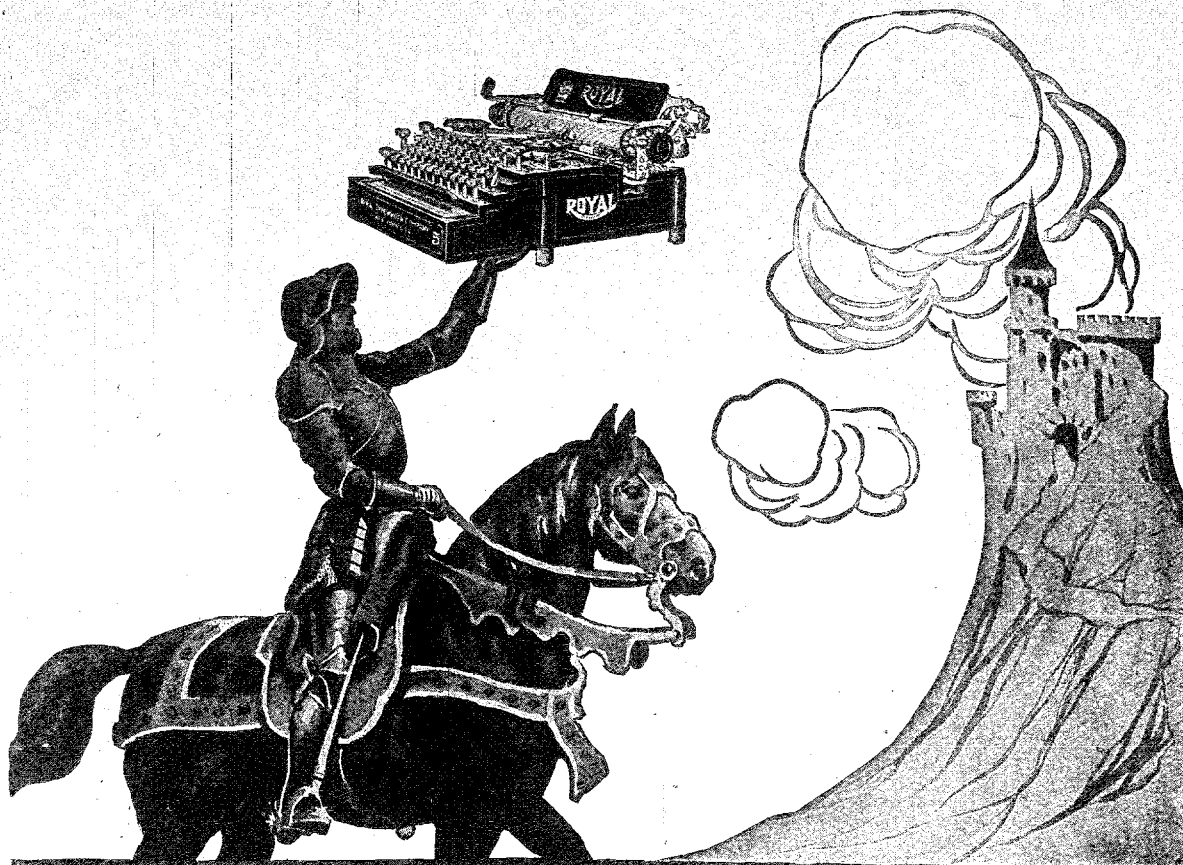
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*My measurements are:* Waist ..... Inside Leg .....

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NAME .....

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The Royal Master-Model is a modern letter-maker in a class by itself. The Royal *does the most*, for it does the work of several typewriters in one: (1) General Correspondence, (2) Writing upon all forms and widths of Cards, Envelopes, Tags and Labels, and (3) Condensed Billing, Loose Leaf and Unit Order work—all this without a dollar of added cost to the purchaser.

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Royal Typewriter Building, 364-366 Broadway, New York

Branches and Agencies the World Over

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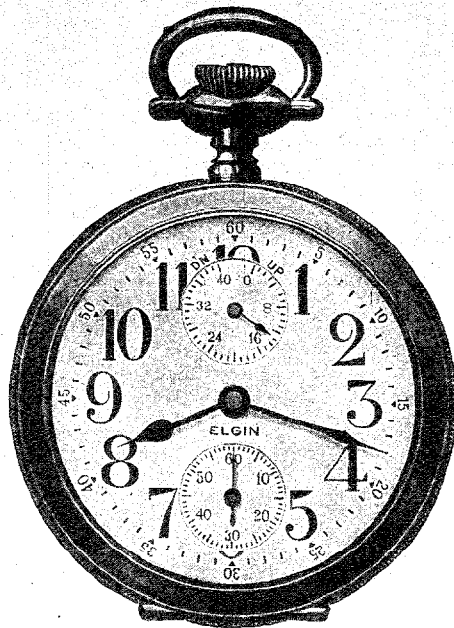
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# 4 Watches Will be Given Free to C.M. & St. P. Employes

**FOUR** handsome 19 jewel *B. W. Raymond* Indicator watches will be given free to the four C. M. & St. P. employes who write us the best letters describing the merits and points of superiority of this watch. We are offering one watch to each branch of the service—one prize for engineers, one for conductors, one for firemen and one for trainmen.



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Remember, one watch for the engineers, one for the conductors, one for the firemen and one for the trainmen. Who will win the watch? You may, if you try. You can't if you don't. So do not overlook this opportunity. Call on your watch inspector and write your letter before Nov. 15th. The names of the successful contestants will be announced in the December issue of the *C. M. & St. P. Magazine*.

## ELGIN NATIONAL WATCH CO.

General Office, 10 South Wabash Ave.  
CHICAGO, ILL.

C. M. & St. P. 10

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CARPENTER KENDALL, Editor.

VOLUME I

OCTOBER, 1913

NUMBER 7

## Beauty and Cleanliness

In the matter of "Beautifying the Steel Trail," Mr. George T. Allez, traveling auditor, writes to The Magazine: "The accompanying photographs will show that this idea is not confined to the Bitter Root Mountain region. The display at Mobridge is the work of Mr. E. M. Stablein, the agent, with his efficient office force, Mr. Stablein standing the bulk of the expense. This has excited a very favorable comment from the traveling public, and is good advertising, as well as being an artistic arrangement. The grains and grasses on display have been gathered from the vicinity.

Marmarth, N. D., is another place on the Trans-Missouri Division which has also received a large share of praise. Mr. P. Burns, the roadmaster at this point, has converted the station grounds into a beautiful little park, enjoyed quite as much by the townspeople as by passing travelers.

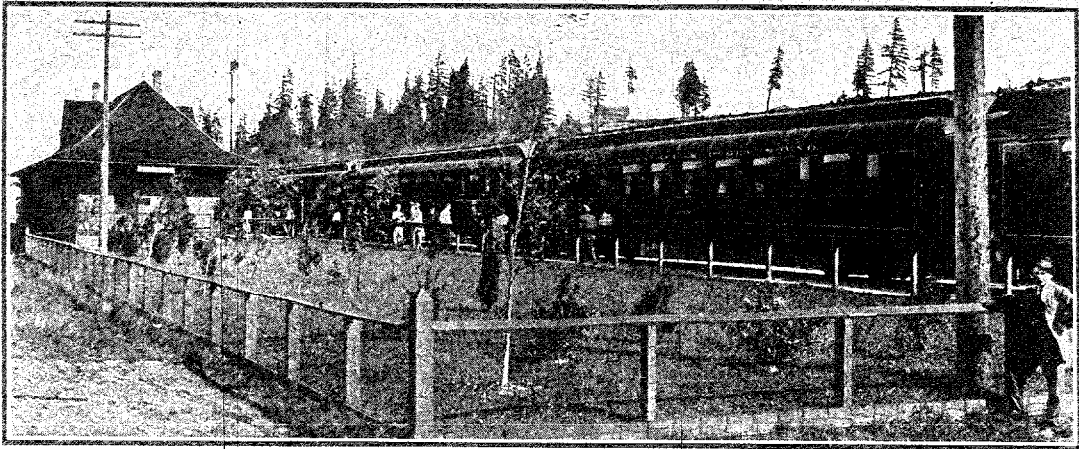
As at both of these places a ten-minute stop is called for on through trains, passengers naturally get off to "stretch a bit," and they must receive an agreeable impression of the route and of a company whose employes take pains to make their surroundings neat and pleasant.

There are many other beauty spots on the lines east of Mobridge as well as

west, and as fast as The Magazine can secure pictures of these they will be published.

On the transcontinental line, Oconomowoc and Kilbourn City, Wis., and Lake City and Red Wing, Minn., Three Forks and Missoula, Mont., Cle Elum and Cedar Falls, Wash., are notably beautiful. At Cle Elum, great pains have been taken with the station grounds, which have been named in honor of the promoter of beautiful environment—Mr. W. B. Foster. Every employe on the Coast Division is proud of "Foster Park," as they call it, a picture of which appears herewith.

Another feature of good railroading, and one which appears of slight importance, on first thought, but which is a detail not to be overlooked in the effort to make our line the popular route of travel, is cleanliness in its relation to general appearance of equipment and of station buildings. Order is Heaven's first law, and neatness is one of the most important elements in Order and System. Constant care should be exercised at every terminal to see that passenger equipment is thoroughly clean—glancing around with a duster after a long journey, when many people are coming and going, avails but little, but if conscientious



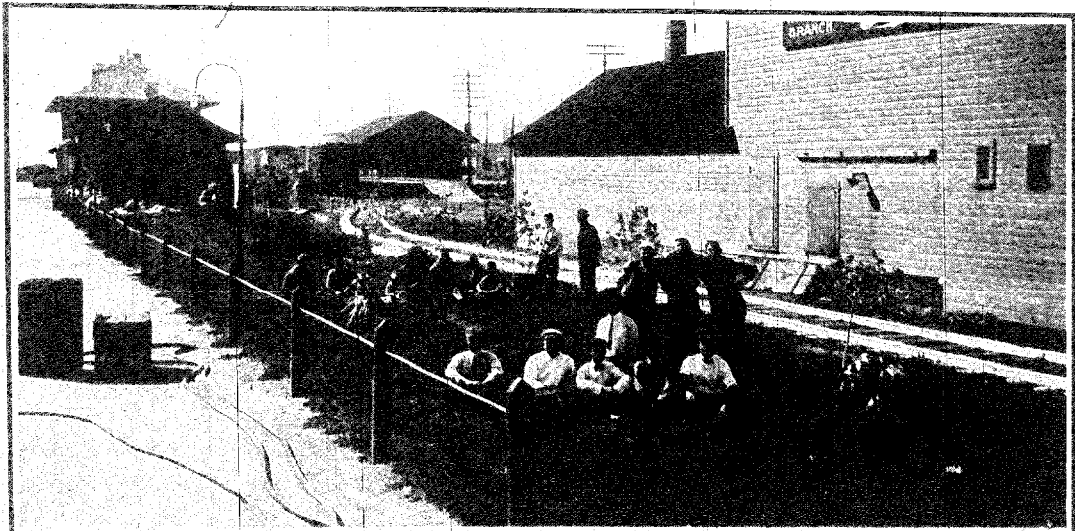
Foster Park—Cle Elum

tious care is taken by every man engaged in this work, he will not have to put in extra effort at any time to "clean up." Do what you do thoroughly, every time, and you will be surprised to find how easy it is to keep things clean without the necessity of a grand general house-cleaning every week or two. Don't wait for the Inspector—do your work so well that you will not need an inspector. That is the real meaning of efficiency, and that is the way to make yourself a valuable employe and a valuable citizen.

The same principle applies to station buildings and grounds. If you sweep, sweep well, and it will be easier to clean up the next morning. Likewise if you pick up the loose papers and rubbish every day, it will take only a moment out of the daily routine, but if you wait until the place becomes impassable and

the Inspector comes around, you have a big job on your hands. The general superintendent of a railroad tells this story of an old agent with whom he labored on every trip over his line. The old man had been employed for many years, and was honest and faithful, so he was finally given a small station in the country. He was reliable, but he would not keep his station neat. The general superintendent talked to him seriously, but without avail, and he was finally told that unless he cleaned the place up he would lose the job. Going on up the road, the G. S. returned late at night and did not stop to see what the old man had done. But on his next trip he was chagrined to find the station as untidy as ever. Calling the old man one side, he said, "You know, John, I

*(Continued on Page 63)*



Mobridge Station and Park

## New Improvements to the Milwaukee Shops at Deer Lodge

*Guy B. Jeffers, Clerk General Foreman's Office.*

During the Spring of 1912 an addition was started on the round-house at Deer Lodge and since that time the entire shops have been under reconstruction. The old round-house was found to be too small to handle the many engines that run into this point each day and it was necessary to build an addition to handle the business. This new extension consisted of nine new pits or stalls, including another drop pit, making two drop pits in the round-house where driving wheels, engine truck wheels and trailer wheels are dropped from engines. The building is equipped with ninety arc lights, making it as light at night as it is during the daytime. This makes it more convenient for the night men to do their work and greatly reduces the danger of accidents. The building was thoroughly repiped by a crew of road men under the supervision of E. P. Eppert and the immediate foremanship of A. L. Fabry, so that when engines are blown off the steam is all carried outside the house.

While the work of remodeling the round-house was going on an extension was started on the machine shop, better known as the "Back Shop." This was again as large as the old part, or 142 feet long and 127 feet wide, making the shop now 284 feet long and 127 feet wide. Five new pits were installed where engines are placed while undergoing a general overhauling. These are all made of solid concrete and very strong. A new and much larger tool room was built in the new shop to replace the one which was torn down in the old part. Another foreman's office was built and many new machines installed besides those moved from the old to the new part. Among the new machines are two 16-inch Cincinnati lathes, one 22-inch Lodge and Shipley lathe, one 18-inch Lodge and Shipley lathe, one 26-inch Niles Bement Pond Co. lathe, one Ingersoll milling machine, one Rochester boring mill, one Spring-

field Fox lathe, one 2 feet by 7 feet Cincinnati planer, one large Betts slotter, one 4 feet by 9 feet Niles Bement Pond Co. planer and one Landis Co. grinder. These machines were badly needed and since being placed in operation have proven that they will pay for themselves in a very short while. Several new machines were also placed in the old shop, filling part of the space left vacant by those moved to the new shop. These are two small Holadie drill presses and one large Niles Bement Pond Co. axle lathe. This lathe is much larger than the old one and will turn out much more work than has been turned out heretofore. Each machine rests on a concrete foundation, making them solid, giving them absolutely no chance to become untrue, so that they turn out perfect work. In all, the machine shop presents a very neat and pleasing appearance and is well worth the time of any one to go through.

The boiler shop extension was started about the same time as the back shop and is the same size. Five new pits were also installed here and a large tool room and foreman's office built to replace the old ones. New machines were installed which lessen the work a great deal. The new flue furnace for welding flues is very large and much more up-to-date than the old one. The new bevel shears for cutting sheet iron or steel is a great help and the large annealing furnace, although not entirely completed yet, will be a money as well as a time saver. One 24-inch drill press was also installed in the boiler shop where work can be done without running over to the machine shop. In all, the boiler shop seems to have been the department needing the improvements and remodeling most of all.

After the new buildings were done the tracks for the transfer table between the boiler shop and machine shop were made longer by about 100 feet so that engines could be moved from one



shop to the other. This table is very strong and also very handy and will handle any one of the large Mallet type of locomotives. It is run by electricity and requires one man to operate it, much the same as an ordinary street car.

The blacksmith shop remained the same except that a number of new machines were added. The new Chambersburg 3,000 pound steam hammer is a monstrous thing and will greatly add to making the work easier for the blacksmiths as well as the helpers. The hammer is operated by one man and is hard to get used to at first but with a little practice it becomes second nature and many of the men have become experts in handling it. A large Ferguson furnace goes with this hammer and whole sheets of iron or steel can be heated and hammered into any shape wanted.

One large Ajax forging machine was installed, which is used for making bolts. All the bolts used throughout the shops and repair tracks are made here. A medium sized Bradley hammer was put in for use on small jobs. This hammer is run by compressed air. One large Buffalo fan was placed which furnishes air for the forging machine. Another machine in the blacksmith shop, but used by the pipe fitters, is the one for cutting pipe any size from two to eight inches.

In all, the output of the shops has been nearly doubled and the average engines given general overhauling is greatly increased. At present there are about twenty engines undergoing general repairs besides several rotary snow plows and steam shovels and other special equipment. During the past three months about twenty-one engines have been turned out of the shop, making an average of seven per month, and the prospects are that this will be greatly increased during the next few months.

Next was the new addition to the power house. This was about 15 feet long and about 30 feet wide and furnishes room for the two new 150 kilowatt motor generators and the Nordberg air compressor. The generators replace two old ones, each having a capacity of 100 kilowatts. They furnish power for the lighting and motor system throughout the shops and were installed by a crew of road electricians under the supervision of B. A. Nofke and the im-

mediate foremanship of W. E. Brautigan. These men are experts in their line and the work done here is as near perfect as it is possible to make it. The air compressor consumes 1,200 cubic feet of free air per minute, which in turn is furnished to the shops at large for operating the air motors, air furnaces and the blower line in the round-house. The electric power is furnished by the Butte Electric Light and Power Company and has been found to be much more efficient than the old way when we generated our own.

During May of this year a new 105 foot turntable was put in, replacing a 90 foot table which was too short to handle the large Mallet engines. Much trouble was experienced during the winter with engines off the track on account of the short table and with the new and longer one this trouble has all been done away with. The outside concrete wall which the ends of the table rested on had to be blasted out with dynamite and, while the change was going on, a temporary Y was placed on the hill a short distance south of the shop buildings. The round-house foreman's office was moved from the south side of the round-house to a spot near the new turntable, making it much handier for the engineers and firemen as well as the round-house employees, and a storage track for wheels was placed in the space left vacant by the office. A new lead was laid to the new table, making three all told and a couple more tracks where engines are placed while waiting to go out on the road or to be put in the house, were laid.

During the winter material was unloaded here for the erection of a large and up-to-date coal dock and work was under way when the idea of electrifying the road from Harlowton to Avery was proposed. This stopped work on the dock and the prospects are that it will never be completed. The old dock will handle the business at present, as most of the engines are oil burners and many more are to be changed from coal to oil.

The shops and yards near by have had flowing drinking fountains put in, making it very sanitary for all the employes and each department is equipped with a sanitary toilet. The water is furnished by the Conley and McTague

Company and over 1,000,000 cubic feet is consumed monthly.

The whole plant is electric lighted, there being about twenty or twenty-five lights, both arc and clusters. This makes the grounds very light and a beautiful sight on a dark night.

The private telephone system used by the telegraph department has been connected to the round-house foreman's office and the general offices, making it possible to talk to either Avery, Idaho, on the west or Harlowton, Mont., on the east. These points are the ends of the two divisions which have their dividing point at Deer Lodge. Avery is the extreme terminal of the Missoula Division and Harlowton is the terminal of the Rocky Mountain Division. The telephone system has become a great help and it is hard to understand how they were not connected up much sooner.

Among other things which greatly help the road men were the invention of the Cleveland-Burgoyne flange oilers and the Spaulding spark arrester. The former was thought out by Mr. R. L. Cleveland, traveling engineer of the Missoula Division, and Mr. Fred Burgoyne, traveling fireman of both the Rocky Mountain and Missoula Divisions. The spark arrester was the invention of Mr. George Spaulding, traveling engineer of the Rocky Mountain Division. Both of these instruments are manufactured here and many of the engines have had them applied and many more are being applied at the present time. They have proven to be very helpful and the men are to be congratulated on their achievement and for their interest in their work.

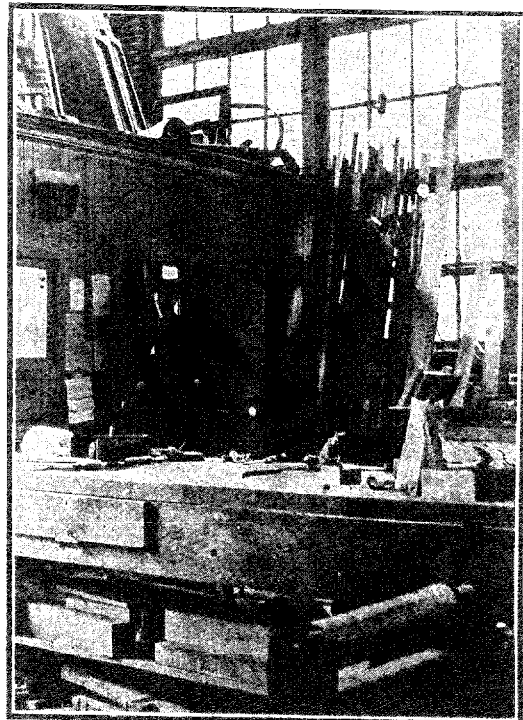
The car repair tracks, or rip tracks as they are commonly known, have been lengthened so that they will handle about twenty more cars, and another track is to be laid in the very near future. The old car foreman's office and store-room have been moved and a large new up-to-date office and store-room is to be built.

There have been many rumors afloat to the effect that an overhead bridge or viaduct from the store-room, over the repair track and freight yard for the use of the men going to and from work, was to be built. If this was done there would be no more crawling through the cars

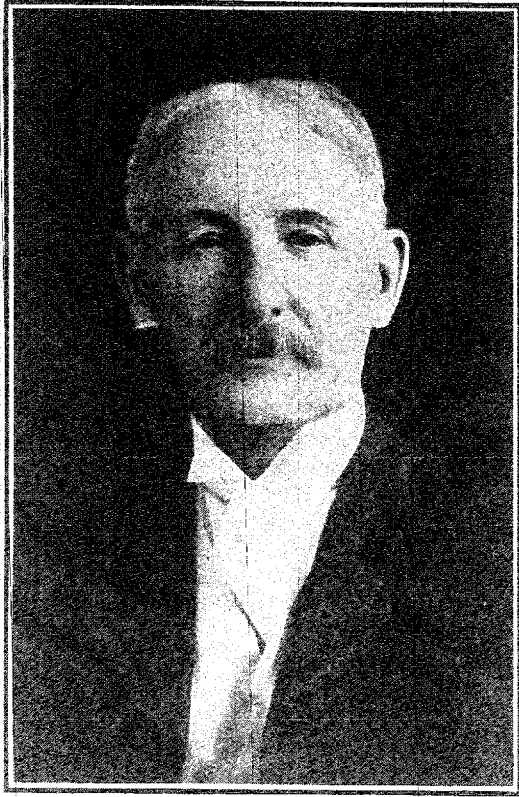
as is done at present. However, nothing official has been heard of this. It would be a great help and would be appreciated by all the men.

The Milwaukee has its own fire department and practice is held once each week. Several of the shop men compose this department and have become very prompt in answering fire signals, and there is a great deal of rivalry among the different groups to see which will draw first water. It generally takes from two to two and one-half minutes from the time the signal is given until all the streams are in full play.

The number of employes are distributed as follows: 350 men in the shops, including the different foremen, machinists and helpers, boilermakers and helpers, blacksmiths and helpers, tinsmiths, pipefitters, electricians, different apprentices and many minor positions too numerous to mention. The round-house has about 65 men, the car department 100, and the store department 25, including a storekeeper recently appointed here. There are about 60 Japs employed as laborers, making a total of about 600 men as compared to 350 at this time last year.



A Corner of the Mill, Deer Lodge Shops.



Conductor John E. Flynn, C. & C. B. (Ill.)  
Division.

## Fifty Years of Service Celebrated by Luncheon

Conductor J. H. Flynn, of the C. & C. B. Division, completed 50 years of service with this company on September 26, and in honor of that unusual achievement a number of his personal friends and co-workers united in giving a luncheon in his honor at the Grand Pacific Hotel, this city. Those participating, and their years of service with the company, were as follows: E. A. Wright, 49 years; S. G. Lund, 49 years; C. N. Nurse, 43 years; Jacob Deill, 42 years; Frank M. Kelley, 40 years; J. B. Stubbs, 35 years; Wm. A. King, 34 years; Chas. E. Kimball, 33 years; E. D. Sewall, 31 years; J. A. Walsh (Mr. Flynn's son-in-law), a resident of Chicago.

President Earling, whose acquaintance with Mr. Flynn dates from the time of his first connection with the C. & C. B. Division, was unavoidably absent, but was represented by Mr. Sewall. A most enjoyable hour was spent, full of personal tributes to the guest of honor, reminiscences of years of co-operation, and general good fellowship.

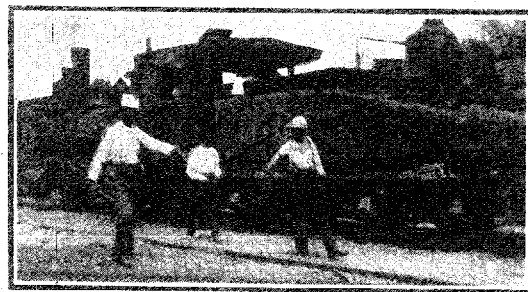
When Mr. Flynn entered the service of this company the total mileage was but 275, all in the State of Wisconsin; the total number of locomotives and cars of all classes was but 1,248, and the total earnings were but \$1,402,000. A comparison of these figures with those of the present time—namely, mileage, 9,500; equipment of all kinds, 71,001, and earnings of \$94,000,000—will indicate the development of the property during the time Mr. Flynn has been connected with it, and to which great increase his intelligent and loyal work has contributed.

## For the Information of Agents

The Sub-Committee of the American Railway Association on Packing, Marking and Handling of Freight has called the attention of the Committee on Relations Between Railroads to the recent conference ruling of the Interstate Commerce Commission, having reference to shippers' liability for error in marking L. C. L. shipments.

"SHIPPER LIABLE FOR HIS ERROR IN MARKING HIS L. C. L. SHIPMENTS—besides being expressly so provided in the rules of all freight classifications, it is on broad general grounds the duty of a shipper correctly to mark packages of less than car load freight intended for transportation; and when so marked the carrier is held to a strict responsibility for their safe delivery at destination. In a case where a package of merchandise was addressed by the shipper to Lake City, Fla., instead of Lake City, S. C., it is held that the shipper making the error must bear the burden of the resulting freight charges; and the fact that the correct address was noted on the bill of lading is not material.

G. E. SIMPSON,



Sand Engine 1020, Savanna, Ill., Smallest in the Service.

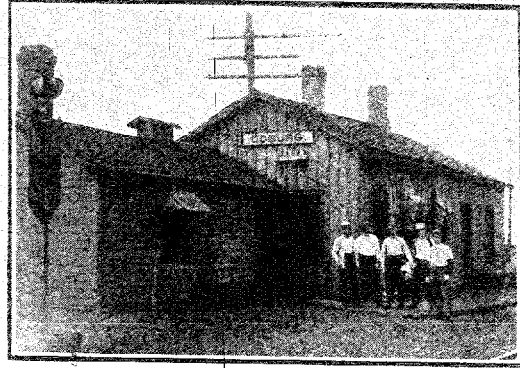
# The Kansas City Terminals

J. S. Adsit

I was asked by one of our officials to write an article on our Kansas City Terminals for the *Employees' Magazine*, and was cautioned not to make it "too dry." Everyone who has had experience in this line of work knows that it is about the driest proposition connected with railroading, and this, together with a long and conscientious observance (by inclination and otherwise) of time-card rule No. 8, makes the advice doubly hard to adopt.

At the outset I wish to say we have in Kansas City an *esprit de corps* of which any terminal or station on the entire system might be proud. There is but one end to our rope, each of us is pulling as hard as he can, and we are all together. The three departments represented here (Traffic, Operating and Mechanical) have a unity of purpose, and by working in harmony for the common good much more is being accomplished than would be possible otherwise. It may be unusual, but it is none the less true that we have Yard Clerks and Switchmen—to say nothing of others far removed from the direct work of solicitation—who are securing business for us almost every day. These men have the company's interest at heart and therefore make the very best kind of solicitors.

The C., M. & St. P. Ry. entered Kansas City in December, 1887, and at that time Mr. H. R. Williams, Vice-President, New York; Mr. J. H. Hiland, Vice-President, Chicago, and Mr. H. E. Pierpont, Freight Traffic Manager,



Colburg Yard Office Force.

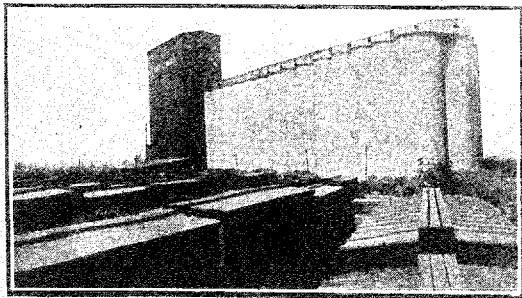
Chicago, were Superintendent, General Agent and Chief Clerk to General Agent, respectively.

Our tonnage for the first year (1888) was 252,494 tons. For the past eight years our average, in round figures, has been 1,500,000 tons. This not only indicates the wonderful growth of the Southwest—Kansas City having developed from a trading post to the most important commercial center between the Mississippi River and the Pacific Coast,—but also shows how the C. M. & St. P. Ry. has become an important transportation factor in this territory.

We now have three freight yards, the most important of which is located at Colburg, three miles east of the city. Here our trains are made up and broken up. Here also is located our up-to-date elevator, with one and one-half million bushels capacity, operated by the Simonds-Shields Grain Company. This elevator has handled as many as 247 cars of grain in a single day, making the biggest record of any elevator in Kansas City.

Next comes our Baltimore Station, some three miles in, conveniently located with respect to the retail district, and where we have some very desirable industries located on our tracks. The team tracks here are used principally by produce merchants.

Next is our Liberty Street Station, situated in the West Bottoms about five



Colburg Yards and Elevator.

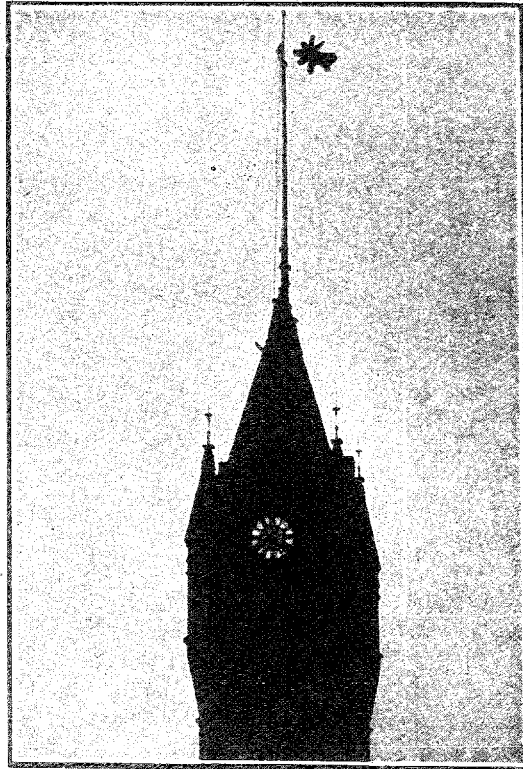
miles from Coburg and two miles from Baltimore Station. Practically all the wholesale and jobbing interests are located in the "Bottoms," and here nearly all our merchandise, both in and out, is handled, using Baltimore as a sub-station.

Occasionally we are embarrassed by the time consumed in handling our business through the Kansas City Terminal; but we do exceptionally well, taking into consideration the fact that after trains reach Coburg we are still five to seven miles from where delivery is to be made, with the intervening service over the rails of the Kansas City Terminal Railway. This same condition prevails with respect to handling our live stock to and from the Stock Yards.

We have been criticised at times for not advising promptly the passing of certain cars. This delay cannot be avoided until all roads entering Kansas City improve present methods of interchange. As we have comparatively few industries on our own tracks, practically all carload freight is received from connecting lines, and delivery is generally made at some outlying point—sometimes as far as seven miles from our yards. Until our yard engines go to these various connections we do not know what has been delivered, and as this is often after office hours the cars frequently go forward during the night and are at destination, or well on their way, before we can advise passing.



Mr. W. E. Richards, Superintendent of Terminals, Kansas City.



## The Old Flagstaff on Milwaukee Station

*E. E. Peters*

During a severe electrical storm in the early summer lightning struck the flagstaff on the clock tower of Union Depot, Milwaukee. The damage had to be repaired before our Old Glory could be flung to the Fourth of July breeze, and the task of repairing it fell to our District Carpenter, A. A. Wolf.

A 5/8-inch rope was spliced to the flag hally, and in this way the block and tackle was hoisted to the top of the pole. But before sending a man up to the top of the pole, where the block and tackle was held, the pole was put to a severe test by placing 500 pounds weight in a boatswain's chair and hoisting it up a safe distance to test the strength of the remaining portion of the flagstaff. When this had been done, a man was swung up in the same chair and accomplished the work of repairs. The accompanying photograph, taken by Mr. Gamm, shows J. J. Popp on the staff painting. Mattras Patocnick had previously put the staff in a smooth condition for the paint. Distance from the ground to the top of the staff is 200 feet.

## Pilferings From the Past

By E. W. Dutcher.

In the beginning, or, to be more explicit, once upon a time gives the date of an important event in the history of Wisconsin and more particularly of The Milwaukee in early days. There were giants in those days, men who foresaw great possibilities, and so started proceedings which ultimately took shape, and the ground was broken and the first rail laid—the beginning of what was first called the La Crosse & Milwaukee Railroad. Who the originator was I cannot say, but his obituary might be written: "He builded better than he knew." There was a land grant for a foundation, printing presses turned out blocks of stock, which found a ready "market" among the legislators, the same being not unlike those of the present day, and a campaign song was heard in the land, the refrain of which was "Randall and Billy Barstow!" If all the details of those eventful times were written it would make interesting reading, no doubt. But I am writing of some of our first officials, the men who managed the affairs of the road when there was comparatively little to manage and whom it was my good fortune to know more or less personally.

About the year 1852—possibly a little later—the road, then under construction, was in the hands of Selah Chamberlain, of Cleveland, Ohio, as lessee. He remained as lessee until it went into the hands of Hans Crocker as receiver, which continued until the formation of the Milwaukee and St. Paul company—about 1863. At the time above referred to, Mr. Edwin H. Goodrich was general manager, Dwight W. Keyes, acting for Mr. Chamberlain as treasurer, cashier and paymaster. Mr. R. D. Jennings was general freight agent and J. M. Kimball general ticket agent under Mr. Goodrich.

Mr. Keyes was a genial man, quite Falstaffian in his proportions and approachable to all who might wish his services. J. M. Kimball, nervous and alert but always courteous and obliging, never missing a chance to tell a good story. The volume of business was not

large at that time in the road's history and the officials were not overworked nor expected to do much more than to take care of the business as it came along. There was not the rush and hurry of the present day and a note of the least importance or a message dictated to his operator always bore the name of Edwin H. Goodrich in full. Train dispatchers were not known, train orders being dictated to the operator by the superintendent or general manager. W. P. Cosgrave, mentioned in a former communication, was the first regular train dispatcher with full authority to move trains over his own "W. P. C." Private cars were not thought of, the ordinary day coach answering the purpose of the highest official. Mr. Goodrich was quite particular in the matter of dress and usually wore gloves when on his trips over the road.

Alexander Mitchell was the first President of the road and a prominent banker of Milwaukee. Mr. Goodrich continued as General Manager for several years, when S. S. Merrill was named as his successor with title, first as Superintendent, afterward as General Manager. R. D. Jennings, as General Freight Agent, had but one clerk—Tom Williams. In the General Ticket and Passenger Agent's department was J. M. Kimball with one clerk. The entire force in the general office at that time, including officers and clerks, did not exceed a dozen men. The office was located at the corner of Third and Chestnut streets, Milwaukee.

Mr. A. V. H. Carpenter was not associated with the company until about 1865, when he became General Passenger and Ticket Agent, Mr. J. M. Kimball having been made Division Superintendent.

Mr. Carpenter brought to his office a genius for invention and improvement. He introduced the consecutive numbering of card tickets, was the founder of the system of handling ticket and passenger business, now in general use all over the United States.



A. V. H. Carpenter

Mr. Carpenter studied law and was admitted to the bar of Vermont, where he practiced for some years before taking up the business of the rail. His ability as a lawyer in the east was widely known and in the new field of his choice in the west he was the recognized leader among the rapidly growing army of traffic managers.

R. D. Jennings, as General Freight Agent, was succeeded about 1865 by O. E. Britt, a practical business man of Milwaukee, a member of the Chamber of Commerce and a commission merchant. About this time large consignments of wheat from Minnesota and Dakota came down the river in barges and transferred to cars at La Crosse for shipment to Milwaukee, Mr. Britt's sagacity and influence bringing a large revenue to the company. The Chicago, Milwaukee & St. Paul Railway was the title taken on about this time and the general offices of the company moved down town over Alexander Mitchell's bank. Other lines were absorbed, and in 1870 or 1871 the construction of the line between Chicago and Milwaukee was commenced and completed in 1872. at that time but a single main track,

#### PILFERETS.

July 22, 1855, a cyclone struck the little town of Woodland, now on the Northern Division, destroying a number of dwellings and stores. George Fox, the Station Agent, was blown from the

platform onto a side track and instantly killed by a freight car driven by the wind. The operator, F. W. Whitcomb, was carried across the street by the wind where he embraced a friendly stump and still lives to tell the tale.

In 1860 R. D. Jennings was presented with a solid silver tea service by the local agents along the line.

E. H. Bailey was roadmaster east, and Geo. H. Daniels west of Portage City.

Engines Nos. 11 and 12 had inside connections, the cylinders lying side by side between the drivers under the boiler.

Trains were not numbered. We had first, second and third through freights, Portage City and Horicon freights.

There was no freight or ticket auditor. Reports went to the General Freight and Ticket offices. Timetable folders were not in use. Agents for eastern lines traveled over the road and posted advertising cards on the walls in waiting rooms. J. P. Christie was, I believe, the first General Baggage Agent.

The first telegraph wire was put up between La Crosse and St. Paul in 1862, working from Milwaukee through a repeater at La Crosse.

Among the early conductors I recall the names of S. H. Greeley, Frank Lyman, Quincy A. Olin, brother of Superintendent D. A. Olin, Todd, Charley and Newt Phillips, Loomis, Reynolds, "Old Ped," etc. Engineers Long John Sargent, Tousey on engine 9, and John Colvin engine 11, Tabor Thompson engine 12. Then Lyle Mead, Jim Little on engine 21, Huntington and Snyder, et al., all good men and true.

## Notice

**T**HROUGH an error in the September number the length of the Prize Christmas Story was not mentioned. The stories may run up to twenty-five hundred words and must not be less than a thousand

## Two-Cent Fares Mean Two-Cent Service

*Reprinted From St. Louis Republic*

As announced in yesterday's Republic, the Frisco System has just arranged to curtail its passenger service, in view of the reduced revenues threatened by the 2-cent fare law recently sustained in the Federal Supreme Court. The 11:25 P. M. train—a train which every night carries thousands of Republics into the heart of the Southwest—on the main line to Oklahoma and Texas, with its corresponding northbound train arriving in St. Louis at 7:55 A. M., will be abandoned. And since speed is one of the costliest of railroad luxuries, schedules generally will be made slower.

Now, on first thought, in view of the fact that railway officials are subject to the ordinary frailties of human nature, it might seem probable that the Frisco management had started to make the Missouri public sick of its bargain. But a moment's reflection recalls a fact that neutralizes this criticism completely. It is that this particular road is being managed not by private individuals but by the Government of the United States. The Frisco is in the hands of the Federal Circuit Court. Its receivers are, therefore, officers of the court, responsible to it for policies and results. This curtailment is approved by the United States Government.

We, the citizens of Missouri, by our

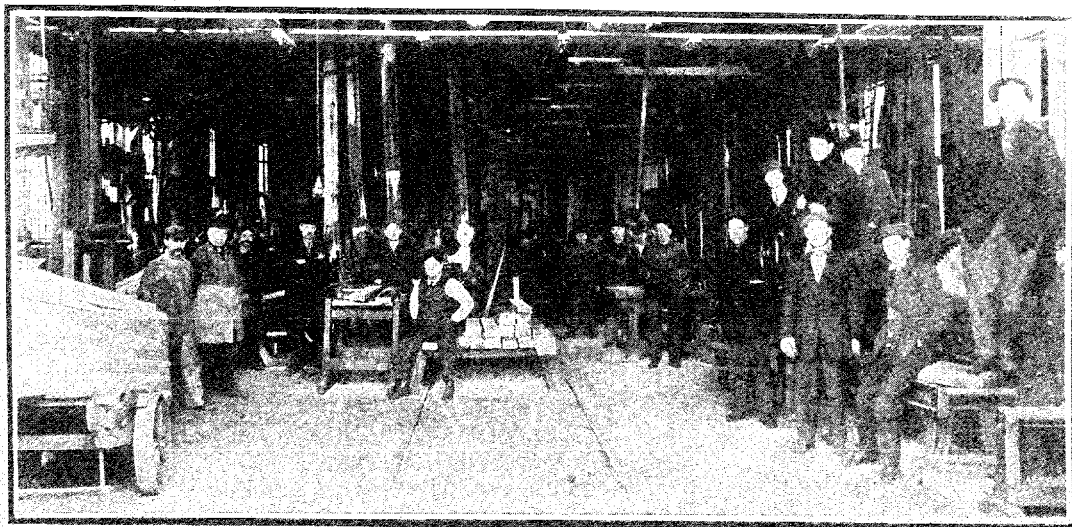
representatives in the Legislature, declared in favor of 2-cent fares. We can have them, but the action of this typical Missouri road just now in the hands of the United States Court, indicates that we shall have, along with 2-cent fare, to accept 2-cent service. So that the question reduces itself to the alternative between low fares, with slow and infrequent service, and something better, which costs more.

The traveling salesman will save something for his house on his fare under the new management. And, with the slower and less frequent train, he will waste more time waiting for trains, spend more time in transit, make fewer towns a week, and so do less work.

It is a question of paying for what we get, and getting what we pay for. What does the state want? Two-cent service at 2 cents, or a better article at a correspondingly higher price?

When a bit of sunshine hits ye,  
After passing of a cloud,  
When a fit of laughter gits ye  
An' ye'r spine is feelin' proud,  
Don't fergit to up and fling it  
At a soul that's feelin' blue,  
For the minit that ye sling it  
It's a boomerang to you.

—Capt. Jack Crawford



Interior, Wood-Working Mill, Dubuque



### An Autumn Morning

The fields are bathed in shades of filmy mist,

Beneath low skies set deep in amethyst.

Shot through with thousand rays;

Beyond, the hills uplift their crowns of wood,

As if to render thanks for every good,

In silent signs of praise.

Across the bladed corn the shadows fall  
From risen mist, sent upward to the call

Of sunbeams and the breeze;

The grass inwoven with a silvery lace,  
Fashioned within the loom and fretted  
grace

Of autumn laden trees.

The shadowy vales have opened wide  
their doors,

Through which the morn its sweet re-  
freshment pours

Over the Drowsy flowers,

Whose fragrance gladdens, like an in-  
cense mild,

The happy-hearted swain and prattling  
child—

Companions of the hours.

'Tis sunrise of the soul! The heart and  
life

Of all the waiting throng with being rife  
Enraptured rise from earth;—

Waiting the songs from myriad silent  
throats,

The morning breathes upon the dormant  
notes,

And charms them into birth.

Each day repeats the glad, recurring  
scene,

While night's sweet, restful hours lie  
between,

Its curtain round us drawn;

Refreshed, we waken as the eastern  
skies

Lift Slumber's fingers from our wonder-  
ing eyes,

To greet again the dawn!

—E. W. D., in *Pall Mall Magazine*.

Lake City, Minn.

### Roadmasters, Take Notice

Here is a letter from Roadmaster Hickey of the Prairie du Chien Division, and it calls upon you, one and all, to "get busy" for The Magazine. Mr. Hickey says:

"I have read each one of the numbers of our efficient and elevating magazine, and through all the literary brilliancy I have seen but little from the men at the foundation of the structure—the 'track men.' Is there no one amongst us who will rise and ask the chair for a voice in the matter. I have been waiting and looking through each number of The Magazine to try and find where some Roadmaster or Section Foreman, the purely rank and file, would have something to say. Perhaps if our editor will print this, it may 'start something.'

"We all have learned the new password, 'Safety First.' Now this would apply to our vocation were it to read 'First Safety.' What is the first safety on a railroad? Is it not the railroad, or, in other words, the track? Perhaps I am partial to this branch of the service, seeing that this is my forty-second year between the rails of 'The Old Reliable.'

"Beginning April 9, 1871, as laborer on the section at Northfield, Minn., I worked there six years and was promoted to the position of Section Foreman, under Mr. J. B. Moll, Roadmaster. Mr. Moll is now retired and resides in Chicago, and a finer gentleman or more practical trackman never worked for the railroad. In the capacity of Section Foreman, I worked on the I. & M. Division until September, 1895, when I was promoted to the position of Roadmaster on the Wisconsin Valley Division; and from there transferred to the Prairie du Chien Division, in 1900, where I am still in harness.

"I started to say something about the foundation of the railroad, but it seems I have drifted off the track and into reminiscence."

The Magazine will not "flag" you, Mr. Hickey, if you come again with something about old days, or with something good on track work. The latter is certainly the foundation—the "First Safety" of "Safety First."

## Do You Wonder if Dreams Come True?

Palmiry, Wis., July 30th, 1872.

Dear Editor:

While I bin settin' in my enjin cab here in the side-track waitin' fer No. 8 I bin readin' the Magazine an it sure is a fine book, but 'taint no use to deny that I'm feelin' purty bad 'cause nobody haint wrote nothin' 'bout this here new division we call the "Prareydoosheen" an' the promisin' young towns that is springin' up all along its line. A lot of our fellers that hez got book larnin' c'd write somethin' interestin' 'bout this new line an they orto come acrost with it same as them coast line fellers does that keeps rushin' therselves inter print ev'ry month. I ain't much on letter writin' 'cause I haint never had no chanst to git a edgookashun, but Mr. Manchester sed that eny feller c'd write a anikdote. ef he noed how, an so I'm goin' to write somethin' 'bout this here promisin' town of Palmiry an maybe 'bout Limy Centre too. There haint no hansomer spot nowhere then at the foot of Eagle hill where Palmiry is startin' to grow in the sand hills, an it sure is goin' to be a great summer rezort someday fer it hez got more fresh air an spring water then eny other place an you better b'lieve that there'll be tank cars haulin' sparklin' Palmiry spring water ev'rywhere soon as we git to runnin' good an there aint no tellin' the amount of stuff that'll grow in the sand hereabouts. Now Charley Ray, (he's one of our young conductors, an he bin' raised right here, he knows) he sez that this here sand is goin' to be a money makin' thing fer the Co., but it's goin' to make a lot of trubble fer us fellers on the road. Now Ray he borroz trubble enyway, but I guess he's right 'bout this sand bizness. He perdix that this here sand'll be shipt away in cars an that some fellers'll be makin' brix an blox of it an he sez that if them farmers hereabouts gits next to how cooc'mbers'll grow in it, then trubble fer us fellers is sure clost at hand. He sez it's amazin' how cooc'mbers increase an magnify

here an he sez that them farmers'll have a whol car load fer 62 to pick up ev'ry night an that's when trubble fer us fellers is comin' in, 'cause that car'll be put on the west end of the house track an 62'll hev to stop back an head onto it an then mak a fly to git it behind the enjin an then after that is all done, the very worst trubble is comin' 'cause the way car'll be hangin' way back on the marsh an some of them nervus young enjinnccrs'll never wate fer the air to pump up an when they go to yankin' on that bunch of cars, out'll come a draw bar an then some fellers'll hev to carry a chain. 'Taint goin'to be so bad jist now while we got little enjins an haulin' only 70 long, but when we git them big ones an begin to haul long trains, he sez, "Jist look out." Well, of course, where there is money makin' there is bound to be trubble more or less an I aint goin' to be no pezmist 'bout it, 'cause that's same as knockin', an I aint goin' to do no knockin', but I'm writin' this to boost this here new line an make it pay big money. It's sure bound to pay big if ev'rybody boosts 'stead of knockin', an say Mr. Editor, you boost too an if you kin spare a day off some time, you jist git a pass an take a ride out on this line that's goin' to be a parlor car rout some day, soon as we git to runnin' good, an you'll be s'prized. "Byne" Wilson's goin' to be depot agt. here a long, long time an Charley Ray he's goin' to be conductor long as he's let. I'm only a young enjineer an the most I kin do is to leave them draw bars where Mr. Hennessey put 'em to do the Co. most good.

Now dear Editor, hopin' that this poor letter'll enkurage some other feller to speak up an boost fer this new line, I will kloze by thankin' you fer lis'nin' an once more askin' you to boost an come an see us an let us know who you be an we'll give you such a fresh air an spring water time as you never had afore.

Yours trooly,

"4-Eyes."

## Annual Convention of Roadmasters and Maintenance of Way Association

The thirty-first annual convention of the Roadmasters and Maintenance of Way Association of America was held at the Auditorium Hotel, Chicago, September 9-12, inclusive. The Railway Age Gazette of September 19 printed the full proceedings of the meeting, from which the following is reprinted:

This convention exceeded any previous convention in point of attendance of members, in the more general discussion and in the number and character of the exhibits of the Track Supply Association. The report of the secretary showed 134 new members and a total membership of 750, of whom 239 representing 73 different roads registered. The financial condition was equally good, the treasurer's report showing a balance of \$1,370. in the treasury. One interesting feature of the opening session was the presence of six past presidents on the platform at one time, namely, J. M. Meade (A. T. & S. F.), J. A. Kerwin (Erie), A. E. Hansen (A. T. & S. F.), James Sweeney (C. & E. I.), T. Thompson (A. T. & S. F.) and A. M. Clough (N. Y. C. & H. R.). The officers of the association for the past year were: President, W. Shea, roadmaster, C. M. & St. P., Ottumwa, Iowa; first vice-president, T. F. Donahoe, general roadmaster, B. & O., Pittsburgh, Pa.; second vice-president, W. R. Thompson, roadmaster, C. of G., Macon, Ga.; secretary and treasurer, L. C. Ryan, roadmaster, C. & N. W., Sterling, Ill.

The convention was opened on Tuesday morning with prayer by Rev. W. E. Hopper.

Mr. Ross, representing the Mayor, welcomed the convention to Chicago, and W. H. Penfield, assistant to the vice-president of the Chicago, Milwaukee & St. Paul, welcomed the association on behalf of the railways of Chicago. In his opening remarks President Shea called attention to the unusual amount of emergency work which fell to the lot of the roadmasters the past year as a result of the widespread floods last spring. He also urged the co-operation of all members in taking part in the discussion and in assisting in reaching conclusions which would go out as truly representative of this association.

The maintenance of way department of a railroad is, of course, most interested in accidents attributed to defects in maintenance of way standards and roadmasters, most particularly, in accidents resulting from defects in road bed.

From the latest reports obtainable from the Interstate Commerce Commission, the second quarter of 1912, in which only accidents resulting in property losses of over \$150. whether attended by personal injury or otherwise, are included, we find that out of a total of 3,398 accidents reported, only 503 were due to track defects. This we can consider remarkable when we observe that the track and road bed are subjected to never ending and sudden strains and shocks that no other feature of railroad equipment is subject to, and that it is being kept up by the poorest paid, most ignorant class of labor to be found anywhere in a railroad organization.

From this same source and for the same period, we learn that out of a total of 135



Station Park, Marmarth, N. D.

killed and 2,934 injured, 24 were killed and 682 injured in accidents arising from track defects.

In view of the special efforts and the large sums of money being spent by railroads to prevent personal injuries and accidents and the attention being given this feature of the subject by men who have specialized in this class of work, the committee does not feel that much has been left undone for it to consider. We are in hearty sympathy with the Safety First movement, and feel that much good can be accomplished.

Referring again to the Interstate Commerce Commission report, we find that out of the 503 accidents attributable to defects of roadway, 45 were attributed to broken rails, 51 to spreading rails, 113 to soft track, 10 to bad ties, 10 to sun kinks, 182 to irregular track, by which we assume is meant bad line, surface or gage, and 92 to miscellaneous causes, including defective switches, frogs, guard rails, crossing plank, etc. During the same three-month period there were 1,145 accidents due to collisions of various kinds, and 1,032 due to defects in equipment. A comparison of these figures should tend to keep our spirits up and cause even greater effort on our part for a better showing.

The elimination of spreading rails, to which 51 accidents were attributed in a three-month period, rests almost entirely in our own hands.

Soft track, the most prolific source of accidents charged to roadway, calls for heroic treatment by the man on the ground, and can be attributed in most instances to the lack of, or the poor quality of, ballast furnished.

Bad ties caused 10 accidents. The committee does not feel that present day conditions justify accidents arising from this source. Watchfulness on the part of the roadmaster to see that the foremen exercise good judgment and watchfulness in taking out ties should eliminate this trouble entirely. It is true that a section may be short of help for a season, but we do not feel that any foreman or roadmaster should permit a tie condition that would result in an accident of sufficient importance to be included in this report. We shall not attempt to analyze the 182 accidents classified under irregular track except to impress on our superiors the necessity for sufficient and competent help. If we can succeed in getting good rail, ballast and ties, then it is a question of help. Along this line we might say that more help in a supervisory capacity would result in bigger returns in the long run than would the putting on of additional traveling passenger or freight agents. We do not think that it is fair or good policy to place a roadmaster in charge of a long division with a poor train schedule and expect him to keep in touch with all the details of the work, including coaching and examination of foremen. It is to be deplored that foremen do not get more coaching and more frequent examinations regarding their qualifications.

In 92 cases of accidents classified as miscellaneous we can only recommend eternal watchfulness, good judgment and prompt action. See that switches and all connections are in good condition by frequent inspections, that guard rails are kept as specified and frogs not allowed to pass the limit of safety as re-

gards wear, while at the same time making sure that such material has been used to the fullest limit permissible to a safe track.

The reports of the various committees were heard and full opportunity for discussion of each was allowed. During these informal talks much valuable information and many good suggestions tending toward betterments in the work of maintenance of way were brought out.

At the business session, the following officers were elected for the ensuing year:

President, T. F. Donahue, general supervisor of road B. & O., Pittsburgh, Pa.; first vice-president, C. H. Gruver, road-master, C. R. I. & P., Albert Lea, Minn.; second vice-president, B. C. Dougherty, roadmaster, C. M. & St. P., Beloit, Wis.; secretary-treasurer, L. C. Ryan, roadmaster, C. & N. W., Sterling, Ill.; Member of Executive Committee, P. J. McAndrews, roadmaster, C. & W., Belle Plain, Ill.

A banquet was tendered the roadmasters by the Track Supply Association on Thursday evening, about 300 attending. A. H. Weston, president of the Track Supply Association, acted as toastmaster.

W. L. Park, vice-president of the Illinois Central, addressed the men and laid special emphasis on the responsibility of the individual employes to the railways. While the cost of living is going up by leaps and bounds, we have the lowest freight rates of any country, and these rates are still being lowered. On the other hand, the cost of materials is rising. The roads in this country are being bettered in condition, but at a rapidly increasing expense.

Referring to the freak legislation, as he termed it, Mr. Park emphasized the importance of employes giving the railways their loyal support and co-operation, and stated that if each employe would make two friends for the railway each year railway baiting would soon stop. "The practical railroad men know the order in which there should come about a bettering of the physical conditions. If a wreck occurs through a collision the would-be regulators immediately propose a panacea in the abolishment of wooden cars, although they do not know as yet to what extent steel cars are preferable. If a flagman fails to do his duty, automatic signals are to be forced by law regardless of the fact that the road may not be paying dividends, and a maudlin public sentiment excuses the real culprit.

"If the block signals fail to stop an engine there is a hue and cry for automatic control, although such a device has not yet been invented and is considered by practical railroad men to be impossible, as the responsibility cannot be taken away from the engineer.

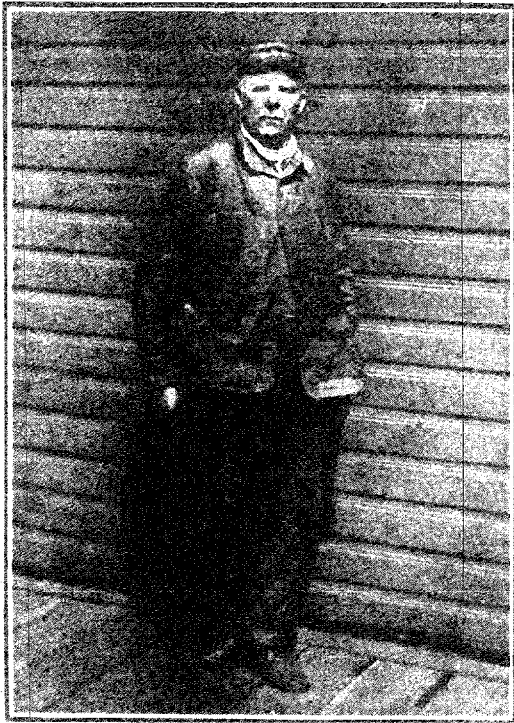
"Millions of dollars are being paid out in refinements of freight car equipment, such as a nice adjustment of the height of cars, wrought iron brake wheels that are never used, instead of cast iron, ladders on each corner of a car, and many other innovations that do not go very far to prevent personal injury. This money wasted in many directions

through the interference of those who know little about the actual conditions on the railroads would provide real safety if the managers were permitted to spend it in the direction it should properly go.

"A railroad manager would be criminal to put money in expensive track elevation, separation of highway crossings, or steel cars if the railroad had only sand ballast, wooden bridges, inadequate drainage and protection against washouts, landslides, etc., items which are well known to practical operating officials as being those which should receive first consideration.

"The Pennsylvania railroad company has 75,492 shareholders, 48 per cent of whom are women, and 12,634 own less than ten shares, the average holding being 120 shares. The New York Central lines have 20,944 shareholders, of whom 12,881 own less than 100 shares. The Santa Fe lists 32,000 shareholders, and the average stockholder owns eighty-nine shares. The Baltimore & Ohio stock is held by 10,436 individuals, 9,160 of whom own less than 100 shares. The Chicago & Northwestern is owned by 9,000 stockholders, 5,000 of whom own less than 100 shares. The Illinois Central has 10,196 stockholders—8,313 own less than 100 shares and 8,814 own less than ten shares.

"It is absurd to expect these stockholders to go without their dividends indefinitely to provide for betterment of the railroads from which they will not be permitted to obtain any additional returns. The greater part of them are poor people, who live on the income from their investment."



Engineer John Dido, Handling Southwest Limited Between Laredo and Kansas City.  
Service Date 1882.

## New Work Under Way and Completed During 1913

The Annual Report of the company has been published, showing the large amount of new work completed and under way during the past fiscal year.

One hundred and ninety-nine locomotives and 6,927 cars of all classes have been built or purchased. Authority has been given for the building or purchase of the following additional equipment: 41 locomotives, 4,064 box cars, 10 baggage and mail cars, 3 dining cars, 50 caboose cars, 300 cinder dump cars; 2 pile drivers, 2 bridge derrick cars and 1 track scale test car.

Construction work has been in active progress during the year on the double tracking on the Chicago and Council Bluffs division in Iowa and on the Hastings and Dakota division. On June 30, second track was in operation Marion to Louisa and Huxley to Madrid, Iowa, 14.7 miles; and Minneapolis (Hennepin avenue) to Hopkins, Minn., Milbank to Twin Brooks, S. Dak., and Bristol to Aberdeen, S. Dak., 56.88 miles. Work now in progress, when finished in 1914, will complete the second main track from Savanna, Ill., to Manilla, Iowa, 289 miles, and from Minneapolis, Minn., to Aberdeen, S. Dak., 288 miles.

Depressing of tracks in Minneapolis is 15 per cent completed. Elevation of tracks is under way in Bloomingdale Road in Chicago, from North Lawndale avenue to North Ashland avenue, 2.4 miles. This work which will extend over two years and is estimated to cost \$2,000,000 will, when completed, eliminate 35 grade crossings. Elevation of tracks in Milwaukee is in progress at an estimated cost of \$2,000,000. Fourteen grade crossings will be eliminated and will require two years to complete.

Work has been in progress on an extension from Crystal Falls to Iron River, Mich., consisting of 22 miles of main track and the necessary spur and side tracks. The grading is nearly completed and 13 miles of steel have been laid; 40 per cent of the bridge work is completed, and it is expected that the line will be ready for operation this fall. The extension from Lewistown to Great Falls, Mont., 137 miles in length, will be completed and ready for operation before the close of 1913. The Choteau line, extending 62 miles from Great Falls to Agawam, Mont., is now under construction and it is expected that grading and track-laying will be completed during the next fiscal year. A branch line from Hilger to Roy, Mont., extending 20 miles in an easterly direction, and a branch known as the Dog Creek line, extending from a junction with the above-named line four miles north of Hilger, Mont., 25 miles to Winifred, Mont., are under construction, and track will probably be laid this season. The work of grading the extension from Lewistown to Grass Range, Mont., a distance of 36 miles, has been practically completed, and track-laying will be finished this season. The Silver Bow Canyon line, extending from Colorado Junction, near Butte to Cliff Junction, Mont.,

has been under construction during this year, and is already in operation. The line from Plummer, Idaho, to Bell, Wash., 21 miles, is nearly completed, and will be ready for train service by September 1. From the latter point trains will be operated under trackage contract for a distance of 22 miles into Spokane over the line of the Oregon-Washington Railroad & Navigation Co. This line will give us a line via Spokane for through passenger trains, which will not materially increase the distance from Chicago to Seattle. The work upon the terminals in Spokane has been completed, with the exception of the freight house, which will be completed by September of this year. The Moses Lake line, from Tifis on the Marcellus branch, to Neppel, Wash., a distance of 12 miles, was completed during the year, and is now in operation.

The Priest Rapids Line from a point west of Columbia River Bridge to Hanford, Wash., a distance of 47 miles, was also completed and is in operation.

Construction work on the Snoqualmie tunnel in the Cascade mountains, 11,700 feet in length, has made good progress during the past year. The bore has been extended 3,500 feet from the west end. The work will soon be under way from the east end. Concreting is now in progress, and it is estimated that the tunnel will be completed within two years.

A branch line of the Gallatin Valley Ry., from Bozeman to Menard, Mont., 25 miles in length, has been completed during the year and is in operation.

The improvements of terminal facilities at Savanna, Ill.; Perry, Iowa; Council Bluffs, Iowa, and Montevideo, Minn., are practically completed.

Work is nearing completion on the automatic block signals on the Chicago and Milwaukee division between Rondout and Lake and on the Chicago and Council Bluffs division in Illinois between Elgin and Savanna. Similar work is in progress on the La Crosse division from Milwaukee to North La Crosse, on the River division from Bridge Switch to Hastings, on the Hastings and Dakota division from Minneapolis to Aberdeen, on the Chicago and Council Bluffs division from Green Island to Council Bluffs, on the Rocky Mountain division from Lombard to Three Forks, on the Missoula division from St. Regis to Haugan, and on the Columbia division from Avery to St. Maries and from Kittitas to Cle Elum.

## Warning to Agents

CHICAGO, Sept. 1, 1913.

Referring to my circular May 2, 1913, to all Agents calling attention to the importance of strictly observing the rules shown in C. M. & St. P. GFD 2485-I, I. C. C. No. B-2586.

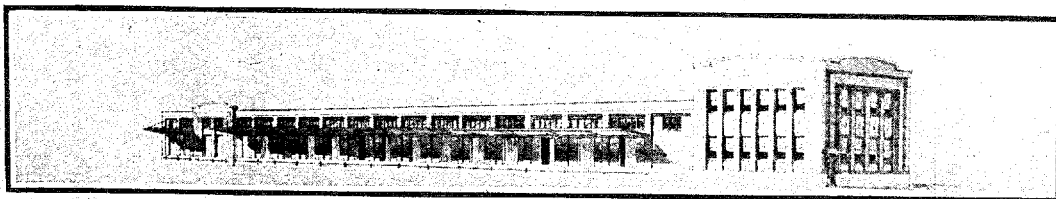
I beg to call your attention to clipping from "The Traffic World," Vol. XI, No. 26, June 25, 1913, reading as follows:

"Information has been received to the effect that the federal grand jury at Detroit has returned five indictments against the Michigan Central R. R. for failure to observe the provisions of its demurrage tariffs. Three of the indictments cover assessments against the Michigan Car & Foundry Co., the first of eighteen counts was for failure to collect demurrage on what is known as 'Penalty cars' under the average agreement, the second is also of eighteen counts charging failure to strictly observe its published demurrage tariff, the third is for failure to observe strictly the demurrage tariffs, and that such an agreement under the demurrage rules was in force and effect during the month of June, 1910.

"The fourth and fifth indictments against the M. C. R. R. involved the failure to collect demurrage charges on shipments consigned to the National Fire Proof Construction Company. Many of the shipments stood on the tracks of the carrier for a period of from 30 to 50 days. The investigation developed the fact that the carrier was extremely unfair in that it failed in many instances to 'KEEP A RECORD OF THE NOTICE GIVEN THE SHIPPER. SUCH NOTICE BEING REQUIRED UNDER THE DEMURRAGE TARIFFS.'"

G. E. SIMPSON,

General Supervisor of Transportation.



Photograph of the perspective drawing showing a new freight house which this company is to build at Great Falls, Mont. This building will be 40 feet wide by 420 feet long. The office portion consists of a two-story and basement building, 40 feet wide by 48 feet long. The freight house portion will be one story high and built of common brick. It will be 40 feet wide by 372 feet long, with a fire wall in the center.



B. A. & P. Bridge Over Silver Bow Creek and N. P. Railway

## The New Line Through Silver Bow Canyon

*C. A. W. Musson.*

The work of constructing what is really the last section of the Pacific Coast Extension has just been completed. The last of the track on the new line from Colorado Junction to Cliff Junction was laid on Sunday, August 10, and one week later, Sunday, August 17, a new time card was put in effect on the Rocky Mountain Division, which marked the beginning of train service over our own track through Silver Bow Canyon.

At the time the Pacific Coast Extension was built it was found convenient to arrange temporarily for the use of the B., A. & P. Ry. main line from Colorado Junction to Cliff Junction until a permanent plan for operating between these points was decided upon. Although several surveys were made and various plans considered during the past five years, it was not until the Spring of 1912 that it was decided to build an independent line, at which time the present line was adopted and construction authorized. Work was begun early last Fall, the contract being let to Guthrie, McDougall & Co. of Portland, Ore.

From Colorado Junction west to the mouth of Silver Bow Canyon, a distance of 9.7 miles, the new line lies south of and 15 feet from the center of the B., A. & P. main line excepting at Rocker and Silver Bow, at which points a slight detour is made to pass outside of the yard layouts of the B., A. & P. Ry. At the mouth, or east, end of Silver Bow Canyon the new line and the N. P. Ry. pass under the B., A. & P. Ry., and from

this point west, a distance of 4.7 miles, the canyon is occupied by the three lines of railroad, the C., M. & St. P. on the north, the B., A. & P. on the south side and the N. P. Ry. in the center. It is proper to state here that Silver Bow Canyon is narrow, with high, precipitous walls of rock and, owing to the proximity of the other two lines and the necessity of avoiding as much as possible any interference with their traffic, the work of grading the new line could not be carried on to advantage. On two or three occasions blasts fired in the canyon covered the N. P. tracks with broken rock and boulders, making it necessary to detour N. P. trains over the line of the B., A. & P. Ry. from Durant to Silver Bow. In order to remove a high rock point  $1\frac{1}{2}$  miles east of Durant, and to do the necessary blasting without covering the tracks of the N. P. and B., A. & P. Rys., it was necessary to throw both of these lines about 30 feet south to a temporary line known as a "shoo-fly." When the necessary blasting and excavation had been accomplished the two lines were returned to their original position.

The point at the east end of the canyon, where the new line passes under the B., A. & P. Ry., was in a thorough cut of solid rock. While the excavating was being done under the B., A. & P. center line their track was carried on a temporary timber trestle about 15 feet to one side of the proper alignment. Upon the completion of the excavation a steel bridge was built for the use of the B.,



Silver Bow Canyon

A. & P. Ry., and its line returned to its proper place. This was accomplished with practically no delay to train service, all trains being detoured over the N. P. Ry. for about eight hours while the last span of the steel bridge was being placed.

There are two grade crossings on the new line, both of which are protected by interlocking apparatus. One of these is the crossing of the B., A. & P. Ry.'s connection with the N. P. Ry. at Rocker and the other is the crossing of the B., A. & P. Ry.'s connection with the Oregon Short Line at Silver Bow.

On the first section, Colorado Junction to the mouth of Silver Bow Canyon, the maximum degree of curve is 5 degrees, there being 17 curves in the 9.7 miles. The total curvature for this section amounts to 315 degrees, or an average of  $32\frac{1}{2}$  degrees per mile. On the second, or Silver Bow Canyon section, the maximum is a 10-degree curve, there being 13 curves, having a total angle of 554 degrees in the 4.7 miles, or an average of 118 degrees per mile.

A new yard is to be built two miles west of Colorado Junction to take the place of the present Butte yard, which is located about two miles east of Colorado Junction. Helper engines will be used between this new yard and the summit of the Continental Divide at Donald. Formerly, to provide for the movement of eastbound tonnage out of Deer Lodge without breaking up trains, it was necessary to send helper engines

west to Cliff Junction to bring the trains over the B., A. & P. Ry. The maximum grade eastbound, Deer Lodge to the new yard, is 0.6%, while from the new yard to Colorado Junction the grade corresponds to that of the B., A. & P. Ry., being 1%.

The grading on the new line amounted to approximately 450,000 cubic yards, of which 45% was solid rock. On the section from Colorado Junction to the mouth of Silver Bow Canyon small pile bridges and timber culverts have been built to take care of the drainage. On the Silver Bow Canyon section the culverts are of reinforced concrete and two permanent crossings of Silver Bow Creek, consisting of 60-ft. steel girders, are to be installed. The concrete abutments for these two crossings have been built and the girders are on the ground. However, it was impossible to secure the services of a steel gang to install the girders in time for the opening of the line, so temporary pile bridges were built, to be replaced by the steel in the near future. There are also two pile bridges across Silver Bow Creek near the east end of the canyon where a future change of the creek channel to eliminate both bridges is a possibility. The new line has been fully ballasted with gravel, the track lined and surfaced and is now in as perfect condition as any other portion of our main line.



New Steel Bridge Over B. A. &amp; P. Ry.



## "The New Steel Trail"

By Charles E. Hunt

Railroad Editor Seattle Post-Intelligencer

The Milwaukee has brought good tidings to us on Puget Sound. Its New Steel Trail has done wonders for us, not only in the way of physical development for our country but in putting us in touch with the east, through magnificent steel trains, second to none on the continent. It is often the custom for a railroad to install such new service as the people would endure without too much antagonism. The Milwaukee, conversely, took the position that the very best that man could produce was none too good for the people of the new country it had conquered, and so the great passenger traffic, and our deep regard for the courteous gentlemen who are known to be a part of this road's great family.

There are many forms of publicity, but the art has been carried so far that novelties are constantly being demanded. Things of value, things that one will place in the pocket and keep, souvenirs that mount in the thousands of dollars are being bought and circulated for the purpose of driving home the selling arguments of the various lines.

It was for George W. Hibbard, your General Passenger Agent, to conceive the plan of taking music into the homes

of the people as a means of reminding them of what The Milwaukee had to offer. I will venture that nine out of every ten people on your great family payroll have a piano or organ, or a friend who has one, or that most of you can sing, and I will venture that this great family loves music. Music was the first of all the arts, for you remember that at one time, away back before the dawn of history, "the morning stars sang together."

I have not, in composing this little song to your crack steel train, attempted to crowd Liszt or Homer out of the honors that the world has been pleased to give them. I simply have tried to furnish something that the man who wants to walk along and whistle, keeping step to his own music, can use when he is in good humor, and to reach the people, as I have tried to do in my newspaper-work, extending back nearly a quarter of a century.

If I have lightened up some gloomy pathway—if I have caused a little sunshine to flow into lives that are saddened, I shall indeed be proud of my work in behalf of the great Milwaukee family, in whose name the song is affectionately inscribed.



Geo. Karsh's Wheat Field, July, 1913, at Deerfield, Ill.

# The New Steel Trail

Lyrics and Music by CHARLES E. HUNT  
 Railroad Editor Seattle Post-Intelligencer

Arranged by  
 CARL A. WEBER

March Time

Piano introduction in 2/4 time, marked 'March Time' and 'ff'. The music consists of a series of chords and rhythmic patterns in the right and left hands.

VOICE

Vocal line and piano accompaniment for the first two lines of lyrics. The piano part is marked 'p'.

1. On a trail I know well, that is safe, straight and sure, 'Tis a  
 2. As a shaft takes its flight, so the long train e'er glides, For the

Vocal line and piano accompaniment for the third and fourth lines of lyrics.

high-way of pleas-ure and com-fort; There are famed snow capped peaks, beaut-ous  
 man in the cab holds you harm-less; The Pa-cif-ic's loved call and the

Vocal line and piano accompaniment for the fifth and sixth lines of lyrics.

riv-ers and dales— The O-lym-p'an train leads the way, There are  
 East's smiling note, All speak of this famed yel-low train, Un-sur-

MILWAUKEE RAILWAY SYSTEM

eyes that ne'er sleep while you're in the care of that great Mil - wau - kee  
 passed is the rule and po - lite - ness the fact that di - rects this train and

line ..... And you'll lose if you fail on your next big trip To  
 rail ..... You'll move swift on your way if you take this tip - To

use the New Steel Trail ..... There's a long, yel-low train that is  
 use the New Steel Trail .....

CHORUS

built of steel, and it runs with the speed of the gale ..... 'Tis the

Mil - wau-kee's pride, an i - de - al ride; man - y pat - rons now sound its wide prais - es

Strong in name, strong in build as the Greek of old, the move - ment so might - y and

sure. Ev'ry mile a de - light as the train takes its flight, o'er the

glo - ri'us New Steel Trail. There's a Trail.

## The Get Together Section

As an organization, The Milwaukee is probably unique in the great number of its employes who have been steadily in its service since they were old enough to leave school and go to the work bench, the office chair or ride the trains. It, therefore, seems fitting that these men, whose years of association number up beyond the quarter century and even past the half century, should be distinguished by special mention, and be known through the pages of The Magazine.

The Nickel Plate Railroad has an old-employees' club, of which they are very proud, and it seems probable that if lists were presented those on The Milwaukee System would far outnumber old employes on any other railroad in the United States. Isn't that a fact in which every employe, whether he is new or old to the service, should take pride. Men who have grown up with the railroad are in every class of the service; the company is officered by old employes and it is manned by them, and as fast as records of service are received, The Magazine will print them, and every reader should file away his magazine and save his list. It will be interesting to watch it grow. The list will not be printed in the order of years, but as names are received.

In the next issue, The Magazine hopes to be able to publish a little account of the Nickel Plate Old Employes' Club, with a statement of its constitution and by-laws and the general object of its "Get Together":

James C. Fox, general foreman.....	1851
F. L. Bliss, locomotive engineer.....	1862
Sol Tuttle, locomotive engineer.....	1861
Robert Grace, locomotive engineer.....	1857
Wm. McCauley, locomotive engineer.....	1863
R. V. Leach, locomotive engineer.....	1866
O. P. Blanchard, locomotive engineer....	1866
J. F. Mills, locomotive engineer.....	1867
Geo. G. Campbell, locomotive engineer...	1865
Thos. Carroll, locomotive engineer.....	1869
Peter McCabe, locomotive engineer.....	1866
A. H. Wilson, locomotive engineer.....	1867
Aug. Rusch, locomotive engineer.....	1863
C. L. Sherwood, ticket agent.....	1873
Edward A. Wright, conductor.....	1864
Edward W. Dutcher, agent.....	1859
David L. Bush, vice president.....	1872
Ezra Clemons, assistant general supt....	1874
A. J. Earling, president.....	1865
John H. Flynn, conductor.....	1863
C. N. Nourse, conductor.....	1870
Jacob Diehl, conductor.....	1871
Frank M. Kelly, conductor.....	1873
C. E. Mitchell, conductor.....	1873
J. B. Stubbs, Head of Pass Bureau.....	1878
W. A. Kink, conductor.....	1879
C. E. Kimball, locomotive engineer.....	1880
E. D. Sewall, vice president.....	1882
H. G. Ranney, treasurer.....	1866
W. R. Williams, vice president.....	1868
R. M. Calkins, traffic manager.....	1880
H. H. Field, general solicitor.....	1881
J. H. Hiland, vice president.....	1882
"Daddy" Heims, engine wiper.....	1880

There are hundreds and hundreds of us who can enter this list. So let every man send in his name, occupation and service date.

### The Annual Meeting of the Puget Sound Pioneers' Club.

Masonic Hall, Deer Lodge, Mont.  
September 11th, 1913.

Meeting was called to order at 1:30 p. m. by President C. F. Wilder of Deer Lodge, Mont., who asked Mr. N. R. Byron of Alberton, Mont., to invoke the Blessings of Deity. The minutes of the last meeting were then read and approved.

Mr. W. E. Davis of Deer Lodge then took the chair. He suggested that some means be provided for those who did not enter the service in time, to admit of their becoming honorary members.

A motion by Mr. G. F. West of Seattle to admit honorary members, this to include both officials and employes and to be elected honorary members by a majority vote of members present at annual meetings. Carried.

Motion: That all members holding cards be declared regular members with the exception of those who were found ineligible and cards had been given out by mistake. Carried.

An amendment to Mr. West's motion was offered by Mr. H. R. Nelson of Missoula providing for taking in honorary members who entered the service previous to the time of the installation of the first through Trans-Continental passenger service which was May 29th, 1911. This amendment was defeated.

Motion: By Mr. H. R. Calehan of Seattle, that the body rescind their action taken providing for the taking in of honorary members as provided for in Mr. West's motion. Carried.

Motion: By Mr. J. F. Pinson of Seattle, that a committee of 15 be appointed by the chair to report at the next annual meeting ways and means by which any one might become an honorary member. Carried. Chair appointed the following on this committee: G. F. West, Seattle, Chairman; C. M. Moller, Malden; G. E. Cessford, Deer Lodge; Carpenter Kendall, Chicago; Frank Rusch, Tacoma; Edw. O'Malley, Seattle; J. F. Pinson, Seattle; C. D. Tarbox, Miles City; H. R. Calehan, Seattle; W. R. Lanning, Harlowton; C. W. Healey, Deer Lodge; Mike Pelarski, St. Regis; C. M. Slightam, Deer Lodge; W. E. Davis, Deer Lodge; Alex Melchior, Missoula.

Motion: That the next annual meeting be held in Seattle and the date to be left to Mr. H. B. Earling, Vice-President, to fix. Carried.

Motion: By Mr. Alex Melchior of Missoula, a Committee of three be appointed by the chair to draft resolutions extending thanks to Gen'l Supt, Ass't Gen'l Supt and Division Supt for granting permits to pioneers to ride on Olympian trains to attend Pioneers'

meeting. Carried. Chair appointed the following committee: Alex Melchior, Missoula; W. E. Cummins, Deer Lodge; A. H. Devine, Malden.

Motion: By J. F. Pinson that a vote of thanks be extended to Howard Bielenberg, Frank Conley, S. E. Larabie, Masonic Lodge, H. W. Evans, Deer Lodge Lumber Company, and others for courtesies and favors and assistance extended to the Pioneers to help make the meeting and parade a success. Chair appointed G. E. Cessford, E. L. Cleveland and C. S. Daniels on this committee.

Motion: By C. W. Healey of Deer Lodge, that the Secretary be instructed to attach suitable letter to membership card and send to the parents of the late P. Hussey. Carried.

Motion: By J. F. Pinson of Seattle, that full proceedings of this meeting and financial statement be published in the employes' magazine. Carried.

Motion: By J. F. Pinson that the President and Secretary be compensated by drawing on the treasury for any expenses incurred by them in making preparation for this meeting and parade, also that President Wilder be paid for the trips he lost on account of his laying off to make preparations for this meeting. Carried.

Motion: That a committee of three and the Secretary be appointed by the chair to assist the Secretary in selecting new membership cards, showing the year, expiration, number, etc. Carried. Chair appointed the following on this committee: Mike Pelarski, St. Regis; A. J. Hillman, Butte; H. R. Nelson, Missoula; Edw. O'Malley, Seattle.

Motion: That the chair appoint a committee consisting of seven members, whose duties shall be to report at the next annual meeting in Seattle on the Constitution and By-laws or recommend changes in same.

The election of Officers was then taken up. Mr. J. F. Pinson of Seattle was elected President, and Mr. Edw. O'Malley, First Vice-President for the ensuing year, and the remaining Vice-Presidents were elected by acclamation to succeed themselves.

Motion: That this body extend a rising vote of thanks to Mr. C. F. Wilder for his untiring efforts in making the club a success. Carried.

Motion: That a vote of thanks be extended to Mr. W. E. Davis for the excellent manner in which he presided as chairman at the meeting. Carried.

On motion by Mr. J. F. Pinson of Seattle, the meeting adjourned after a prayer by Mr. Byron of Alberton.

FINANCIAL STATEMENT PUGET SOUND PIONEERS' CLUB.

Bills paid as follows:	
Powell County Post, printing.....	\$ 29.00
Silver State, printing.....	26.10
Deer Lodge Electric Co., work on headquarters sign.....	4.00
E. St. Germain, orchestra at banquet..	42.00
Golden Rule Co., bunting, etc.....	8.37
Bonner Merc. Co., sign cloth, etc.....	5.50
Pioneer Quartet, services at banquet..	125.00
McPherson Merc. Co., bunting, etc.....	2.10
James Harvey and sister, services at banquet.....	60.00
F. M. Ritchey, services Mrs. Andrus and Ruth Ritchey at banquet.....	60.00

C. F. Wilder, cash advances for telegrams and register.....	2.00
Randall McMullen Drug Co., books....	4.50
W. I. Shiplett, services as stenographer	5.00
E. H. Foster, cash advanced for stamps, etc.....	6.50
Total.....	\$380.07
494 applications for membership at \$1 each.....	\$494.00
Cash paid out as shown above.....	\$380.07

Cash on hand this date.....\$113.93

Respectfully submitted,  
E. H. FOSTER,  
Secretary.

The fast team of the freight auditor's office defeated a team from the general manager's office on Sept. 27th at Lincoln Park by a score of 6 to 4.

It was a pitcher's battle from start to finish. Carney of the locals having all the best of it, striking out 13 and allowing 4 hits. Phelan of the visitors pitched a good game, striking out 15 and allowing 6 hits.

Carney kept the hits scattered and never was in danger at any time, while Phelan allowed a couple of three base hits and as many two base hits, which were very costly.

Beside the splendid work of both pitchers, special mention should be made of good work of Kinsella for the locals, getting a single and a three base hit out of four times at bat.



Mr. W. F. Miller and Miss Lucile Krancman of the interline department, freight auditor's office, were married on July 26th and Mrs. Miller has kindly furnished the accompanying beautiful photograph taken in bridal array for her friends in the magazine.

## At Home

Anna M. Scott, Editor

Dignity and beauty mark the Fall wraps and gowns for women this season. It is as though the designers had revived the most famous of many eras and had gathered from each—particularly from the Egyptian, Grecian, Oriental, etc., its noteworthy fashion characteristics.

This is a season when the elaborate suit predominates. The materials are so soft, rich and gorgeous in coloring that they are sure to attract and delight the most exacting woman.

Corded materials and poplins are used in many suits, also broadcloth, and all the novelty cloths, checks, and smart diagonal weaves find favor. There has been a radical change in afternoon and evening gowns, they seem to be nothing—and yet they are everything. Skirts are as narrow as possible at the hem; as wide as possible at the hips, and puffed as much as possible at the tunic. A huge bow of ribbon, or artificial flowers placed just above the waistline in the front, is a notable feature in most gowns for formal occasions.

Loose shapeliness marks the new coat models; the draperies are devised half to conceal and half to reveal the lines of the figure. Fur trimmings are to be very much used this season. Just a few words about hats: The hat harmonizes with the costume. Black is the color most in demand. Many are of velvet, plush, or moire trimmed with paradise, fur or plumes.

### For Big and Little Girls.

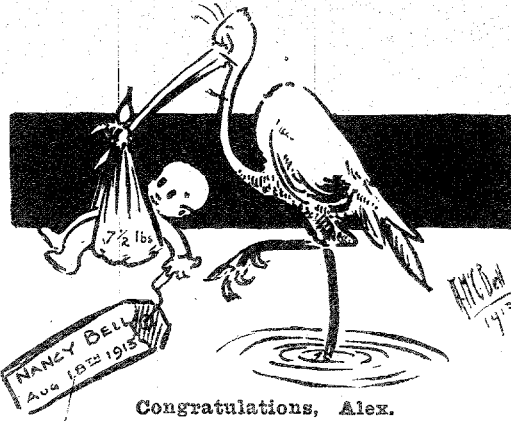
Unusually attractive are the frocks now being made up for the younger set. They embody all the necessary style points of the season's fashions, and yet are distinctive and original in many of the minor details. Because of the smart vests that are now worn in both costumes and tailored suits they gain an added attraction. The vest could be made of a contrasting color of silk or net. Full length sleeves are in harmony with the prevailing tendency in dress. For the little tots there is a wide range of style and materials to select from, serge or light weight worsted, or velvet would be lovely for a coat, with a belt of suede or patent leather.

### Household Notes.

#### A Good Way to Clean Carpets.

Get one ounce of wormwood salt from the druggist, put it into a pail of hot water, then wash your carpet as you would the floors, or if very dirty scrub it. When finished, all the dirt and grease spots have disappeared and the carpet looks like new.

Stove polish when mixed with turpentine and applied in the usual manner, is blacker, more glossy and more durable than when mixed with any other liquid. The turpentine prevents rust, and when put on an old rusty stove will make it look like new.



Congratulations, Alex.

In darning curtains, if the rent is large, take a piece of an old curtain and patch the hole with it, and the damage will scarcely be noticed.

### A Few Favorite Recipes.

#### Peach Marmalade.

Peel and stone peaches. The small or yellow peaches are best to use for marmalade. Weigh fruit, and to every pound of fruit add three-fourths pound of sugar. Cook the fruit separately for three-quarters of an hour, stirring constantly, then add sugar. Cook fifteen minutes. Be sure and remove scum. The juice of a lemon or tablespoon of brandy may be added. This is delicious.

Deerfield, Ill.

MRS. GEO. KARCH.

#### Chow Chow.

Cut a medium sized cauliflower into small clusters, peel half pint small onions, add with them six green tomatoes sliced, six green peppers sliced, one pint small cucumbers and two large ones sliced. Arrange a thick layer of the vegetables in an earthen dish, strew with salt, then another layer of vegetables and salt; continue in this way until all are used. Pour in cold water to cover. Place a weight of some kind on top of all. At the end of three days pour off brine, cover with fresh water and let stand another day, then add one teaspoonful each of celery seed, whole cloves, whole black pepper, mace and grated horseradish, cup and a half of brown sugar, one gallon of vinegar, bring to a boil and cook for five minutes, drop in the pickles and cook for thirty minutes. Put in air tight jars.

Deerfield

MRS. GEO. KARCH.

#### Stuffed Hamburg Steaks.

Grind one pound of beefsteak in a meat chopper, season with salt, pepper, onion and one egg. Prepare bread dressing as for poultry. Grease gem tins, add a layer of Hamburg, then dressing, and lastly of Hamburg. Place in oven and when done turn out on small plates and serve.

M. A. H.

**Green Pepper Relish.**

Twenty-four large green peppers, ten large onions, three tablespoons of salt, one and a half cups of sugar, one quart of vinegar. Cut seeds out of peppers, chop with onions, mix, cover with boiling water, let stand for ten minutes, drain. Have vinegar hot, dissolve sugar and salt in it. Add peppers and onions; cook thirty minutes. Add red pepper if desired.

**Recipe for Rocks.**

Three eggs, one and a half cups flour, one cup of butter or half butter and half drippings, one pound of raisins, one teaspoon of soda dissolved in one tablespoon hot water, nutmeg or cinnamon to taste, a pinch of salt, flour enough to make a batter that will drop from a spoon. They must run a little in the pans.

**Corn Muffins.**

One egg, one cup granulated sugar, one rounding tablespoon shortening, one cup white corn meal, one cup flour, two level teaspoons of baking powder, one cup sweet milk, one-fourth teaspoon of salt. Beat egg, shortening and sugar together. Sift cornmeal, flour, baking powder, and salt together, mix with egg mixture alternately with milk. Bake twenty minutes.

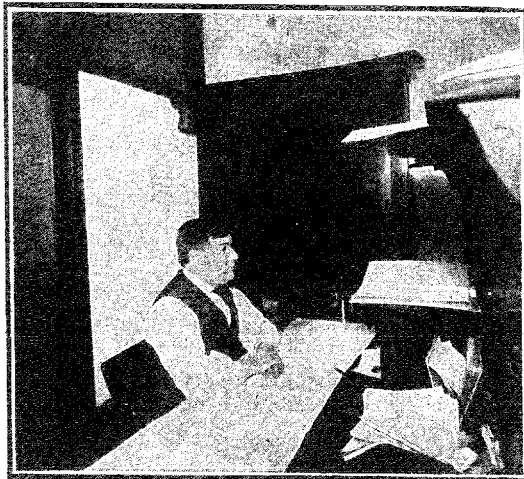
**Ginger Cookies.**

One cup sugar, one cup molasses, one-half cup butter, one-half cup lard, one and one-half teaspoon of ginger. Boil all together. When cold add yolks of two eggs, and one whole egg well beaten, one and one-half teaspoon of cinnamon, one of cloves, tablespoon soda dissolved in one-fourth cup of hot water, flour enough to roll.

**Peach Cobbler.**

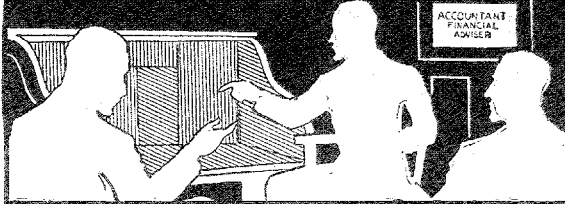
Butter the inside of a teacup, place it in the center of a round pan, fill the space around it with canned peaches or fresh sweetened peaches.

For crust, one cup milk, one well beaten egg, pinch of salt, two tablespoonsful melted butter, two cupfuls flour, two teaspoonfuls of baking powder. Roll out and cover over peaches, cup and all. Bake in hot oven. When done, put plate over pan and invert quickly. The cup will be full of juice.



Dispatching Trains by Telephone, E. & D. Division.

# Become An EXPERT ACCOUNTANT!



## CONSTANT DEMAND AT LARGEST SALARIES

If you remain a clerk or a bookkeeper, salary increases are improbable—an independent future impossible. You can't demand a raise—there are thousands awaiting your job. There is one sure way to overcome your handicap: become an EXPERT ACCOUNTANT, by our modern home-training method—**be sought—don't seek.** Expert accountants command big salaries and are in line for rapid promotion to the big positions. We prove the tremendous unlimited opportunities for you—the independence—the assured future—the big salary. Big firms are willing to pay **Expert Accountants** with our training \$3,000 to \$10,000 yearly. Your rise in the business world will be unlimited—many of our graduates are now managers of big firms.

## WE TRAIN YOU BY MAIL

in your own home, during your spare time, no matter where you live. You don't give up your present position and income—you don't deny yourself pleasures or sacrifice duties. Devote a little spare time evenings preparing for independence and a big income and you will soon know this lucrative occupation.

You can readily master our modern method in your own home—you can complete it in less time than any other. In many particulars it offers more advantages than a college course in Higher Accountancy—you are not held back by professors.

## NO MATTER WHAT YOU WORK AT NOW

It is not necessary that you already understand bookkeeping or work in an office—the LaSalle Extension University has also devised a general course in bookkeeping that quickly prepares you from the ground up for the more advanced work in Higher Accountancy. This combination fully trains you for big positions and rewards—regardless of present occupation.

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LaSalle Extension University, Dept. 395 Chicago

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An excellent tea punch is made of a quart of freshly made tea and a cupful of lemon juice, sweetened. Put this in a punch bowl with cracked ice and add tiny bits of pineapple, strawberries and slices of bananas, and serve.

People who do their own butchering will find that the fawn-colored skin of a calf, properly tanned, will make a very pretty rug with a strong resemblance to doeskin.

In hanging up a washing, be sure to put clothespins in where they will not leave a mark. Shirtwaists should be hung from the bottom and skirts from the belt.

#### *A Good Cook Truly a Prize.*

The groundwork and very foundation of successful housekeeping lies in a practical knowledge of cooking. To be a good cook is one of the first and most important things a young girl should learn. If she can make and bake good home bread, cook and serve a good, square, wholesome meal, and keep a tidy house, she will always find a home to welcome her. In fact, a practical knowledge of cookery, and that means the preparation and serving of all kinds of foodstuff, is absolutely necessary to sustain life. The public schools and institutes, realizing this important fact and the advantages to be derived from proper training, are adding to the many branches already taught—that of domestic science.

A good cook is truly a prize; and might well be called a home maker as well as housekeeper. Good cooks are always in demand, but there is never quite enough of them, to go round; neither has the supply ever equaled the demand. On this account we, the masses, are being constantly fed on too much canned stuff. Anything and everything put up in tin cans, all ready for table use, is being dished up to us three times a day. We are growing tired of "spoon victuals," of picnic dinners, of camping in the house, and long for the sweet homemade bread, the big mince pies, the fat doughnuts and the old-fashioned boiled dinners our mothers used to make.

To be a good cook is both a privilege and duty; the duty of every girl, young or old, rich and poor alike. It might well be called a sacred duty she owes to herself, to those dependent on her, to society and to her present or future husband. Plain cooking is an accomplishment of which any young girl may be justly proud, but, sad to relate, too many look upon this and all other home duties as so much drudgery.

Parents and guardians, precious young lives are entrusted to your keeping. Soon the children of today will be the men and women of tomorrow, occupying positions of honor and trust or the places of the lowly, depending on their early training and the good or bad examples set before them. Keep a watchful eye on your boys and girls at all times lest their little feet may stray. And, among the first lessons taught them should be included—home duties—obedience to parents—respect for the person and property of others—and later—home cooking or domestic science.

E. V. BENEDICT.

Traverse City, Mich.

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This bank offers to C. M. & St. P. Railway employees exceptional facilities for savings accounts.

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Using the best standard cloth and workmanship has won for us a reputation among railroad men.

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M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

## Smiles



A certain Irish priest in New Orleans, respected for his good works, but noted for his broad manner of speaking, once called on one of his parishioners who was in the hat business for the purpose of procuring a hat at the lowest price. The father had an eye for a good thing and picked out an expensive article. On being told that the price was \$5 he said: "By God, O'Brien, that's too much." "Indade it's nothing of the kind, Father. It's cheap. But, Father, it's wrong ye are, to be swearin' like that in the opin day." "It's not swearin' I was, O'Brien, at all. Ye're intoirely mistaken," said the Father. "But, Father, thim's no worrds ye'd be usin' in the pulpit." "An' ye're mistaken again, O'Brien," retorted the priest. "I'll use thim very worrds sveral toimes the next Sunday, and if ye're where ye ought to be, at the mass, ye'll be hearin' thim same from the pulpit."

Accordingly, the following Sunday, the Father rose to the occasion and opened his discourse with an exhortation to his flock to remember their faith, "For," said he, "by God we live, and by God we die—Are ye there, O'Brien?" Up rose O'Brien and shouted, "Sure, Father, I'm here, and the hat's yours."

### Business Instinct.

"Incredible as it may seem, there are actually New York millionaires who pay their chauffeurs \$150, \$200 and even \$250 a month, and for such wages these men will only run one car. They won't wash it, or dust it, or repair it. Only dress up pretty and run it."

The speaker was Representative Floyd; the occasion a Yellville banquet. He continued:

"They tell a story about a New Yorker with a \$200 chauffeur. This man had, along with his other troubles, a spendthrift daughter, and one morning the girl said to him:

"Father, I insist on having that \$700 Poiret dinner gown. If I don't get it, then I'll elope with Auguste, the chauffeur."

"The old man chuckled.

"Darling," he said, "come to my arms."

"She went to his arms calmly, and, patting his bald head, she asked:

"So I get the gown, do I?"

"Why, of course you don't!" he replied. "You get Auguste. I owe him seven months' wages."—*New York Herald.*

### Misunderstood.

Mrs. Browning had a new servant girl named Agnes.

"Agnes," said the mistress, "did you put the clothes in soak?"

"Oi did not," answered the girl; "did you want me to, mum?"

"Why, certainly," was the reply.

"Very well, mum," said Agnes.

About two hours later Agnes presented herself to her mistress.

"Oi hev put thim cloes in soak, mum," she said, "but the parrot-nose av a pawnbroker wud give me only chew dollars on the whole outfit. Here be th' money, mum, an' it's sorry Oi am that ye bees so harrud up."—*Harper's Magazine.*

### Sure Enough.

"Climate that suits one person doesn't suit another," said the Western man.

"That's right," replied the New Yorker.

"But your New York climate is the limit."

"But just stop and think how many people we have to please in New York."—*Yonkers Statesman.*

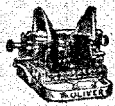
### Mr. Milwaukee Railroad Killed The Dog.

Mr. MILWAKE raleroad

Dear sers,

it takes me grate pleasure to let you kno i am goin to rite you about mine pet dog Dick which was kilt by one of yous trains that goes est on mundy and west tuesdy in afternoon this train was goin quik and hit mine dog on the west ent of my feld at wher the trains go the dog was hit by the engin first and was kilt rite away with out dieing when i fond mine dog he was al ded with to hind legs and his back hurt and his hed was al mashed in my dick was a fine dog he were a good dog only he wer blin in 1 iy an had 1 leg brok when he ben a pup Al of mine childs culd play by he and he only bit 1 now if you don hav no subjecshun i wuld like to have fer mine Dik, \$5. pls let me no what i will do as i want to do sumthin abot it

i. r. rank.



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You will be interested to know that you can buy a good reliable typewriter for from \$15 up. Every machine fully guaranteed. Satisfaction guaranteed. We refer you to C. M. & St. P. Home Office or ask J. H. Welker, Savanna, Ill. Write now for catalogue and prices.

**BEN SAMUELSON & CO., Dpt. C, 219 S. Dearborn St., Chicago**

They say that when Herbert Laroy got his new Ford "Jim" Dougherty was looking it over and admiring its trim lines and efficiency, but says he: "Herbert, the objection to thim Fords is that ye get the habit and after a while; ye want an automobile." They also say that Herbert is already thinking something of the same thing himself.

#### Serene Confidence.

"What would you do if you were to hear that your husband was taking his stenographer to lunch?"

"I shouldn't believe it. My husband's stenographer is a man with a cork leg." *Chicago Record-Herald.*

#### A Pessimist.

"Do you expect to trade in your old car for a new one next spring?"

"I did think I would, but I've given up the idea."

"Why?"

"My boy and several of his sophomore friends took it out this morning."—*Chicago Record-Herald.*

The following letter was received by Mr. W. S. Willson, R. H. F., Three Forks, Mont., which might flatter him:

Dear Sir—I beg inform you that we are five men out of work now, and we have the greatest desire to work for you Please, if you have need of laborers answer me and let me know the job, we accept to work on cinder pit, nok fire men, cinder shovel and any kind job in and outside. I shall be extremely gratified to hear promptly your reply.

Truly,

N. MYDENHAUFFEN.

P. S.—We accept to come and 2 men, we are all Bulgarians and we have hear of the Bulgarians worked for you, that you are a good man and that you Bulgarian prefer.

#### Within Her Rights.

"I do hope, my dear," said Percy Precise, that after we are married you will refrain from split infinitives."

The proud girl tossed her head. "You are commencing to dictate rather early," she said. "I'll wear pajamas if I want to."—*Exchange.*

True politeness consists in saying the kindest thing possible in the kindest way possible.—*Exchange.*

Nothing is better for perfumed linen than little bags of gauze filled with dried rose leaves, lavender, lemon, verbena or heliotrope.

Established 1883 Official Inspector C. M. & St. P. Ry.

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# Safety First

A. W. Smallen

## Safety First Movement Meeting.

*Barber & Marshall Hall, Missoula, Montana.*

At the first "Safety First" meeting held at Missoula, in Barber & Marshall Hall, Sept. 18th, 1913, a very good attendance was shown, over 150 being present, which is excellent considering the difficulty in letting the various departments off duty and the lack of enthusiasm.

Meeting called to order by Sup't F. E. Willard, who acted as Chairman. Mr. Willard made a short address setting forth the purpose of the movement and outlining the manner in which committeemen for this division were to be elected and their duties.

N. R. Bryon made an excellent address in which he outlined the origin of the "Safety First" movement and cited accidents caused by carelessness on the part of negligent employes.

Chairman announced that the following would be part of the committee for Missoula Division.

F. E. WILLARD, Superintendent, Chairman.  
G. E. CASSFORD, District Master Mechanic.  
E. E. CLOTHIER, Chief Carpenter.  
RAY WEBB, Claim Agent.  
L. W. SMITH, Ass't Signal Engineer.  
A. H. WILKINS, Train Master.  
J. P. PHELAN, Chief Dispatcher.  
E. H. BROCK, Roadmaster.  
D. P. MCCARTHY, Roadmaster.

Chairman announced that nominations were in order for committeemen—one member from each department, to be elected by those present.

### *Track Department.*

P. J. Cummins, Section Foreman, elected to serve as committeeman from track department.

### *Agents and Operators.*

Mrs. L. V. Maxwell was elected to serve on the committee representing agents and operators.

### *Locomotive Firemen.*

Van Hausen, Fireman, elected to serve as committeeman for the firemen.

### *Bridge and Building Department.*

H. F. Achenbach elected to serve as committeeman for the Bridge and Building Department.

### *Yardmen.*

C. D. Bartlett, Yard Foreman at Alberton, elected to serve as committeeman representing yardmen.

### *Brakemen.*

C. N. Clark elected to serve as committeeman representing brakemen.

### *Locomotive Engineers.*

Raymond Keenan elected as committeeman to represent engineers.

### *Conductors.*

D. C. Leaming elected as committeeman to represent conductors.

E. E. Clothier was then called upon to make a few remarks in regard to the movement. Mr. Clothier stated that, while he was not eligible to membership in the Pioneer Club, he was the real pioneer in the Safety First Movement on this division; having worn the badge and talked for it ever since he came here. He also called attention to similar movements on other roads and the success they are having.

A. W. Smallen, Chairman, General Safety Committee, then took charge of the meeting. He lectured on the manner in which most accidents happen, using stereopticon views to illustrate, and proper methods of work and operation to prevent.

## "Safety First."

Did you ever see the yardman,  
On his busy, busy round,  
Tapping castings with a hammer,  
Just to see if they are sound?

Wheel and axle, box and journal,  
Must be safe against mishaps;  
Must be true and tried and tested  
By his careful hammer taps.

Lives and limbs of men and women  
Are the precious things at stake;  
This is why the faithful yardman  
Seeks for flaw or strain or break.

Here it seems is quite a lesson  
That we all might take to heart:  
In preparing for life's journeys,  
Use the hammer ere we start.

E. L. AULTMAN, *Cont'g Frt. Agt.,*  
C., M. & St. P. Ry., St. Paul, Minn.

## Letters on Co-Operation by Committeemen

H. W. Honeyager, Fireman on the C. & M. Division, writes:

We believe Safety First is one of the most valuable movements authorized on the system. In behalf of the firemen, we thank and appreciate very much the interest taken by the officials in our welfare. In return, we promise our hearty support and co-operation.

J. B. Riley, representing clerical forces and operators, writes:

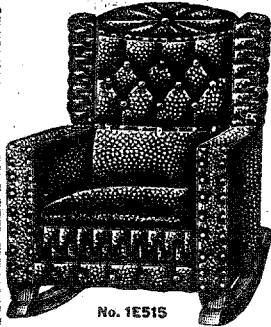
"Safety First," synonymously self-preservation and protection of fellow workers is of such importance to all that efforts in furthering this idea should never be allowed to relax or become dormant. The good accomplished is easily discernible and the cause on its merits and results commands the heartiest support and co-operation of all employes.

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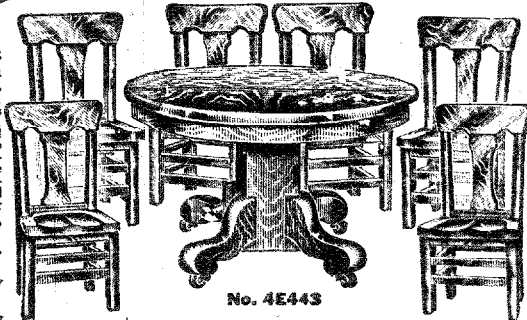
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Est. 1855—58 Years Success—22 Big Stores—1,000,000 Customers

Mr. Wm. Shea, Roadmaster, Kansas City Divn., writes:

The Safety First movement will never be perfected as long as our employes in different departments keep in mind the different crafts and departments—each individual must act for the benefit of all others, co-operate with each other, forget departments and crafts—show your individuality—*BE A MAN*.

Mr. C. F. West, Engr. Southern Minnesota Divn., writes:

Co-operation means working together: Unless we have co-operation our Safety First movement will not be a complete success. We must show less hesitancy in the matter of reporting unsafe conditions and in warning others of them. Also in cautioning co-workers against taking unnecessary chances. If we do this, most of the 85 per cent of accidents caused by our own carelessness will be eliminated.

Rush A. Eddy, Engr. I. & D. Divn.

Co-operation—its meaning—and its value in Safety First.

Co-operation means working together. Without it no results can be obtained. To co-operate in this work is for every man to work with his committeemen by reporting all he sees that is not for safety, and by seeing that it is brought before the proper department for remedy.

W. H. Stinson, New Lisbon, Wis:

When everything along the line of Safety First is thoroughly organized the real value of co-operation will be beyond estimation. By those who have been watching the idea materialize it is noted that much good has been done and that care and thought to avoid injury is uppermost.

R. T. Dixon, Engineer Chgo. Terms., writes:

"Safety First"—two small words with a very broad meaning has been the evolution of the perfecting of organizations towards promoting a great safety in the operation of railroads thereby assisting to prevent wrecks, loss of life or limb, and a great destruction to property. I attended several meetings of the Safety First Movement and I found that any employe who would do the same would obtain a great deal of information as well as become acquainted with the officers whose most earnest desire is to promote this good work. Don't feel that they can succeed alone, but remember the old adage that many hands make light work. So kindly lend a helping hand as it is a duty you owe to your fellow employe. Don't feel backward about reporting things because you may be the means of saving a life, and limb or the loss of a limb by having some small defect remedied that may come to your notice. Come now, let us appoint ourselves a committee of one—pledged to co-operate with our fellow employes in the Safety First habit and we will have an organization to be proud of and second to none. Let co-operation be the pass word.

## *First National Bank*

OF LEWISTOWN, MONTANA

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Every banking facility extended to  
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Safety Deposit Boxes For Rent  
Depository for C. M. & St. P. Ry. Co.

## Dakota National Bank

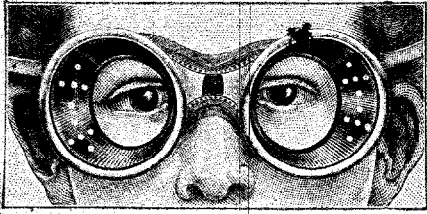
*United States Depository*

ABERDEEN, S. DAK.

GEO. G. MASON, President  
S. H. COLLINS, Cashier  
R. P. ROBERTS, Asst. Cash.

*Responsibility of Stockholders*

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There is Danger of permanent injury to your eyes from cinders, blasts of ice-cold air or hot winds. No need to tell you how it smarts and burns, you know.

In either summer or winter you must have eye protection from dust, insects, cinders and all other annoyances that will seek the eyes. Avoid it all by using the **Non-Strain Goggles**. They are made in many styles and are the most perfect Goggle for men following such callings as Railroad Engineers, Firemen and Trainmen, Automobile Drivers, Motorcycling, Rolling Mill Hands, Miners, Coke Drawers, Mechanics, Welders, Furnacemen, etc.

**Non-Strain Goggles** Sold by your  
Watch Inspector

### ***Beware of Imitators!***

Take no substitute. We are the originators and all our goods are stamped **NON-STRAIN**. If your watch inspector can not supply you, pin a one dollar bill on your letter and we will send a pair to you prepaid.

**OPHTHALMUSCOPE CO., 440 Dorr St., Toledo, O.**

Mr. O. Carlson, Roadmaster S. C. & D. Divn., writes:

I consider co-operation valuable for the opportunity it brings to us, enabling us to prevent dangerous structures to stand, thus avoiding accidents to persons, saving lives, preventing hardships and the saving the company large sums of money.

Mr. W. H. Campbell, Operator Oxford Jct., Iowa, writes:

Co-operation on the part of the co-ordinate branches of the railroad service is an absolute necessity and any measures looking to the furtherance of a safety first movement must take this into consideration, for without this it becomes the dream of a visionary and the laughing stock of all practical operatives.

The planning, clerical, train and telegraphing departments must co-operate or the movement is useless or even worse for it gives a promise of security where none exists.

Agent, P. H. White, Faribault, writes:

Co-operation in Safety-First. We claim to be in an advanced age of civilization, yet we have just begun to obey the laws as laid down by those ancient law givers of Israel.

(I am my brother's keeper.)

"Co-operation," properly defined by Webster, means concurrent effort or labor. No movement, no matter how great the conception or how skillfully managed, will ever prove of essential benefit to humanity unless this idea prevails. So it is with the great movement of "SAFETY FIRST." There must be co-operation of all concerned.

Co-operation—In unity there is strength \* \* \* so in the great movement of Safety First, unity of effort, unity of ideas as to the benefits to be derived or good to be accomplished by pulling together in active and hearty co-operation.

The SAFETY FIRST movement is with us, It surely has now come to stay;

We look for great things from the movement, Co-operation the pass word today.

Mr. Wesley C. Blase, River Divn., writes:

Co-operation in the Safety First movement is the key-note of its success. Without it the officials could accomplish little and committeemen need the help of their fellow workers to be successful. Let us all work together for the good of the movement and remember at all times "Safety First."

### **The Significance of Safety First Meetings.**

There is an unmistakable significance in the fact that during the week at least four great bodies met to devise ways and means of conserving human life and limb. In New York was the National Council for Industrial Safety, in Pittsburgh the American Mine Safety Association, in Chicago the American Railway Safety Association, and the Public Safety Commission of Chicago and Cook County.

The significance does not, of course, lie in the coincidence regarding time, but rather in the fact that not one organization, or even two, but four were convened. Accustomed as one is to the rapidity of works and movements in the United States, one cannot but marvel at the extent to which the Safety First movement

has spread in the few brief years since its inception. It has, indeed, struck a responsive chord in the consciousness of American men of industry from corporation president to track laborer, and to its universality of appeal the movement owes its unprecedented growth.

The National Council for Industrial Safety, during the progress of a four-days' meeting, was addressed by safety experts from every field of activity. The American Mine Safety Association and the American Railway Safety Association, as their names imply, were necessarily restricted in their topics, but in both cases had fields abundantly big. The Public Safety Commission of Chicago and Cook County discussed a variety of topics, from automobile speeding to the prevention of grade-crossing accidents and the correct method of crossing a down-town street.

Whatever its especial appeal, however, each of the organizations stands on the one foundation principle—Safety First, not after expediency, or economy, or speed, but First.

And in standing for Safety First, the vast industries represented at the meetings, the press that encourages them, and the public that approves them unite in their recognition that in the progress of civilization the time has come to call a halt on the needless sacrifice of human life and limb that has for centuries been deemed the necessary and inevitable accompaniment of mankind's forward march.

This, then, is the significance of the Safety meetings; Man's greatest production has been Man—the twentieth century man of brain and brawn, courage and tenderness; he must and shall be allowed to live the longest, fullest life possible.—*Railway Record.*

To Agents, Operators and Levermen,  
C. & M. Division.

I wish to express my thanks for the favor and honor you have conferred upon me in making me your representative on our local "Safety First" Committee. Any suggestions you may offer will be appreciated.

CHARLES J. FISHER.  
Operator and Leverman, Rondout Tower.



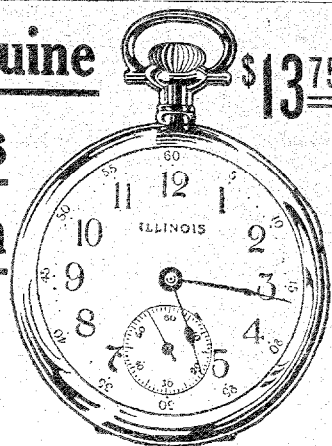
Two La Crosse Division Old Timers, A. A. Wolf and P. H. Madden.

**A Genuine**

**Illinois**

**Watch**

**\$1.00**  
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**\$13.75**

I have decided to make employees and readers of the Chicago, Milwaukee & St. Paul Ry. Employees' Magazine this watch offer that is the sensation of the watch trade. I have enough of these superb watches to satisfy all who order promptly. Don't wait until the last day the offer closes.

*Arthur H. Spiegel*  
Pres't & Gen. Mgr.

Here's the chance for every employee, no matter what his income or financial condition may be, to own a really fine time-piece. Think of a genuine "Illinois," made by the Illinois Watch Co., of Springfield, Ill. Seventeen-jewel movement, 20-year gold-filled case, and only \$13.75, on easy credit terms of \$1.00 a month.

**17 Fine Jewels.** The movement is the highest type known, containing 17 jewels, which means perfect running qualities. Will give as good service as the highest-priced watch.

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**NOT GOOD AFTER 30 DAYS**

**SPIEGEL, MAY, STERN CO.**  
3577 Wall Street, Chicago.

I enclose first payment of \$1.00, for which send, express paid, the 17-jewel Illinois Watch No. X1273, described in your advertisement. If I keep it, I will pay \$1 each month until \$13.75 has been paid. If I return it within the 30-day trial period, you are to send me back my \$1.

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St. or Box No..... State.....

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3577 Wall St., Chicago



## Mechanical Department

The title of this section is changed from Shop Kinks to Mechanical Department, and hereafter Shop Kinks will be a sub-section herein. In the Mechanical Department The Magazine will welcome contributions on the work that is being done at any of the round houses, car departments, shops, etc., all over the system, and articles of general interest to men in this department of the work. Such information as this is interesting to all employes, including the official family, who are always glad to have news at first hand of what is being done in the "factories" of the company.—[Editor.]

### Engine Failures.

One way in which the number of engine failures may be greatly reduced and the cost of locomotive maintenance cut down is to have complete data furnished to the mechanical engineer's office covering each defective part, whether it is cracked, broken or badly worn, and regardless of whether it caused an engine failure or was found while the engine was being cleaned or repaired. One man should be assigned to study and classify this data in order to determine just what steps should be taken to improve conditions. In some cases a radical change in design may be necessary, in others a slight change or rearrangement of the parts or apparatus may eliminate the trouble, while in still other cases it may be necessary to change the grade of material used for the purpose. Unless this is done it is quite possible on a road of average size for a given part to fail on several locomotives during a year and yet remain unnoticed because the failures may have taken place at different points, and in some cases may not have been noticed at headquarters because they did not result in engine failures. It is only by tabulating and classifying the various defects for the entire system and taking into consideration the number of locomotives on which each particular part is used, that conditions can be intelligently improved to reduce the number of failures with a minimum expenditure of the time and money to procure the best results. If records of this kind are kept and classified for a period of several years, it is possible to quickly and accurately determine just what parts can be attacked with the best results. If records of this kind are not kept, then the scrap pile offers the next best opportunity for securing information as to the failure of the various parts. This is particularly true where conditions make it necessary to ship all of the scrap which is to be sold to one central point on the system. For instance, when the Santa Fe established their scrap plant at Corwith, Ill., those in charge noticed that as the scrap was sorted out certain parts which were used on equipment that had only been on the road for a few years appeared in large numbers. Investigation showed that these parts had failed, due to defective design, and the purchasing agent was therefore in a position

to ask the builders to furnish new parts of a better design at no expense to the railroad, thus preventing the continuance of failures and resulting in a considerable saving.—*Railway Age Gazette.*



Chief Carpenter Auge of the Southern Minnesota district contributes the above picture of Bridge Q-670, located about two miles west of Jackson, Minn., known on the So. Minn. Division as the Des Moines River Bridge. A new floor has just been completed on this bridge, and the picture shows Bridge Carpenter Foreman Peter Edinger on his way out to inspect the work.

Bridge Q-670 is a steel trestle, 520 feet long, with a 16 foot span pile bridge at each end. The grade is 72 feet and the bridge is built on a three degree curve. Work on this bridge was prosecuted during the winter months with snow and ice on the timber, the wind generally blowing at a forty mile gale and the thermometer ranging around 15 to 20 degrees below zero.

Switchman C. L. Gregory has taken a sixty-day leave of absence and will take a trip through the South. He has been working in Perry yard for some time.

Eli Brotherson of the Perry round house force has been on the sick list for a few weeks.

Car Foreman Anderson's wife and daughter have gone to Colorado for a visit with relatives.

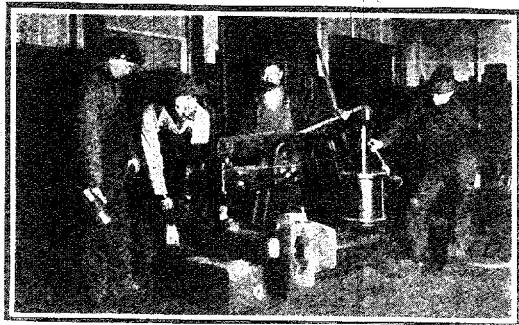
Fred Bruegman, yard master at Perry yard, has been taking his annual vacation, and was visiting with relatives and friends in Council Bluffs employed in the Perry round house for some Bluffs.

Machinist Harry Spaulding, who has been years, has resigned and purchased an auto repair shop, which he is conducting.

Shop Kinks



Shows portable oil rivet heater used in repair yard for steel car repairs. Men at work reassembling a C., M. & St. P. 100,000 capacity flat after being wrecked.



Shows long-stroke rivet chopping hammer in use in repair yard at Dubuque shops. For separating parts from steel cars for repairs, also separating cast and malleable parts from steel scraps.

With this chopper three men have cut off 172 3/4-inch rivets in twenty-five minutes. This picture also shows air crane in background; used for unloading steel underframes.

M. D. Rhame, district engineer at Minneapolis, resigned on Sept. 17, account ill health. W. R. Powrie has been appointed as his successor.

F. B. Walker has been appointed assistant engineer at Lewistown, Mont., in charge of construction of the Lewistown-Great Falls line. F. J. Herlihy, his predecessor, resigned to become superintendent of the Cook Construction Co., Montreal.

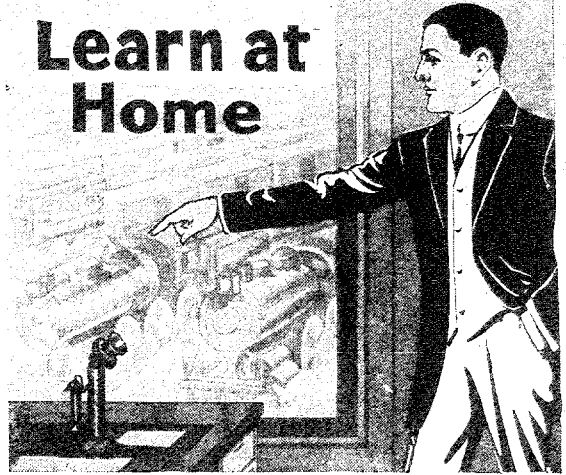
Ed. Howell, steel construction foreman on the C. & C. B., Iowa division, has been transferred to the Lewistown-Great Falls line to take charge of the erection of steel bridges.

Beeswax and salt will make rusty flatirons clear as glass. Rub the irons first with a wax rag, then scour with paper or cloth sprinkled with salt.

Orange salad is made of the sections of the peeled oranges, mixed with sliced celery and broken nut meats. Serve on lettuce with mayonnaise.

# Become a TRAFFIC EXPERT

## Learn at Home



### NEW JOBS OPEN, BIG PAY

Thousands of large shippers and all Railroads need trained Traffic experts and Managers—newly created positions are open everywhere with salaries of \$35 to \$200 weekly. The demand for trained men is greater than the supply. Recently enacted railroad rate laws and interstate commerce regulations have produced new conditions that necessitate trained specialists—men who know how to route shipments, to obtain shortest mileage, quickest deliveries—lowest rates. With such knowledge you can qualify for an important, big-salaried position with a future—quick.

### WE TRAIN YOU BY MAIL

at home, in spare time, without giving up your position or income. The cost is small—we make the payments to suit you. All you need, to get into this powerful, big paying occupation is our training. No matter where you live, what you work at now, how small your pay, how long your hours—no matter what your age or education—if you can read and write—our Interstate Commerce Course will train you expertly to handle proficiently a big Traffic Manager's job—to merit and retain influence, respect, power and \$35 to \$200 weekly.

### Most Thorough Method Known

The LaSalle method is simple, practical, logical—anybody can readily master it. It is the work of some of the greatest Traffic Experts in America. It covers thoroughly every feature of the profession you will ever need to know—it is different and more complete than any other method of home-training in Interstate Commerce ever known. This is the largest home-study Extension University in the world—our graduates are recognized as real experts—they are trained to do the kind of work that commands big positions.

### NEW UNCROWDED OCCUPATION

This is a new uncrowded occupation—there's room for you if you prepare at once. Let us train you now for a big future, with power, dignity, respect and a big income with almost unlimited opportunities. All you need is a desire and our home training to become a big man with independence and a big income. Don't remain in a small job that thousands of men are constantly after—let us make you the master—the big man—a successful leader among men.

### FREE—Wonderful Book

Send the coupon below now and receive free copy of our much talked-of book "10 Years Promotion in One"—learn more about the opportunities afforded Traffic Experts with our training—learn about the big positions now open—learn how easy it is for us to make you a traffic specialist. Remember only trained men can secure the big positions now open—remember that big employers are seeking our graduates because of their efficiency. Send the coupon—no money.

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La Salle Extension University, Dept. 393 Chicago, Ill.  
 Send at once, without expense to me, FREE copy of your famous book "10 Years Promotion in One"; also book telling how I may, without interfering with my present position, prepare myself as Traffic Expert.

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## Special Commendation

Special credit is due Inspector C. W. Maughan for the discovery of a broken tread on wheel of coach 3734, train No. 18, September 3rd, at Melstone, Mont. The defect was between the shoe and the rail and could easily have been overlooked in the short time allowed for inspection of train at this station. This shows that the boys at Melstone are alive to the interests of Safety First.

Engineer Leib, of the Rocky Mountain Division, pulling No. 17 on the morning of September 12th, by his quick action saved the train from a very bad accident. Just before rounding the first rock bluffs east of Three Forks he saw two large rocks on the track and stopped his train about a foot from the rocks. It required thirty minutes of hard work with chains to remove the rocks, which weighed about six tons each.

Conductor Edward J. Lavell was given a credit mark for the discovery of a broken wheel under a car at Ferguson on August 25th. He had the car set out before it caused any trouble.

On train second 76 September 4th, while stopping at Waubay, S. D. Brakeman A. W. Florence made an inspection of the train and discovered a brake beam down on Michigan Central car 29864. The brake beam was dragging on the rail and if not discovered it might have caused a derailment.

Motor car No. 2, running between Canton and Egan, broke down at Trent August 25th. Engineer W. L. Schamacher, who has been running this car since May 17th, was on leave of absence. He was at Canton and heard of the trouble and, without instructions, went to Sioux Falls on No. 103 and repaired the car during the night, so that it was ready for service in the morning. I think this should be placed in THE EMPLOYEES' MAGAZINE under Special Commendation.

Conductor P. Bingo of the River Division has been given a credit mark for the prompt action in stopping train 55 at Lake City August 20th when he discovered an inside brake beam down on the mail car. His prompt action doubtless saved a serious accident.

Yesterday evening while Extra West, Horton, conductor, was passing through Davis, Section Foreman Mulhall, who was out in his own yard, noticed something dragging on Horton's train. He ran out and flagged the rear end. Conductor, seeing him, pulled the air in the caboose and stopped the train. Upon investigation Conductor Horton found that a truss rod was dragging. This action on the part of Mr. Mulhall may have saved a bad derailment.

On July 7th R. & S. W. Brakeman J. Halsley discovered a cracked wheel under Union Pacific 67169, which was in their train. This no doubt saved an accident.

Kansas City Division Conductor M. A. Freeman has been given a letter of commendation for prompt and efficient work in saving company's property during a fire at Mine No. 10, Mystic, Iowa, night of September 12th.

Conductor P. J. Reel received a letter of commendation for the discovery of a broken switch point at Bouton after his train had passed over it one morning the latter part of September. The section foreman was notified and the switch repaired before any derailment occurred.

Section Foreman L. W. Bedow, who has charge of the section at Bagley, is entitled to a worthy mention for his attention to work September 26th. Mr. Bedow, whose home is near the main line, heard a severe pounding on the rail when a freight train passed his house just as he was rising. He hurriedly made an inspection of the track and discovered a piece of rail about two feet in length broken. He called his crew and changed the rail in fifteen minutes. This was just prior to the time 62 was due there, which train would have passed before his time on duty and no doubt a serious wreck would have resulted had he not been on the alert for any unusual sounds.

State of Wisconsin, the Adjutant General's Office, Madison, July 15th, 1913.

Mr. George B. Haynes, General Passenger Agent.

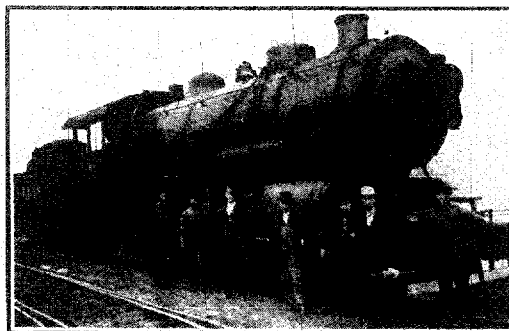
Dear Sir—It is with great pleasure and from a sincere sense of duty that I call to your attention the valuable services rendered the manager of the Wisconsin party during the trip to and from Gettysburg by Mr. John C. Prien, ticket agent, C., M. & St. P. Ry., Madison, Wis.

All of the details of the management of the party during the trip were placed in the hands of Mr. Prien and were carried out in the most complete manner possible. Through his able management the trip was made both comfortable and pleasant for the party of 300 over 70-year-old gentlemen that came from Wisconsin.

I thank you most heartily for having detailed so valuable, efficient and competent a gentleman to attend to all of the difficult matters for us.

Very respectfully,

(Signed) JOHN G. TALSMAN,  
Adjutant General.



Engine 7138 and "Hump Crew," Mason City.

Mr. B. C. Schlosser, agent at Russell, Ill., recently received a letter of commendation from Superintendent E. W. Morrison for having the cleanest station and warehouse on the C. & M. Division.

Brakeman Fred Glander has been given a merit mark for his prompt action in flagging second No. 18 at Mayfair the night of August 20th, when No. 15's train was derailed. No. 18 was coming when the derailment occurred and another accident was probably avoided.

Give love, and love to your life will flow—

A strength in your utmost need;  
Have faith, and a score of hearts will show  
Their faith in your word and deed.  
For life is the mirror of king and slave,  
'Tis just what we are and do;  
Then give to the world the best that you have,  
And the best will come back to you.

—Selected.

### A Good Word From The West.

Contributed by William J. Titus, Engineering Department.

Recently a Western business man, speaking of the benefits to the Northwest by the "coming of the Milwaukee," said that previously it had required from six weeks to thirteen months to get a car of lumber from Spokane to Chicago; to get a car east of Chicago at all was beyond their wildest dreams of service. But some months ago a local Milwaukee traffic man, in soliciting business, had said he would like to "sell some sure-enough transportation." The Milwaukee's cars were set in in double quick time and in just thirteen days they were at their destination on the Atlantic Coast. This certainly marked a revolution in time of freight service.

### Here's Good News From Seattle.

Contributed by "Bob" Cunningham.  
Seattle, July 15th.

Dear Sir—I have just returned from the East. I used your road to Chicago and from Chicago home again.

I have been over every transcontinental route in this country and have never made the trip more comfortably. The dining chef was certainly good and the service as good as the limited quarters permitted.

One thing which myself and the whole party with me appreciated much was the fact that your passengers were not treated as bales of merchandise. The management evidently recognized that we were living, thinking beings, having a rational right to know something of the conditions in which we found ourselves. The ready, courteous way in which all proper information was afforded us—to repeat—the ready recognition that we were intelligent beings with a right to know something of our surroundings was a novelty and greatly appreciated by all.

Yours very respectfully,  
(Signed) ALLEN H. ARMSTRONG,  
819 Leary Building, Seattle.

To Mr. R. Cunningham, Passenger Agent,  
Chicago, Milwaukee & St. Paul Ry., Seattle.



Switchman's Mitten  
No. 119

**T**HIS easy slip-off switchman's mitten is a good example of the *personal care* given by the makers of Hansen's Gloves to the needs of every department of rail-roading.

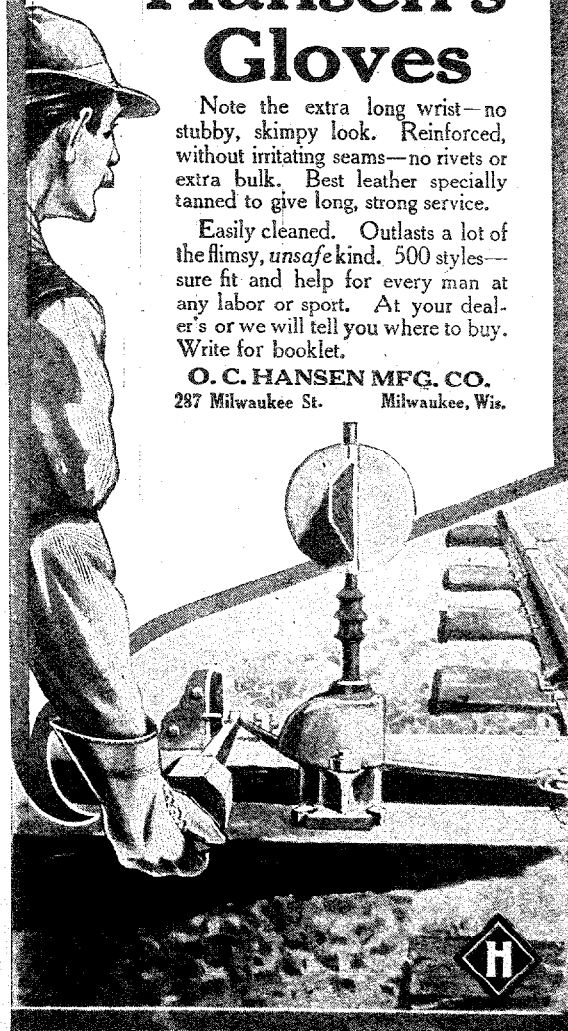
By this special build Hansen's Gloves do more than give complete hand-protection. They are big factors for comfort and *efficiency* in action. Engineers, firemen, baggage-men, brakemen—all can be equally suited with the splendid, strong "Protector"—the "Glad Hand" brands, etc.

## Hansen's Gloves

Note the extra long wrist—no stubby, skimpy look. Reinforced, without irritating seams—no rivets or extra bulk. Best leather specially tanned to give long, strong service.

Easily cleaned. Outlasts a lot of the flimsy, *unsafe* kind. 500 styles—sure fit and help for every man at any labor or sport. At your dealer's or we will tell you where to buy. Write for booklet.

**O. C. HANSEN MFG. CO.**  
287 Milwaukee St. Milwaukee, Wis.





When  
Dreams  
Come  
True

*Dreams of a better, bigger home!*  
*Dreams of more comforts, more luxuries!*  
*Dreams of more of those things that make life worth living!*  
*Dreams of—*  
**But Why Dream?**

Why not put Montgomery Ward & Co.'s new 1000 page catalogue back of your dreams and turn dreams into realities?

Why not harness every one of your hard earned dollars and make them yield for you more value in the future than in the past---and *then* your dreams will come true.

The conversation of the dollar is a vital issue in these days of high cost of living.

And the Montgomery Ward & Co.'s catalogue is the great text book that will help more than any other book to solve that problem. It tells how to purchase your foods, furniture, clothing, farm implements, luxuries, everything for the home, farm or field at the lowest prices, with all the useless middleman's profit left out. It has a thousand pages, with a hundred thousand opportunities for saving.

This great text book is free for the asking. All you need do is to write us a note today saying: "Send your new 1000 page book without cost or obligation to me"---and it will come by return mail.

You have had the dream of better living, of getting more comforts for all the family than you have had in the past, why not let this dream come true? Why not send for the book to today---Now while you think of it?

**MONTGOMERY WARD & Co.**

Chicago

Kansas City

Ft. Worth, Texas

### Complimenting Our Service.

*Contributed by F. W. Getty.*

The following letter was received from Miss Robina J. Brophy, 1734 Thirty-fourth avenue, Seattle, Wash., under date of July 30th:

"Have just arrived on the C., M. & St. P. As it was one of the most pleasant trips I have had across the continent, feel that I must write a little note of appreciation for the excellent service and courtesy shown me.

"The conductor in charge of the dining car, Mr. Glynn, was most gentlemanly and efficient, as was also Mr. Derr of the sleeping car, and hope it will be my good fortune to return East by the same route and with conditions as pleasing."

Another from Mr. J. H. Waugh, care Waugh, Misener & Bailey, Vancouver, B. C., under date of July 29th, as follows:

"After having enjoyed a most pleasant and most comfortable trip from Chicago to Seattle over the Chicago, Milwaukee & St. Paul Railway, I wish to express to you my appreciation for the kind and courteous attention received throughout the trip. All of the interesting and beautiful scenery along the way was pointed out to us by your employes, which added much to make the trip instructive and attractive. There were six in my party and I especially wish to acknowledge the excellent service in the dining car under the supervision of Mr. H. C. Frank. Every attention was

shown us by him and the menu was always such as to tempt the most varying appetite.

"Mr. F. H. Ernest, the sleeping car conductor, deserves our special mention also. I shall certainly recommend 'The Olympian' whenever I have the opportunity to do so."

The following letter was received from Mr. Charles O. Pierson, auditor, Washington-Alaska Mil. Cable and Telegraph Service, Seattle, Wash., under date of July 11th:

"Just a line to express the highest appreciation for the magnificent service your company is putting up on the 'Puget Sound' route.

"We left Chicago on the 'Olympian' July 6th, and every moment spent en route was epoch-making---service, scenery and all that makes for solid comfort and enjoyment were ours.

"The steward and staff on the diner were especially courteous and efficient, while the conductor, whose name I unfortunately do not now recall, as well as the porter in charge of the observation car, were courtesy personified, and deserve the highest commendation for the manner in which they handled their charges."

Below is an extract from a letter written by Mrs. S. F. Kelsey, 833 Higgins Building, Los Angeles, Cal., to one of our officials:

"Dining Car Conductor 'Fitz' gave us a dinner long to be remembered. It was the best dinner I have ever eaten on a train."

The conductor referred to, E. H. Fitzgerald, was assigned to dining car F on Pioneer Limited trains 101 and 4, during Dan Healey's absence.

On the evening of July 2nd Galewood round-house was summoned to furnish a crew to handle President Earling's special into Chicago. Engineer Bennett G. Dolan and Fireman Einar Sorenson were called, and their prompt and efficient handling of the train called forth the thanks of Mr. Earling at the end of the journey—a fact of which this engine crew are deservedly proud. The president knows good service and his personal thanks are the real thing.

The thirty-seventh annual picnic of the Chicago, Milwaukee & St. Paul Railway Shop Employes at Minneapolis was held at Red Wing on Wednesday, August 20. A special train carrying the party left Minneapolis at 8:15 a. m., returning from Red Wing at 9:30 p. m.

An elaborate program was arranged for the day, including a base ball game between mechanical department and car department; machinists' races, boiler makers' races, blacksmiths and blacksmith helpers, painters, car shops, car repairers, committee men's, free-for-all and many other races. Prizes were donated by merchants and manufacturers of the Twin Cities.

The event was successful and most enjoyable. The Magazine has been favored with some excellent pictures of the base ball teams, which will be published in due course.

The boys in the Road Department are bowling enthusiasts and are already talking of the coming season. They would like to form a bowling league for the coming winter and now is the time to get it started.

They would appreciate it very much if a ten-club league could be formed in Chi-

cago, for employes only, to bowl one night a week at some alleys in the loop district to make it the same for all.

This would be a great thing to promote good fellowship and also be a good advertisement.

#### Obituary.

On August 19th Missoula Division Brakeman Lester Wood was seriously injured at Hangan, Mont. He was taken to Missoula by special, but died in ambulance before he reached hospital.

Remains were taken to Fayetteville, Ark., Brakeman O. G. Willette accompanying.

Thomas J. Walker, who for the past quarter of a century has been employed as a switchman in the Council Bluffs yards, passed away at Mercy Hospital at Council Bluffs Tuesday morning, September 23rd, after an illness of over eight months. Old Tom, as he was generally known, was always faithful in the performance of his duties, and at all times had the welfare of the company at heart. To the last he was asking about the improvements going on on this end of the line and until the last few days hoped to be back at work in the new yards. Thus passed away one of the many who, in his humble way, has helped to make the St. Paul road the great system it is today. In the last years of his life Old Tom met with a great deal of sickness and trouble, but he always bore up under the strain and always had a smile and a good word for his fellow men. Mr. Walker was a member of the B. of R. T., Loyal Order of Moose and Improved Order of Red Men.

M. P. SCHMIDT.



Roadmaster Burke, Assistants and Clerks After Their Regular Monthly Meeting in Superintendent Bupp's Office.

## On the Steel Trail

### Black Hills Division Items.

*T. A. Briggs.*

Conductor Frank Maynard and family have returned from Seattle where they have spent three or four months making improvements on their property on the Sound and having a very enjoyable outing also. Frank says the summer climate out there can't be beat and that he had the best time he has ever had.

C. S. Williamson, who left the B. H. Div. about fourteen months ago and secured a job braking on the G. T. P. in British Columbia, has been promoted to conductor with a steady crew. Clan and his wife, formerly Florence Grant of Murdo, deserve the congratulations of all for their success in the far northwest.

Supt. W. W. Collins made a trip over the division recently, the first for many months. All are glad to welcome Mr. Collins among us, and the least that can be said is that his presence is always an inspiration for loyalty.

Paul Smock is spending a vacation at Spirit Lake and vicinity fishing and hunting.

### Mason City Roundhouse.

*A. Casey, R. H. F.*

The roundhouse here is a twenty-one stall house, taking care of engines from I. & D., Middle and East Divisions, also from I. & M. south of Austin.

We have C2 freight engines, G6 and G7 engines in passenger-service, G4 engine in way freight. There are on an average of sixty to seventy engines handled daily. Besides the running repairs, we turn out from one to three engines weekly after being held for heavy repairs.

Our house is in fairly good condition, and

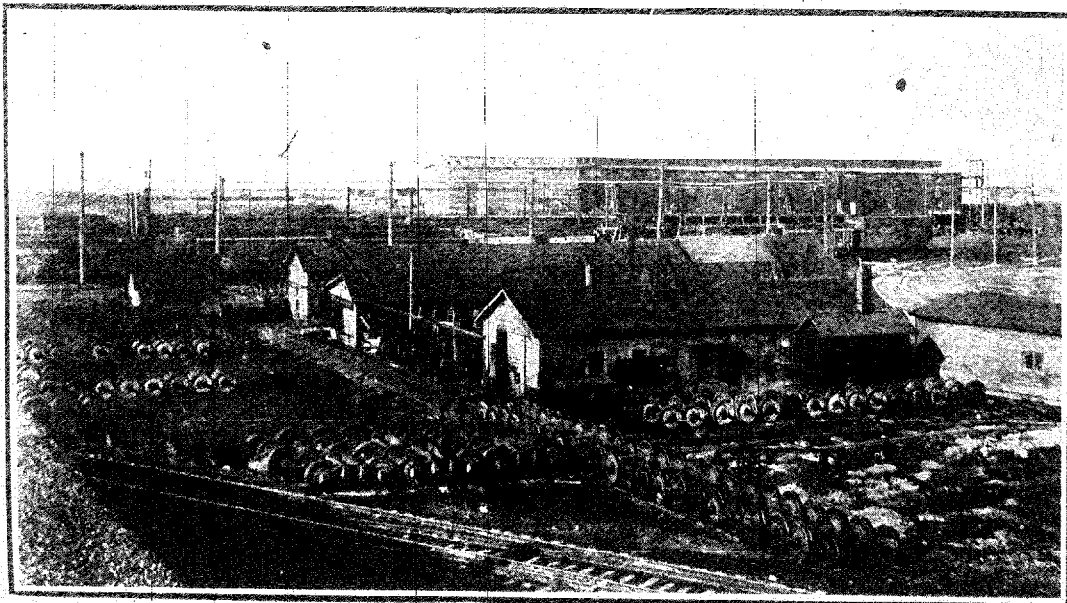
with the completion of the five stalls and the repairs on the old part, we will have one of the cleanest places in the northern district. A new boiler has been installed, giving us three, and we also have a new electric light system, all our own. Plans are under way to increase and renew machinery here, so that the work may be handled more efficiently.

### General Office News.

*By Frank C. Lowry.*

Mr. Frank Kirkland, stenographer to Mr. C. A. Goodnow, has for some time past been making repeated trips to Aurora, the city of light. But with all of this light, he imparted but little to his inquiring friends upon the object of these travels to and fro. But Saturday, August 23, he not only gave his gentlemen friends some light and a smoke to light, but told them he was going to rehearse for better or for worse. "So good-by, boys, I'm off for Niagara Falls."

The vacation season has about come to a close in the Legal Department. Miss Laura Folry, a Legal Miss, who for several years past has been making dates with her typewriter, thought she would keep a few of them while on her vacation; and goodness knows where she didn't go. Added to this list of returned, tired vacationists is Miss Gertrude Schoyer. For three or four consecutive years she has not failed to aid a certain crowd of joymakers make vacation history at their annual meeting place, Leland, Mich. Tamed and tired she returned to the office with an armful of photographs, whispering "never again." This means, not until the next time.



Car Repair Yard, Aberdeen, S. D.

## News Items Coast Division.

*J. S. Eccles.*

F. C. Dow, chief dispatcher, Coast Division and T. E. R. R., was recently appointed trainmaster of the Musselshell Division and left here August 3rd for Miles City, Mont., to take up his new duties.

W. H. Wingate, first trick dispatcher, Coast Division, was appointed chief dispatcher to succeed him.

Dispatcher Eldridge returned a few days ago from his trip East, having spent most of his time in Chicago, Milwaukee and other places in that vicinity. He met Frank Peck, formerly chief clerk for district master mechanic at Tacoma, while in Milwaukee.

F. J. Alleman, our good-natured agent at Tacoma, and son, William, left for Libertyville, Ill., August 22nd, called there on account of the death of his mother.

J. W. Stevenson, formerly agent at Enumclaw, was appointed traveling freight agent, with headquarters at Bellingham, a short time ago. We are glad to see J. W. get a boost and are sure he will make good.

R. V. Cummings has been appointed agent at Enumclaw to succeed Mr. Stevenson.

C. E. Martin has been appointed agent at Monroe in place of R. V. Cummings, transferred.

Owing to the continued fine weather, tourist travel to the Rainier National Park is very heavy, which is gratifying to everyone. We are told that Jimmie Hughes, formerly assistant superintendent dining car department, who is operating National Park Inn, is making barrels of money. His friends all hope that such is the case.

John McShane, general yardmaster at Tacoma, and Mrs. McShane are taking an extended trip, going from here to San Francisco, thence east via Salt Lake City, Denver, Kansas City to Chicago, making stops at the various places of interest. Owing to his father being in poor health, they will go to Canada before returning. Dave Garland is acting yardmaster during Mr. McShane's absence.

Carpenter Kendall, our editor-in-chief, called a few days ago. Unfortunately we were out to lunch and missed the call.

Bill Phelan of the superintendent's office, Miles City, made us a call a few days ago. Said everything was rushing on the Musselshell.

J. G. Mitchell, general yardmaster at Seattle, is taking a couple of weeks' vacation. M. C. Barry is acting yardmaster during his absence.

The local freight office force, Seattle, including Agent Richmond and his family, took a day's outing at Lake Keechelus recently. A special coach was put on trains 45 and 46 for their accommodation. About forty took advantage of the opportunity and all reported having an enjoyable time.

Switchman Andy Machin, who was spending a couple of weeks camping with his family at Spring Beach, has again returned to work.

Passenger Conductor J. F. Beal has been spending a few weeks on his ranch in South

## Hillison & Etten Company

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**633** PLYMOUTH COURT  
CHICAGO, ILLINOIS

## "Here is Your Answer;" in WEBSTER'S NEW INTERNATIONAL -THE MERRIAM WEBSTER

Even as you read this publication you likely question the meaning of some new word. A friend asks: "What makes mortar harden?" You seek the location of *Loch Katrine* or the pronunciation of *jujutsu*. What is *white coal*? This NEW CREATION answers all kinds of questions in Language, History, Biography, Fiction, Foreign Words, Trades, Arts and Sciences, with final authority.

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Capital \$100,000 Surplus \$250,000

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**JAMES D. HOGE** President  
**N. B. SOLNER** Cashier

We solicit your Northwest business  
We pay 4 per cent on saving accounts

Dakota. Frank ought to be able to tell some pretty good stories when he gets back.

Jack Hurley, agent Cle Elum, is receiving numerous compliments on the fine appearance of the station park.

Passenger Engineer Charles Niemiller recently ran into and killed a fawn near Montezano on Grays Harbor line.

It is reported that contractors have begun work on construction of Willipa Harbor line.

**Chicago Notes.**

*J. L. Brown.*

Sunday, August 24th, 1913, will be a day not soon to be forgotten by the superintendents' chief clerks on the lines east of the Missouri River, also including the Trans-Missouri Division. On that date a conference was held in the office of the assistant general auditors at Chicago, the object of which was to arrive at a thorough understanding of the new Form 162-C, "Recapitulation of Track Time Books and Labor Distribution," which reports will take the place of R. D. Form 25 and is to be used in connection with the new Section Foremen's Track Time Book, recently adopted.

It is the belief of the general officers present that the results obtained at this meeting will be a great deal more beneficial than if the instructions given at that time had been covered by circular letter.

The meeting was called to order promptly at 10 a. m. by the assistant general auditors. The instructions governing were read in detail and discussed by all present. Various misunderstandings of complicated points in distribution were decided and the results of the general discussion should be of lasting benefit to those present.

A very good point brought out and which was commended by several chief clerks was the detailed explanation of the A. F. E. system now in effect, and the instructions to wire or write headquarters for information on the distribution of labor on these authorities before making same, if any doubt existed, should be remembered by those present, as it will serve to avoid improper distribution in future if the instructions are followed out.

Detailed instructions were given relative to the distribution of labor of trainmen and enginemen in work train service, and several important features were discussed and ruled upon.

A general discussion on various other subjects followed, and the boys departed with a feeling that the responsibility for the success of the new forms rested with each and every one present.

Selma Freeze, telephone operator at Western avenue, has returned from her annual vacation, spent in the vicinity of Denver and Salt Lake City.

Assistant Superintendent W. C. Bush has returned from a vacation spent at Forman, N. D.

N. T. Sharman, operator, Superintendent Rupp's office, has returned from his ninety days' vacation, spent on his Michigan farm. He reports having a very enjoyable time.

H. J. Meek, well known in the Chicago Terminals, has accepted a position as chief clerk to Assistant Superintendent Bush, R. O. Farmer having accepted position as car agent in Mr. Whipple's office.

B. H. Perlick, clerk, Superintendent Rupp's office, failed to report for duty September 1st, and telephoned, saying he was detained on important duty. On reporting September 2nd he was seen with a smile that won't come off and on inquiring as to the cause, was advised that an eight-pound baby boy had arrived. Cigars are in order.

### News From The Chicago Terminals.

*J. B. King.*

Miss Marjorie Briggs, one of the bill clerks at Galewood, left for New York the early part of last week to do her fall shopping. Marjorie looked over the fall offerings in the local stores and was unable to find anything which appealed to her taste. We expect to see Marjorie have some exceptionally gay plumage upon her return.

Mr. John Mahon, yardmaster at Galewood, met with a serious accident the other day. John was piloting a circus train from Galewood to the Belt and got too close to the ostrich cage and one of the ostriches swallowed his diamond stick pin. John is still following the circus. The ostrich is in \$200 and John is out.

Mr. James Burke, first trick train director at Galewood, took three days off last week and went to Dundee, Ill., for a rest. James is getting reckless.

Mr. James Cowder, foreman at Galewood, according to latest reports has become a professional fan at movies during his wife's absence at the convention of the Ladies' Auxiliary, Chattanooga, Tenn. We advise Mrs. Cowder to seriously consider putting a muzzle on James upon the next occasion that she finds it necessary to absent herself from the city.

Mr. Frank Maloy, car record clerk, Galewood, on the doctor's orders, has disposed of his interests in the chicken business. We sympathize with Frank and hope it is nothing serious.

Mr. Ed. Goodwin, foreman, Western avenue, states that he will be exceedingly glad to greet his wife upon her return from the convention, as he has come to the conclusion that he is a mighty poor cook. We knew it all the time, Ed., but we didn't like to say so.

Mr. William Archer, switchman at Union street, spent his vacation at his home town, Dixon, Ill. We understand that during his vacation Mr. Archer has turned his attention to ducks.

Mr. H. E. George, formerly night yardmaster at Union street, has received the appointment to the position of assistant general yardmaster at Galewood. Hereafter the proper term will be "Let George do it."

Mr. P. L. Rupp, superintendent of terminals, left September 22nd to spend his vacation on his farm in Western Canada. We trust that he will return in his usual good health.

We wish to announce that the piece on the habits of birds will be delayed another month.

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**CAPITAL AND SURPLUS \$600,000.00**

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Seeking Up-to-Date Banking Connections

*Every new customer is met  
by an officer of this bank*

J. W. MAXWELL, Pres. F. W. BAKER, Vice-Pres.  
J. H. BLOEDEL, Vice-Pres. J. L. MCLEAN, Cashier  
C. B. WEST, Ass't Cashier.

## CITIZENS STATE BANK S. Dakota

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Interest Paid on Savings Accounts

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lies not alone in its large resources, unequalled in the Northwest;—it lies also in the distinctive service and the unusual banking advantages which an unremitting effort and years of experience enable it to offer

**Surplus and Capital  
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as Mr. Brown met with a little accident before the article was completed. He was seated underneath a walnut tree in Austin when a frisky squirrel carelessly dropped a full grown walnut on his cranium while he was engaged in watching the home life of a couple of brown thrushes.

We find that a very important item has been overlooked for some time. We refer to the fact that Mr. John Thompson, late of Indianapolis, is again with us. We wish Mr. Thompson all the success in the world and are pleased to note that Mr. Hinckle is now switching.

#### News Items from H. & D. Division.

*S. E. Keane;*

Gilbert Hodges, formerly engineer on the H. & D. Division, has been promoted to traveling engineer for the Denver division.

George J. Messer, round house foreman at Aberdeen, has been promoted to round house foreman at South Minneapolis. John Rossmiller, foreman of round house at Montevideo, has been promoted to foreman of the round house at Aberdeen. S. D. I. C. Opie was transferred from the I. & D. Division to take charge of the round house at Montevideo.

The new westbound track is completed between Aberdeen and Milbank and the second track will be completed about October 5th. This will complete the double track authorized for this year, and makes a total of 157 miles of double track now in service on the H. & D. Division.

All express their sorrow and sympathy on account of the recent bereavement of Engineer Al Perry, whose wife died in St. Louis a short time ago. Al is one of the old engineers in the H. & D. Division.

A number of the employees on the H. & D. Division were successful in drawing claims in the Fort Peck land lottery, among them being Earl Askew, employed in Superintendent Mohr's office; B. J. Manning, yard conductor, Aberdeen; Curtis Hall, clerk for bridge and building department, material yard; O. N. Weber, check clerk at Aberdeen freight office, and I. P. Stager, day yardmaster, Aberdeen.

#### Council Bluffs Notes.

*Mrs. Helga Hackstock;*

Car Inspector Al Fleak is serving on the September term of the jury.

Car Inspector John Schonberg and family enjoyed a short visit with relatives at Cedar Knolls and Waterloo.

Mr. Hans Hansen, carpenter, and family enjoyed a visit at Waterloo.

Car Carpenter Laurids, Hansen has gone to Wolfach, Neb., for the purpose of moving his family to Council Bluffs.

Round House Foreman Arthur Yates has leased one of the handsomest bungalow cottages in the city and will move his family to this place in the near future.

Mr. Theodore Schmidt of the car department has spent a month out with the test train to help ascertain the cause of so much heavy damage to cars in transit.

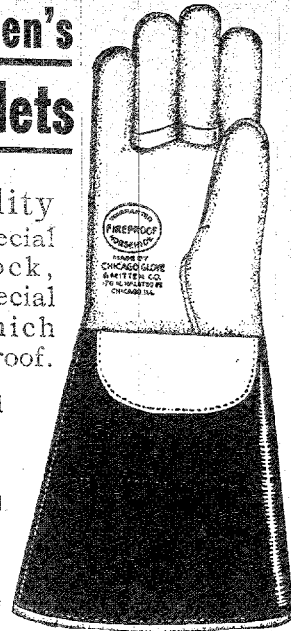
P. E. Tathwell, formerly agent at Persia, has accepted a position as cashier at the Council Bluffs freight house.

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Extra quality  
horsehide. Special  
selected stock,  
tanned by a special  
process which  
makes it fire-proof.  
Can be washed.  
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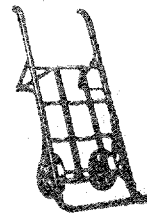
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line of all steel warehouse and  
store Hand Trucks, of every  
description. Special designs  
to order. For Domestic Use.



**CORRESPONDENCE  
SOLICITED**

R. Rooney has retired from the position as cashier and accepted a position as yard clerk.

M. P. Christensen, blacksmith helper, is taking a few days off, as is also Boilermaker Helper Henry Hansen.

A. J. Knodell, head machinist here, has returned from a short vacation.

W. A. Failer, machinist on the night shift, is back from his vacation.

Mr. Frank Colburn, formerly engine foreman at Council Bluffs, has been promoted to assistant yardmaster.

Miss May Searight, car accountant at the Council Bluffs station, is so busy always that she can't possibly take a vacation.

The Council Bluffs yard has grown to such an extent that M. Gallagher, the general yardmaster, has found it necessary to use two Scheffeld Speeders to cover the ground. He takes turns about on these speeders to prevent the bearings from running hot.

F. E. Tanner, construction foreman, has moved his force to Jolly, Iowa.

C. Anderson of the car force is mourning the loss of his little granddaughter, Ruth Utterback, who died recently at the home of her grandfather after a long illness. She was two years of age. Trouble did not come singly, for now his grandson, Lester, is suffering with blood poisoning in his leg. He was operated on a few days ago and is reported to be doing well.

Car Foreman Schmidt is planning a vacation to Excelsior Springs for a couple of

weeks. The car work has been so heavy of late that he is sadly in need of a little rest.

#### La Crosse Division Locals.

J. R. Tracy, agent, Sparta, Wis., left September 1st on a three months' leave of absence, which time he will spend at River Pines Sanatorium, near Stevens Point, Wis. During his absence his place will be filled by Cashier L. H. Tracy.

Conductor E. E. Wollcott, who has been a resident of Sparta, Wis., for many years, moved his family to Milwaukee during August.

Conductor Dan Smith and wife have become residents of Sparta, Wis. Mr. Smith is now running on the Viroqua branch.

Roadmaster P. H. Madden, wife and daughter attended the Roadmasters' and Maintenance of Way convention held at the Auditorium Hotel, Chicago, September 9th to 13th.

#### North La Crosse, Wisconsin.

*H. J. Bullock*

D. C. Cheney called a short time ago in the interests of the Equated tonnage system.

Yard Clerk "Peggy" Oliver has returned from a hunting trip near McLaughlin, N. D. Reports plenty of chickens there.

E. G. Aldrich was here recently in the interests of the advertising department of the Milwaukee Railway Employees' Magazine.

# Hard Sections Made Easy

WITH A

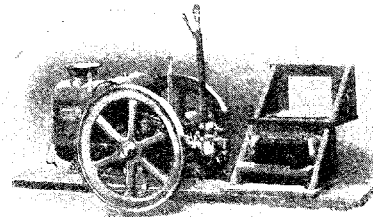
## Fairmont Hand Car Engine

Do your work the modern way — with a motor car. You can get the best men, do the best work, and more of it. The foremen that do the most good work get the best pay.

### This Fairmont Outfit

Will turn your old hand car into a perfect motor car in two hours.

*Get posted—Send in the coupon today*



FAIRMONT MACHINE COMPANY, FAIRMONT, MINN.—Please send catalog and prices.

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In writing up the new hourly time books recently put in effect, one section foreman wrote Roadmaster P. H. Madden as follows: "Use it if you want to, if not, throw it in the waste baskets."

F. Flukiger, who recently demonstrated one of the three-man rail laying machines at Joliet, Ill., has returned. This machine was sold to the C. & A. Ry. and was invented by Roadmaster P. H. Madden. They are designed to take the place of about twenty men.

#### Former La Crosse Railroadman Visits Capt. Moulton.

Fred D. Underwood, former superintendent of the Southern-Minnesota division of the Milwaukee road, and now president of the Erie railroad, and his wife were in La Crosse today, coming here in a private car. They were the guests of Capt. I. H. Moulton. The trip is one of pleasure.—*La Crosse Leader*.

#### I. & D. (West.)

W. H. Penfield, assistant to vice-president, passed through Mitchell on tour of inspection.

W. W. Collins, who has been in California for the past seven months, has returned much improved in health, which we were all pleased to hear. He is again "in the harness" and recently passed over the division on a tour of inspection.

H. T. C. MacMillen, the new M. M. of northern district, passed over division last week inspecting the roundhouses and shops in his territory.

Conductor M. Olson and family are rejoicing over the arrival of a new boy at their home.

Train Dispatcher R. C. Raines has returned to work after two weeks' vacation during which he visited relatives in Iowa and Minnesota and spent a few days hunting.

Train Dispatcher A. J. Rozum is taking a few days off to arrange to thresh his grain at Ivanhoe, Minn.

**DIED:** Tuesday, September 23rd, Gertrude, wife of George V. Foote, one of our conductors, at St. Joseph's Hospital, after ten days of intense suffering, following an operation. Funeral services held Wednesday, September 24th, were attended by a large number of people. Floral offerings were many and beautiful. Remains were taken to St. Peter, Minn. via Omaha Ry., where interment was made Friday. She leaves besides her husband, two children, aged three and four years. The sympathy of all is extended to them in their sad bereavement.

W. C. Whitney of the car service department, Seattle was married to Miss V. Morton at Port Madison, Ia., Sept. 3rd.

M. Wood, agent at Kent, was married about Aug. 20th and will make his home in the Seattle suburb.

C. F. Beynen, formerly employed in the general freight department, Seattle, but recently acting steward on the Steamer Tama, running out of Fairbanks, Alaska, was drowned Aug. 10th while on his way to the Sushama gold field.

#### C. & C. B. Iowa (West).

*Ruby Eckman.*

Telephone Maintainer Roy Coker and Telegraph Maintainer Charles Robertson have been busy the last few weeks assisting E. Blair, Assistant Telegraph Engineer, in installing the Simplex System on the dispatcher's telephone circuit on the Middle and Western Divisions. This system enables the company to have another through wire between Omaha and Chicago without the expense of stringing another line. The system is the first to be installed by this company and so far is working out very satisfactorily.

E. Johns, one of the line men who was quite badly hurt in a motor car accident at Portsmouth some time ago, has gone to Tomah, Wis., where he will engage in the hotel business.

W. C. Harris, who recently took a position as clerk at the agent's office, has been made cashier to take the place of A. Sharpe, who resigned.

Conductor John Reardon, who has been on the short run between Perry and Omaha, has been transferred to one of the through runs. He has disposed of his Perry property and will make his home in Omaha.

Engineers H. Wasson, F. Peterson and F. Osborne took their annual duck hunting trip in September. No one saw any ducks on their return, so it is supposed they did not get any.

Three of the crews who have been assigned to gravel service between Milford Pit and Perry have been taken off. Conductors Shore and Cramer returned to service on the Des Moines Division and Conductor Simonton to chain gang service on the West Division.

Engineer J. J. Brown has been assigned to a regular passenger run on the Western Division. He has been one of the extra men for some time.

Engineer Jack Ahern, one of the oldest men on the West Division, has been off for a few weeks on account of sickness.

Machinist Charles Johnson and wife will spend part of October visiting with relatives in South Dakota.

Henry Clark, an engineer on the Western Division, with his wife, has been visiting in Wisconsin.

Fireman Elmer Clothier has been visiting with his parents in Malden, Wash., for a few weeks.

Engineer Hiram Colburn is minus the end of one of his fingers as the result of an accident in August.

Brakeman E. B. Oehler has resumed work after a few weeks' enforced vacation on account of being overcome by the heat.

Ralph Bowman, clerk for Roadmaster Barnoske at Coon Rapids, will take a trip through the East the latter part of October.

Fireman Harry Berry was united in marriage to Miss Kerr of Perry the fore part of September. They will make their home in Perry.

Engineer Rawson and family are visiting with relatives in Athelstine, Wis.

Dispatcher A. J. Elder and his brothers, A. G. and C. B., who are operators at Perry yard, are taking a hand at batching for a few weeks while their parents are visiting in Pennsylvania. A. J. says he is going to hang out a shingle soon, with a view of getting a wife.

Willard Kettering and W. A. Rittenhouse, who are members of the engineering crew at work on the Perry terminals, both drew farms in the Great Falls land drawing. Both numbers were less than 5,000.

Reports from Miss Pearl Doyle, operator at Neola, who went to Rochester for an operation, are to the effect that she is recovering nicely and will soon be able to leave the hospital.

Agent W. J. Swenning and wife are away on a visit to their relatives in Oklahoma and New Mexico, Dedham station being handled by Second Trick Operator Lewis during Mr. Swenning's absence.

Operator and Mrs. Lewis, of Dedham, are mourning the loss of their baby daughter, who died quite suddenly after a short illness.

Operator Bushwell has returned to second at Manilla after a trip to the Black Hills, where he was forced to go on account of a severe attack of hay fever. Says he is feeling fine now and that the Hills are the best tonic ever. Glad to see you back on the job, "Bush," you come nearer being the size we want there.

Agent P. H. Curran of Portsmouth is still off on the sick list. Understand he is in the hospital at Rochester, Minn., for an operation. Hope to hear of his recovery in the near future.

G. E. Madsen, formerly agent at Underwood, has resigned the agency there and gone on the extra list. Understand he has purchased a motion picture show at Sabula and is devoting his attention to it.

Owing to heavy station work resulting from the construction of the second track, agents at Woodward, Rhodes and Tama have been relieved from telegraphic duties, and a third operator put on at these stations.

M. M. Trummer is the new agent at Bouton, relieving Mr. Kassel, who has gone back into the straight telegraph service.

The heavy interlocking business that has been occasioned by Capron tower being made the end of the double track has quite convinced Mrs. Stahl, who for the past eight or ten months has been holding down the second trick there, that an interlocking plant is too much of a man's job and she has taken a vacation until such time as the new plant gets to working easier. Relieved by Operator Charles Kassel.

Operator R. E. Heath of Slater Tower is laying off to find a wife. Good luck and best wishes to the happy pair is the worst we can call down upon them.

Operator W. E. Rose, first at Herndon, is laying off and is spending the vacation with his father in Minnesota. Understand he is looking around with a view of going on a farm if he can find an automatic kind of a plant that will raise its own crops.

Chief Dispatcher Richards and Assistant Chief J. M. Losey have been making some

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trips over the Middle and Western Divisions, getting a line on the numerous changes that have been made.

Engineer L. M. Rice's wife was called to Springfield, Ohio, the latter part of September by the illness of a relative.

H. E. Nichols and wife were summoned to Vermont by the illness of his brother.

Brakeman John Narver and family have been visiting with relatives in Fremont, Ill., for a few weeks.

Lawrence Jarnagin, a machinist helper at the Perry round house, and Miss Vera Rainey of Perry were married in Indianola in September. They will make their home in Perry.

Brakeman B. E. Swarm is the proud father of a son who came to gladden his home in September.

A. W. Cortner, E. P. Eischied and Delbert Stine have passed the mechanical and air brake examination and when examined on time card will be used as engineers.

Agent K. B. Doyle has been transferred from Potter to Underwood. Pending bulletin Potter is being handled by Mr. O. J. Atkins.

R. E. Wright, formerly second operator at Manning, bid in the Ferguson agency, and is now installed at the "Giant" at Ferguson.

R. E. Tathwell, who has been agent at Melbourne for the past couple of years, has accepted a position as cashier at Council Bluffs freight office, and has moved his family there. Melbourne was assigned to G. C. Calkins, who has been agent at Panama, and Panama station goes to C. A. Case, formerly of Aspiuwall.

W. H. Robinson, agent at Collins, was taken ill with typhoid fever while on his vacation trip in Arizona. From the meager reports that come to us from there we hear he is quite low. Hope to hear more favorable news from him in the near future.

Agent Warner at Cambridge was called away on a law suit for a period of several days; relieved by Operator Phée, from Cambridge tower, who in turn was relieved by Extra Operator Condon.

First Trick Operator Miller of Madrid, like Job of old, is much afflicted with boils, so much so indeed that he found it necessary to give up work for a time in order to rid himself of them. While off he and Mrs. Miller are making an extended visit with relatives in Minnesota. Being relieved by Operator H. V. Lewis.

Irwin Padgett and Ralph Shaw have taken their time card examinations and are now doing their work on the right side of the cabs on the Middle and West Divisions.

Conductor James Fringle, who has recently been assigned to the Farley run, has disposed of his Perry property and moved his family to Farley, where they will make their home.

Engineer M. O'Loughlin and wife have been visiting with their daughter and her family at Everett, Wash., for a few weeks.

Brakeman Fred Potter had the misfortune to be thrown from the top of a box car in September and receive a sprained ankle, which will cause him to be off duty for a few weeks.

Brakeman Daily Hutchins stole a march on his Perry friends in September and was mar-



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STEAM HOSE COUPLERS

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STEAM TRAPS SAFETY VALVES

END VALVES OPERATED FROM PLATFORM

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ried to Miss Marcia Lambert of Perry. Later he was made manager of the Busy Bee restaurant and resigned his position.

John Gray, one of the Middle Division conductors, welcomed a baby boy into his home the latter part of September. John will receive suggestions as to his name.

James W. Hoagland, one of the Middle Division brakemen, was promoted to position of conductor in September and is assigned to service on the Middle Division.

Dispatcher D. T. Morrison of the Perry office will spend part of the month of October touring the East, New York being his objective point.

T. M. Dunbar, head boiler washer for the round house at Perry, attended the encampment at Chattanooga in September, reporting a very pleasant trip.

Brakeman Sam Fyfe of the Middle Division is the father of a fine son, who came to his house in September. The lad is the first in the family and received a royal welcome.

W. J. Hewitt, who has been in the train service on the Middle Division for some time, was appointed night yard master at Perry to succeed C. B. Brown, who took up other work.

Conductor G. T. Burnham has returned to work after an enforced vacation, made necessary by a broken arm which he received when cranking an automobile. Conductor Burnham figures now to let the other fellow do the work.

Brakeman T. P. Rielly went to his home in Philadelphia in September to recover from some injuries he sustained while at work.

C. C. Worrell, who has been working with the engineering crew at the round house at Perry, was married in September to Miss Hazel Peterson of Perry. After his work with the crew is complete they will make their home in Chicago.

T. M. Dunbar and wife were called to Missouri the early part of September by the illness of his grandchild.

**C. & C. B. East Iowa.**

*P. J. Harlan.*

M. E. Burns, agent at Green Island, Iowa, enjoyed a two weeks' vacation during the fore part of September, his trip including Miles City, Mont., and other points on the Coast extension.

C. R. Dummmler, former freight agent at Marion, has been promoted to the position of traveling car agent, under Mr. G. L. Whipple, his territory including the C. & C. B. and the R. & S. W. Iowa Divisions. His promotion, however, will not necessitate his removal, but he will retain his residence and headquarters at Marion.

Charles W. Schlater, formerly car and check clerk under Agent Dummmler, has received the appointment of freight agent, succeeding Mr. Dummmler, promoted.

J. T. Raymond, first trick dispatcher, was a business visitor at Minneapolis recently.

Miss Nell Hazen, stenographer to General Foreman Hennessey of the car and locomotive department, was among the vacationists who enjoyed a two weeks' summer outing.

W. A. CLARK *Established 1877* J. ROSS CLARK

## W. A. Clark & Brother

### Bankers

Alex. J. Johnston, Cashier      J. K. Heslet, Ass't Cashier

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Transacts a General Banking Business. Accounts of Banks, Corporations and Firms will receive best terms consistent with good banking methods. Individual accounts, subject to check, solicited. Boxes in Safety Deposit Vault.

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509 Chicago Savings Bank Bldg.

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### RAILWAY TIME SERVICE



1208 Michigan Ave.      Chicago, Illinois

**Insures More Railroadmen  
Pays More Railroadmen  
Employs More Ex-Railroadmen  
THAN ANY OTHER  
COMPANY**

---

Before I'm hurt tell me how little Income Insurance costs.

Name .....

Address .....

Age..... Occupation,.....



A favorite slang expression several years since was "Anybody here seen Kelly." The phrase is still in use in and around the various division offices, except that the name of Tom Glynn is substituted for that of Kelly. "Tommy" is our irrepressible and irresistible claim adjuster.

Carl Fraizer, former attache of Superintendent Morrison's office at Savanna, Ill., is the new "Keyboard Pounder" in the office of Superintendent Van Vliet.

Miss Mildred McKinley has resigned her position as record clerk at the West Marion yard office. Miss Margaret Woodrow succeeds her.

C. T. Richmond, formerly clerk to Roadmaster Barnoske, and wife have left for Montana, where they expect to make their future home.

The new double track was cut in September 18th from Oxford Junction to a new station between Hale and Olin called Midway. Also from Morley to Olin on the 24th. It is expected that the entire stretch between Marion and Oxford Junction will be in service by October 1st.

#### S. M. Division.

*T. P. Horton.*

News items still scarce and operators scarcer yet. Operator Wilson at Houston off on a thirty-day leave; relieved by Relief Agent Lehmann.

Utility Man Sackett from Lanesboro worked at Isinours while handling Brundage Shows to and from Preston. Also worked at Spring Valley on account of Interstate Fair specials and regular operator sick.

George Nolte, operator at Spring Valley, sprained his ankle playing ball and no relief operators being available, former Agent J. W. Barber, now cashier in First National Bank at Spring Valley, consented to make trains 1 and 8 for a couple of nights to keep the wheels going. Comes in handy to have the old-timers to fall back on, especially those who are willing to help out.

Dick Gunderson, formerly agent at Wykoff, who has been farming for his health, has once more hit the game and bid in Egan agency for six months. Here's hoping you all kinds of good luck and health out in the South Dakota ozone.

Agent Kellar of Wykoff has resumed labor once more after a couple of weeks' sightseeing on the coast, allowing Relief Agent Lehmann a chance to slip along to Houston and make another man happy. Uphill work getting away this year.

B. D. Cornell, formerly lineman on this division, has come back to be a brass pounder. Started him out for Houston, but Operator Bloom was taken sick at Jackson, so Cornell went there and also relieved Operator Solberg at Jackson after Bloom returned. Has now gone to Fulda as operator while the fall grain rush is on.

Operator Solberg has resigned as third operator at Jackson; position filled temporarily pending bulletin by Operator J. E. Williams, who blew in at La Crosse and was immediately snared.

## Farmers-Merchants State Bank

*Malden, Wash.*

A Strong Bank—A Booster for  
the Milwaukee Road and  
Milwaukee Men

*Any Correspondence Cheerfully Answered*

## First National Bank

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Capital, Surplus and  
Undivided Profits  
\$62,000.00

We Do a General Banking Business  
Pay Interest on Time Deposits  
Your Accounts Solicited  
Especially Interested in Railroad Men

W. L. ADAMS, Pres. G. H. EMERSON, Vice-Pres.  
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OF HOQUIAM

Capital and Surplus \$200,000

*Directors*

Geo. H. Emerson W. L. Adams Harry C. Heermans  
O. M. Kellogg P. Autzen N. J. Blagoh  
Fred. G. Foster

## First National Bank of Miles City

*Organized 1887*

Capital, Surplus and Profits . . .	\$ 375,000.00
Loans . . . . .	\$2,000,000.00
Deposits . . . . .	\$2,300,000.00

*Open Your Account With Us*

*H. B. Wiley, Cashier*

W. S. BOGLE, President

C. W. GILMORE, Vice-President

H. A. STARK, Secretary

# Crescent Coal & Mining Company

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Telephone Harrison 988

## Line Mountain Anthracite

Free burning, the best in the world  
for Domestic Use

## BLACK DIAMOND MINE

Auburn, Illinois

Properly prepared and all sizes

## NEW RIVER RED ASH

For  
Dealers and Domestic  
Use

## Retlaw Mines Company

Atherton-Lump, Coarse Screenings,  
Mine Run, Indiana's Strongest  
Steam Coal

We have authority for a lightning dispenser at Pipestone during grain business, but thus far our efforts have been in vain. The required operator has failed to show up.

Jackson third was closed for a couple of nights on account of illness of Operator Solberg and same old story, no operators for relief.

Agent Pratt has returned to Vienna, which gave Relief Man Elmquist opportunity to relieve Agent Lieser at Delavan, Spriggs at Winfred and now relieving Hurlbut at Junius.

A. E. Lambert relieved Agent Phillips at Lake Preston for a short time and has now taken Chandler Agency on three months' bulletin, while Agent Burdett runs his elevator.

We are glad to hear that Brakeman Fairbanks, who was injured at Whalan some time ago by falling from caboose, has so far recovered as to be able to be up and around, but it will be some little time before his back and shoulders recover sufficiently to allow him to once more take his run on the east end of "Sears-Roebuck run."

Conductor Jorgenson, while on train No. 91 at Lanesboro, had the misfortune to have a refrigerator door collide forcibly with his think tank, temporarily putting him more or less out of the running. Conductor Sauer took the run to Austin. "Ted" is back in the game once more none the worse for wear.

Operator Stevens has gone to Spring Valley to work while Nolte recuperates from his efforts to emulate the Georgia Peach.

So far no one has sent me any news items and anything you have to offer will be appreciated.

On account of the State Fair rush Conductor McGreevey helped out on the Mankato Line and during Interstate Fair Conductor Parker was helper on trains out of La Crosse.

"Bobby" Canfield, like the proverbial cat, did what Jeffries couldn't and came back to Winnebago the other day.

West End is getting short of box cars, but by everyone doing their part in unloading and reporting empties for disposition we manage to keep enough going there to keep elevators open.

### Missoula Division Notes.

*H. R. Nelson.*

Returning from his vacation spent in the East, Coast Division Dispatcher K. N. Eldridge stopped over a few days at Missoula, where he was formerly located. Mrs. Eldridge and daughter, Elizabeth, spent several days here prior to his arrival, Elizabeth remaining after the departure of her mother and father to act as bridesmaid at the wedding of a prominent Missoula couple.

Miss Kathleen Coulter, who has been spending the summer with her father, R. D. Coulter, superintendent of bridges and buildings on Lewistown to Great Falls Line, visited Missoula for a few days. Miss Coulter says her stay in Lewistown\*only makes her appreciate Seattle the more. Evidently she doesn't think much of Montana. No doubt she would change her opinion if she had stayed a little longer in Missoula.

Mr. and Mrs. T. M. Marshall of the Coast Division spent a few days in Missoula last month.

## "Read This"

*Of Interest  
To All Railroad Men*

**A** GOOD, live business, largely in the control of the railroad men, a greenhouse at Libertyville, located on the tracks of the St. Paul road, is making good. In three years it has increased from one small building to a six-acre proposition. New additions this year is the reason for placing new stock on the market. This stock has realized for the stockholders 22 3/4 per cent in three years and has been in the process of construction all the time. The stock is non-assessable, sells at \$10.00 per share and guarantees 7 per cent dividend.

Send your money to the secretary or inquire for more complete information. We will gladly grant any courtesy in our power. Place your money in a good, healthy, reliable investment, where it will bring you a good income. Attend to it now, as stock is going rapidly.

**Meredith  
Flower and Vegetable Co.**

LIBERTYVILLE, ILL.

J. E. MEREDITH, President    C. W. STENT, Secretary

## Fun Costs the Young Man

a lot of money. As a young man you need the money.  
—Save it.

For as you grow older you will need it even more.

It requires money to enter business. What you save now may be the very foundation of your future business success.

We encourage young men to save.

Your money in this bank will earn 3% Interest helps!

*Your Savings Account may be open by mail if desired*

**Merchants National  
Bank**

CAPITAL \$2,000,000.00  
SURPLUS and PROFITS \$2,000,000.00  
ST. PAUL, MINN.

A glance at the calendar for August in the dispatchers' office at Missoula would convince one that some important event took place on the 13th. O. E. Hanssen, first trick dispatcher, decided to make that the luckiest day of 1913 and he and Mrs. Hanssen are on their wedding trip to Iowa via Salt Lake and Denver. The latest news we have from O. E. is from Clinton, Iowa, calling for help, for his trunk had not arrived. Upon investigation it was found that the enterprising baggageman had made a special stop at Clinton, Mont., to put off the trunk, so Buster is on his honeymoon without his "other clothes." Of course he charges all employes of the Missoula Division with malicious mischief, so we will all have to stand in to clear when he returns.

An Eastern man passing through Missoula the other day on our No. 18 voiced the opinion of the traveling public when he said: "These station grounds beat anything I've seen East or West for beauty and neatness, even being ahead of those at Oconomowoc and Kilbourn." Agents and operators for the entire Missoula Division have been putting forth their best efforts to beautify station grounds and the results have been most gratifying and are noticed by all observing travelers.

### A Hint To Section Foremen.

Some people say with a stifled yawn that Missoula is a "dead one." No one, not even the worst pessimistic tenderfoot, can say she was dead on the Fourth.

That was a big day here and even the weather man did his best to assist in celebrating by taking a rest.

It was a "sane" Fourth, but numbers on the program were so numerous and varied that no one missed the cannon crackers and usual noise.

After a lengthy and gorgeous parade of beautiful floats prepared by lodges, commercial houses and industrial workers, which had charmed the thousands of spectators, we waited breathlessly for the most novel feature of the entire program.

One hears of almost every kind of a race nowadays, but no doubt few have witnessed a handcar race. Our section boys were to race the boys from the Northern Pacific. Considering the usual rivalry between these roads, particularly in the Northwest, the enthusiasm was at a high pitch.

Our boys lost. And the rival car came in so far ahead that we were ashamed, not because our boys had not done their very best, but because it was very apparent that our handcar was not in as good condition as that from the Northern Pacific.

This should be a lesson to every section foreman on the line and they should keep their cars in good condition at all times.

The few minutes lost in those few blocks lengthen into hours when the men have to pump a couple of miles several times a day, to say nothing of more energy being required to accomplish the same results.

Let's hope that next year there will be a repetition of the "handcar race," but that the result will be as far in our favor as it was in favor of the Northern Pacific this year.

### A Hobo Cat.

A week or so ago while Superintendent Willard's car "Nisqually" was at Avery, Idaho, a black and white kitten became so attached to car or its occupants that it insisted on riding on the trucks.

The porter, a tall, lean athlete, did everything imaginable to catch this new form of hobo, but it evaded him and still persisted on staying with the car and even refused to ride inside, continuing in its perilous position all the way from Avery over the Bitter Root Mountains into Alberton, where it had another strenuous time with the porter, who insisted it must ride inside, and then on to Missoula, where car was set off of train. Still this "athletic porter" was unable to catch the cat or get it to vacate the trucks. As he would try from one side to catch it it would go to the other and keep just out of reach.

However, this feline hobo was always on hand to go out with the car on every trip until finally it lost its way in Butte while the Nisqually was being used by Division Freight and Passenger Agent A. J. Hillman. Whether it missed the usual occupant of the car and set off for Missoula in search of him on foot or simply belongs to the "lost, strayed or stolen" is just another unsolved question.

### "Pick-Ups" On The C. & M.

*Mary C. Sullivan.*

Chief Dispatcher Sizer recently had a hard time getting the telephone operator in the Railway Exchange on the wire. Finally, after many minutes, Kitty's voice was heard. "It took an awfully long time to raise you," said R. E. S. "Yes, twenty years. Number, please?" said she. And the laugh's on the Chief.

On Thursday, October 2nd, Mr. H. C. Cone, second trick operator at Wadsworth, was united in marriage to Miss Irma M. Yates, sister of Mr. G. W. Yates, third trick operator at Ranney. Mr. and Mrs. Cone are at present enjoying an extended tour of the West.

Our heartiest congratulations are extended to Mr. Cone and his bride. May they have a long and happy life!

Why does "Doc" Robar, clerk in the dispatcher's office, make such a heroic effort each night to catch CB 11? From the speed with which he leaves the office, we judge he holds the record in descending the forty-odd stairs, and we're told it's all because of a good-looking Elgin girl who rides that train.

In the line of the "cruel and unusual" should be classed Conductor "Joe" Cook's action in recently discharging the "valet" Conductor Elliott had hired. The latter is now doing his own pressing and the valet (?) is looking for pay day.

Conductor Arthur Salde and family are spending a few weeks visiting relatives in Kansas.

Mr. L. I. Perry, formerly third trick operator at Rondout, has taken the agency at Grays Lake, vice Mr. E. S. Adams, who resigned to take the position of assistant postmaster at that point.

Engineer R. H. Pritchard's little son, Roy, met with a painful accident a few days ago

## Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton  
Trust & Savings Bank**

**The Dexter Horton  
National Bank**

**Seattle, Washington**

## Kirkman's Science of Railways

Invaluable Text Books for Engineers,  
Shopmen, Trainmen and  
Other Railway Employees

*For Particulars Write*

**Cropley, Phillips Company**

TRIBUNE BUILDING, CHICAGO

## Dearborn Feed Water Treatment

*Right in Principle Economical in Application*

Made to meet actual water conditions shown by analysis—prevents foaming, corrosion, pitting, scale and leaks—saves fuel, increases life of fire-boxes and flues, reduces repair expense, increases mileage and hauling capacity and improves traffic conditions generally.

**Dearborn Chemical Company**

McCormick Building, CHICAGO

**TELEPHONES:****Harrison 5504, 404, 405 and 406****Automatic 51526****Magner, Winslow & Co.****WHOLESALE AND RETAIL****PROVISION  
DEALERS****440 to 446 South Clark Street  
Chicago, Ill.****ERNST HEG, Prop.****Established 1854**

while playing at school in Libertyville. He broke his leg just above the ankle.

Mr. G. O. Ripple, formerly agent at Cragin, has been appointed agent at Libertyville.

Baggage man E. J. Heuer suffered a stroke of paralysis while on his run from Minneapolis to Chicago a few days ago. He is able to move around again and we trust he will speedily recover.

Mr. G. C. Brown, the genial agent at Walworth, has "taken unto himself a wife." We have been unable to learn all the details, but they have our best wishes for a happy and prosperous life.

Mr. D. A. Beaver, agent Shermerville, has been appointed agent Forest Glen.

Mrs. D. P. McCarthy of Libertyville was called to Missoula, Mont., on account of the serious illness of her husband, roadmaster at that point. Mr. McCarthy is at St. Patrick's Hospital, Missoula, and his condition is reported serious. We sincerely trust that he will soon recover.

Suggestions are being received for names for Charley Alberth's twins, as suggested in the September issue, of which the following is a sample:

"Advise him to move near railroad tracks and take the names of parlor cars running on that division. An old negro down South named his twenty-seven children that way and one of his friends was heard to remark, "George's chillun sure has de darndest, oddest and fancifullest names I evah heah."

**Kansas City Division.***F. R. Moore.*

An eight-pound train dispatcher arrived at the home of Dispatcher L. B. Hanan September 16th.

Miss Marie Clifford of Dubuque freight office force spent Sunday with friends in Ottumwa.

Train Dispatcher E. J. Klahn is enjoying his vacation.

Miss Katherine Doran, stenographer in Superintendent's office, is enjoying her vacation in Montana.

Miss Ella Perry, operator Bidwell, is spending a month's vacation in Wisconsin.

F. R. Moore, chief dispatcher at Ottumwa Junction for the past five years, is appointed trainmaster of the Dubuque division, with headquarters at Dubuque, Iowa.

E. J. Klahn has been appointed chief dispatcher of the Kansas City division, succeeding F. R. Moore, promoted.

Mr. William Shea, roadmaster, has returned from Chicago where he attended the National Convention of the Roadmasters and Maintenance of Way Association of America, of which organization he was president during the preceding year.

John P. Whelan, agent at Dubuque, has been visiting friends in Ottumwa.

August Daacke, clerk to Chief Carpenter Keller, spent Sunday with relatives in Sabula, Iowa.

Mr. F. L. O'Neill, operator at Seymour, has been calling on friends at Ottumwa and incidentally angling in the Des Moines River.

William McEwen, operator at Washington, is enjoying a vacation in Seattle, Wash., and vicinity.

J. V. Tuomey, former operator on the Kansas City division, has accepted a position in the dispatcher's office at Lewistown, Mont.

William Morton, chief yard clerk Ottumwa Junction, has returned from Glasgow, Mont., where he participated in the recent land drawing.

S. J. O'Gar, general foreman, and J. H. Lord, roundhouse foreman Ottumwa Junction, are in Dubuque on business.

A new cement platform at Ottumwa Junction greatly enhances its appearance, and adds to convenience of transferring passengers at that point.

#### Scraps From the West End.

*J. H. Ginnet, Jr.*

Seattle, Sept. 29, 1913.

A. J. McCarthy, chief clerk, general passenger office, Seattle, is in the East, Chicago, Philadelphia, New York, etc., representing the Puget Sound lines, at the annual convention of General Passenger Agents; the annual meeting of the T. C. B. A. And at the "World Series" Mack is betting on the Giants.

J. M. MacLeod, who for the past three years has been P. P. O. and voucher clerk in the Seattle general passenger office, resigned, effective Sept. 15th and has been succeeded by Mr. Claud Pike, stenographer for Mr. McCarthy. Mr. Pike is succeeded by Wm. Grinnan, correspondence clerk.

The "Milwaukee" Club composed of Seattle general office employes, announce October 9th for the date of their first dance during the coming season. They will give four dances during the winter and this is the fifth season for these popular entertainments.

G. H. McCloud, agent, Everett, Wash., has of late been securing more than his share of beer shipments from the East, also quite a lot of P. P. O. passenger business from Germany. It is thought by his friends (he has no enemies) that Mack belongs to the "Stein Club"—anyhow he's getting the business.

L. Wright, chief clerk to general supt., Seattle, has just returned from a vacation spent around Cambria, Wis. (his old stamping grounds), Chicago and the East.

J. L. Criswell, C. T. A., Seattle, left the Coast on Friday, October 3rd, for a short trip through the East. Cris says he expects to locate his family some where in the vicinity of Pittsburgh, Pa., and bring them home with him, but in any event he will see at least a part of the "World Series."

The "Milwaukee" team of bowlers have joined the Seattle City League and are confident of winning the coming winter tournament. The lineup is as follows: Dick Belmont, captain, general superintendent's office; Eugene Webster, general passenger office; A. J. Scott, traffic manager's; Clarence Fowler, general freight office; Louis Groth, city office.

T. E. McFadden, chief carpenter B. & B. department, on the Coast division, whose territory heretofore has been from Maple Valley to Othello, has had his jurisdiction ex-

**Shirley  
President  
Suspenders**  
**50¢**

5,000,000 in use—  
one pair shows why

"Satisfaction or money back"  
Be sure "Shirley President" is on buckles  
The C. A. Edgarton Mfg. Co., Shirley, Mass.

**H. HAMMERSMITH**  
**JEWELER**

*Watches, Diamonds, Silverware  
Etc.*

Watch Inspector For  
C. M. & ST. P. RY.

208 Uihlein Bldg. Milwaukee

**The FLINT  
Varnish Works**

*of*

**FLINT, MICHIGAN**

**Make everything the  
Railroad needs for  
its Coach, Cab and  
Engine Work**

**Varnishes Colors  
Enamels**

**Black Engine Finishes  
Front End Paints, etc.**

*"The Flint Line Means Quality"*

tended to Malden. His headquarters will be moved from Cedar Falls to Cle Elum at once.

Mrs. Wilson, wife of Jas. Wilson, division engineer, Seattle, died on Sunday, Sept. 28th. Mr. Wilson's friends, of which he has many, join in offering sincere sympathy.

C. R. Elliot, stenographer and clerk, advertising department, Seattle, left the service on Oct. 1st to occupy a position with a large lumber company at Bellingham, Wash. Mr. Elliot has made many friends in the Seattle general offices and they all wish him success in his new work.

#### Chicago General Offices

A. M. Gleason, refund clerk in the general passenger department, resigned the fifteenth of last month to become district manager of the Illinois Life Insurance Company at Elgin, Ill. Mr. Gleason had been in the passenger department for five years. The heartiest wishes of success from his former co-workers follows him in his new position.

Ray C. McAllaster succeeds Mr. Gleason as refund clerk. Mr. McAllaster for the past two years has acted as accountant in the advertising department and has a reputation for executing his work with intelligence and dispatch.

Victor L. Hitzfield, secretary to the passenger traffic manager, has returned from Washington where he spent his vacation looking over the territory served by the Puget Sound extension. He left before the winter season set in, as he was too modest to compete with Rainier and become snow-capped like the mountain.

Fred Wallace and George Semmlow of the passenger department have just returned from Colorado. Their travelogues on the "Mountain State" are enthusiastic and interesting.

J. H. Skillen, New England freight & passenger agent, Boston; C. H. Mitchell, commercial agent, Buffalo; G. L. Cobb, general agent, New York; and Paul Guinther, city passenger agent at Cincinnati were callers at the general offices last month.

Gus Woodward, the veteran chief mail clerk in the general offices, is making an extensive tour of the west during his vacation.

C. Cunningham and Ed. King of the mail room, had a very pleasant holiday at the Dells. Since they have returned they have induced several of their friends to spend their vacations at the Dells. Good work; this helps to increase our passenger business.

While on the subject of boosting for business, the following is the result of information we received regarding a party going to Montana on Sept. 10th. We were advised about this prospective business from Lodi, Wis. Descriptive literature, etc., was forwarded to the party and W. W. Winton, district passenger agent at Madison, Wis., interviewed the man. On Sept. 21st, Mr. Winton reported that he had secured for our line five passengers and a carload of freight for Billings, Mont. Moral—Keep your eyes open and boost. Frequently, a tip will land the business.

## Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

## Every Living Man—

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

## THE BEST ACCIDENT AND HEALTH POLICIES

*are issued by the*

## Midland Casualty Co.

WM. BARNES

*Superintendent Railroad Department*

Insurance Exchange Building, Chicago

## NATIONAL BANK OF COMMERCE

Tacoma, Wash.

*United States Depository*

CHESTER THORNE, President  
ARTHUR F. LEBERTSON, Vice-President  
EUGEN T. WILSON, Vice-President  
FREDERICK A. RICE, Cashier  
DELBERT A. YOUNG, Asst. Cashier

Capital \$200,000 Surplus \$400,000

We Issue Traveler's Checks  
Savings Department

## The Pacific National Bank of Tacoma

Tacoma's Oldest Bank

United States Depository

Capital and Surplus, \$800,000.00

## Beauty and Cleanliness

(Continued from Page 5)

told you you must clean this place up or lose your job, and I've got to remove you. I can't stand this any longer." The old man sorrowfully explained that he had regularly "cleaned up, something fine," and then the G. S. never stopped off to see what had been done—so what was the use. The old man could not conceive of being neat for his own sake—but only because the boss would inspect. Therefore he could not remain in his position. So it happens that many a man who could hold a good position, if he felt the necessity of being self-respectful as well as respectful of the eyes of the boss, has to take an inferior job because he is careless about the little things. A great many little things count up in the aggregate to a good, big, substantial obstacle which will stand in the way of advancement.

### Trying.

What matters the thing you have failed to do?  
The breeze is cool and the skies are blue,  
The streamlets sing and the plains are wide  
What matters if that you failed? You tried.  
You tried to do it and failed, that's all;  
You tried to climb and you had a fall;  
There yet are prizes for you to win,  
And there's fight in you. Sail in! Sail in!

What matters the goal you have failed to make?

Pass up the grieving, forget the ache;  
The winds are cool and the skies are blue,  
And those who loved you believe in you;  
And there are goals you may yet attain,  
And there are heights that you may yet gain;  
Go to it laughing and eager eyed!  
The men who fail are the men who tried.

The men who fail are the men who went  
At a thing worth doing till they were spent;  
And it wasn't failure. You'll try again  
And you will win to the goal, and then  
You will see how deep are the skies and blue  
When the ones you love shall be proud of you,  
And what will your failure be to you then?  
Men never fail who dare try again.

—Houston Daily Post.

### Card of Thanks.

To those who so kindly assisted us during the recent illness and death of our beloved wife and mother, and for the beautiful floral offerings and other expressions of sympathy at the funeral, we take this means of thanking you.

GEO. V. FOOTE AND FAMILY,  
Conductor I. & D. Div.

## Chicago Wilmington & Vermillion Coal Co.

McCormick Building, Chicago

Genuine Wilmington Chunks

Genuine Wilmington  
Washed Egg

### "ORIENT"

Franklin County

Lump, Egg, Nut, Screenings

The best domestic coal produced  
in Illinois

Write for Prices

## McDermott's Foreign Labor Agency and Ocean Steamship Office

Our Specialty:

### Foreign Laborers

Austrians Bulgarians Italians Greeks  
and American Labor

20 Second Street, South  
Minneapolis, Minn.

112 South Canal Street  
Chicago, Ill.

207 and 209 East Third Street, St. Paul, Minn.

## Creosoted Wood Paving Blocks

Durable Smooth Sanitary Noiseless

Creosoted Timbers  
and Piling

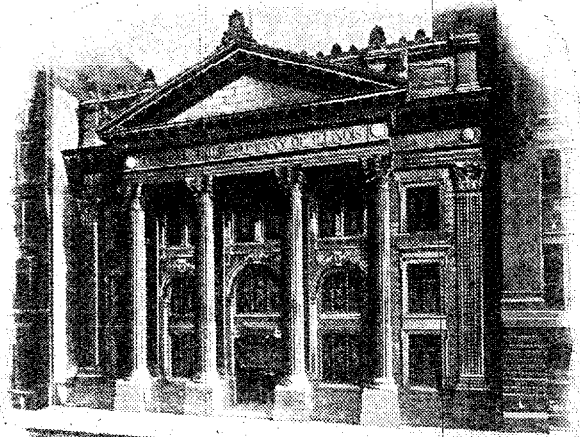
Ayer & Lord Tie Company  
Railway Exchange, Chicago



# Central Trust Company of Illinois

125 WEST MONROE STREET, CHICAGO

Capital, Surplus and Profits \$6,000,000  
Deposits - - - 40,000,000



A state bank subject to State and Clearing House examination.

#### SAVINGS DEPARTMENT.

Savings deposits made during the first ten business days of a month draw 3 per cent interest from the first of same month.

Open all day Mondays until 8 p. m. to accommodate patrons. One dollar will start an account.

#### BANKING DEPARTMENT.

Every facility for handling the checking accounts of individuals, firms and corporations. Interest allowed on satisfactory balances. Demand and time certificates of deposit.

#### BOND DEPARTMENT.

Buys and sells U. S. Government, foreign government, state, municipal, railroad, public service, corporation and building bonds. List of investments yielding 4 to 6 per cent on application.

#### REAL ESTATE LOAN DEPARTMENT.

High grade real estate bonds and mortgages, netting 5 to 6 per cent. for sale. Building loans a specialty. Reasonable rates.

#### WOMEN'S DEPARTMENT.

For the convenience of women customers of the bank a room is provided with a woman manager in charge who will assist and advise them in their business and banking matters.

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