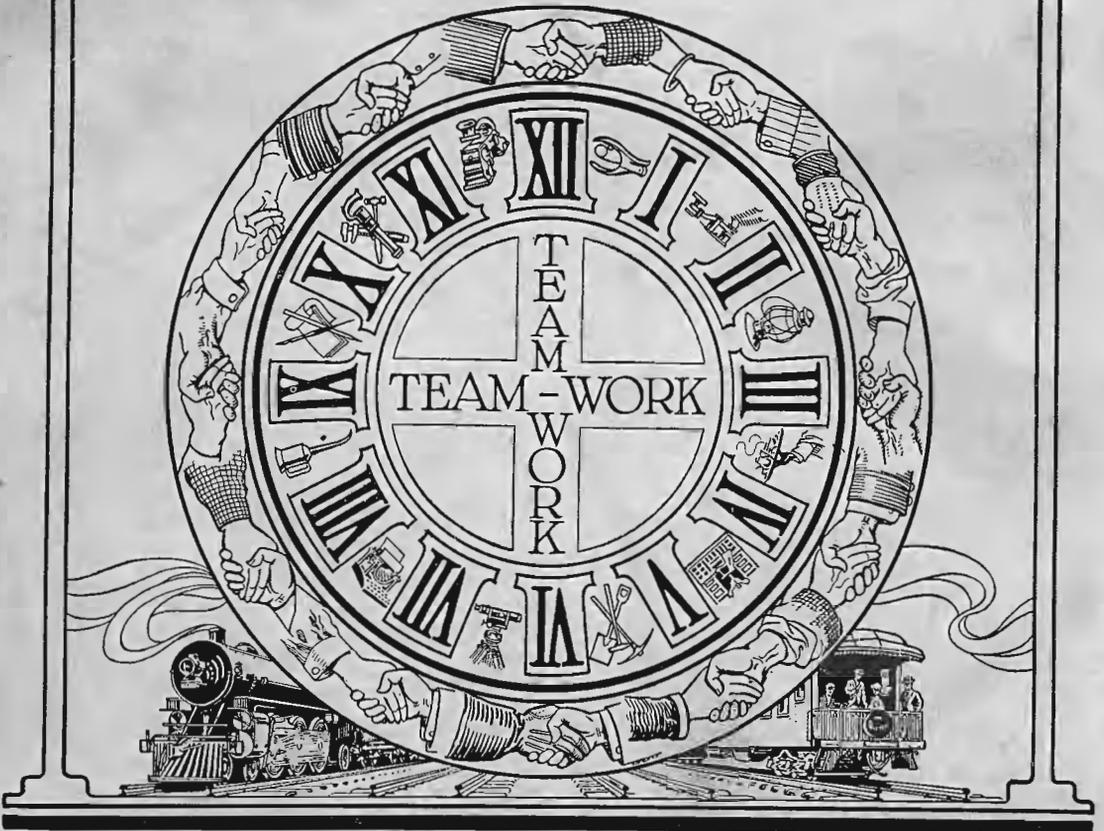


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

August

1918



VOLUME 6

No. 5

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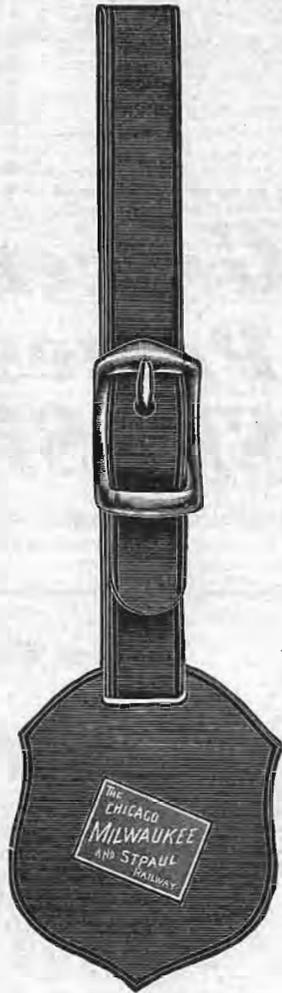
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MILWAUKEE RAILWAY SYSTEM

CONTENTS

	Author—	Page
The Willing Sacrifice of a Free People.....		5
The 4th Liberty Loan.....		6
Address by Director General McAdoo to Shop Employes.....		7
Veteran Employes Association.....		2
C. A. Goodnow Dies.....		7
Fisherman's Luck.....	Sted.	8
Our Honor Roll.....		10
Speed the Day.....	Jack Gavin.	13
Letters From the Boys.....		14
The Windy City Echo.....		16
Sentiment.....	Sted.	18
Safety First.....	A. W. Smullen.	19
News Clippings from Administration Headquarters.....		24
Claim Prevention Bureau.....	C. H. Dietrich.	25
Appointments.....		26
At Home.....		27
To Sted.....	Jack Gavin.	28
Employes' Band.....		30
Asks Trackmen to Be Patriotic.....	Chas. Boland	32
Special Commendation.....		36
On the Steel Trail.....		34

INDEX TO OUR ADVERTISERS

Ayer & Lord Tie Co.....	64	Massey Co., C. F.....	43
Bernard-Hewitt Co.....	Back Cover	Merchants National Bank.....	47
Bickett Coal & Coke Co.....	56	Midland Casualty Co.....	53
Bird-Archer Co.....	60	Miles City National Bank.....	62
Boss Nut Co.....	55	Murphy Varnish Co.....	64
Buckeye Steel Castings Co.....	64	National City Bank of Seattle.....	57
Butte College of Telegraphy.....	38	National Waste Co.....	62
Campion College.....	43	New England National Bank, Kansas City.....	62
Chicago Pneumatic Tool Co.....	63	Nuxated Iron Co.....	61
Church, Rollin S.....	62	Old National Bank, Spokane.....	45
Clark & Bro., W. A.....	59	Peabody Coal Co.....	58
Coleman, Watson E.....	60	Pyle National Co.....	57
College of St. Teresa.....	42	Robertson & Co., Wm.....	44
Commercial State Bank.....	59	Rosengrant Coal Co.....	56
Continental Casualty Co.....	45	Roslyn Fuel Co.....	60
Cropley-Phillips Co.....	41	Ross-Gould List & Letter Co.....	64
Dearborn Chemical Co.....	64	Rutledge & Taylor Coal Co.....	56
First National Bank, Lewistown.....	62	Santa Fe Watch Co.....	39
First National Bank, Roundup.....	62	Seattle National Bank.....	53
Flint Varnish & Color Works.....	63	Smith Locomotive Adj. Hub Plate Co.....	56
Franklin-Tandy Coal Co.....	58	South Bend Watch Co.....	35
Galena Signal Oil Co.....	63	Spokane & Eastern Trust Co.....	57
Hardy & Co., F. A.....	49	State National Bank.....	62
Hathaway, Arthur Co.....	58	Travelers' Insurance Co.....	51
Inter-American Supply Co.....	51	Tuller Hotel.....	63
Keller, Rec., Theo. C.....	58	Union Savings Bank & Trust Co.....	61
Larable Bros., Bankers.....	57	Williams & Co., G. B.....	64
Mass. Bonding & Insurance Co.....	47	Wood, Guilford S.....	64

I Earned \$2200 IN FOUR MONTHS



This Is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. During all those twenty years, he drew the customary monthly salary of a telegraph operator—no more—no less. One day he read one of my advertisements and the possibilities of making money in the Auto Tire Repair Business. In a few weeks, he had purchased and installed a Haywood outfit, and was doing business for himself. He was **His Own Boss**. A short time ago he wrote us that his income in four months was as much as it had been in Two and One-Half years as Telegraph Operator.

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Railway Exchange Bldg., Chicago

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CARPENTER KENDALL
Editor, Libertyville, Illinois.

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VOLUME VI

AUGUST, 1918

NUMBER 5

"The Willing Sacrifice of a Free People"

The world has been witness, the past year, and especially the past few months to the most astonishing exhibition of voluntary teamwork ever attempted or carried on. It has been the co-ordination of a free people practicing the conservation of its foodstuffs so that the warring nations who are our allies—their fighting men and the people back of the line might be fed and the great struggle for democracy be sustained unto a victorious end.

Up to the time of its entrance into the war the United States gave generously of its boundless resources to aid the suffering people of Europe, and furnished bountifully, from the surplus food and supplies of every description. But when Uncle Sam joined the fight the food situation of the forces of democracy was growing, daily, more serious. Less and less food could be produced over there and hunger menaced our Allies. It was plain that this country must make up the deficiency, to do which a certain conservation must be practiced here at home. A plan which contemplated conservation that eliminated waste, but without requiring sacrifice was immediately adopted, while every possible effort to increase production was set afoot. Thus, the summer of 1917. When the 1917 crops were harvested we found ourselves with a less than normal crop of small grains,

especially wheat, but with a bumper crop of corn. Meat and fats and sugar were also becoming scarce and the Food Administration appealed to the people for more drastic conservation of food, in order to keep up the flow overseas, and to feed and care for our boys coming into the training camps at home. Loyal to the men and women all over the land responded and the balance for a time was kept up.

But with the severe winter the food situation abroad became very disquieting and a greater self-denial was demanded of the American people. Loyal again did they respond—"The willing sacrifice of a free people." Now at the close of a year of food conservation we find ourselves approaching a splendid harvest, and to quote Mr. Hoover at a recent meeting of the International Food Commission in London, "the corner has been turned;" our friends across the water are assured sufficient food to keep up their morale, while we here at home will continue to enjoy a sufficiency. Our willing sacrifice has not caused us suffering—we have had food in plenty; it may have put our wives and mothers to some inconvenience when they were called upon to use unfamiliar materials in our familiar daily foods, but what American wife and mother with a "boy" in the army on the front line, or in train-

MILWAUKEE RAILWAY SYSTEM

to go, has counted her sacrifice worthy the name. We are all a better people, a stronger and more self-respecting people because we have learned the lesson of self-denial—and in the days to come, when the war is over and hands are stretched in friendship to us from across the sea, the memory of our willing sacrifice will be numbered together with the heroic deeds of our "incomparable army."

Here has been and is the mission of Food Control in America: "To feed the Allies that they may continue to fight; to feed the hungry in Belgium and other lands, that they may continue to live; to feed our own soldiers overseas, that they may want nothing; to keep prices steady and the flow of distribution even; that the poor at home may be fed; to make everyone's effort count its utmost for winning the war for freedom."

Here is what it has accomplished in the first year:

Wheat exports (since July 1): Estimated surplus for export, 20,000,000 bushels; actual shipments to June, 120,000,000 bushels.

Beef Exports: Ordinary rate one to two million pounds monthly. Largest single month this year, 87,000,000 pounds.

Pork Exports: Ordinary rate, 50,000,000 pounds. Largest month this year, 308,000,000.

Price of Flour (Minneapolis): One year ago, \$16.75 a barrel wholesale; present price, \$9.80 per barrel.

Price Margin (between farmer's wheat and flour made from it): One year ago the difference was \$5.68; present date the difference is 64 cents.

In General: To the farmer going to market, 27 per cent more than last summer; to the housewife buying in market, 13 per cent less than last summer.

AND THE ALLIES HAVE BEEN SUSTAINED.

The above figures are official, and of our achievements in this line, one of the commissioners in charge of the Allied Provisions Commission in New York, an Englishman, said: "America is really in this war and it is wonderful how every American seems to want to help in this particular show. It is very remarkable to see a whole nation denying itself wheaten products, not because it is short, but because it wants to assist."

In the face of the great harvest now being garnered, America stands ready to continue its conservation to whatever extent necessary—to do all it has done and very much more, if required, to win the war.

The great victory of the whole American people over itself—the self-imposed denials and sacrifice, should be the knell to any hopes autocracy may

still cherish; and while they face "the clear-eyed, modest, hard-sinewed American soldiers whose courage and daring and soldierly qualities are the amazement of Europe, and the consternation of the boches, let them pause and think of the "hundred millions of clean living, self-respecting, peace-loving, yet hard fighting nation behind them," in whose quiet determination and willing sacrifice lie the elements of the conqueror.

The Fourth Liberty Loan.

The campaign to raise the Fourth Liberty Loan is scheduled for September 27th to October 19th, inclusive, and the amount to be raised is probably \$6,000,000,000. Lots of money is needed to keep our boys in the splendid fighting trim which they have displayed in the greatly July drives, and even if everyone in the country has to sacrifice down to the very line of difference between warmth and actual cold; between indulgence of appetite and the most frugal calculation of the requirements of the body, in short if it should mean sacrifice to the hurting point, there's not a railroad man in this country or a railroad man's family who would not willingly make that sacrifice. The wage increase has given us more money, and we are in better position to subscribe to the Loan even than we were in the Third Loan Campaign, so we would all do well to prepare in advance to go over the top with flying colors. In addition to furnishing Uncle Sam the sinews of war, this investment is gilt-edged for the railroad boys who have spent their money freely and generously heretofore on non-essentials, and so have not saved a great deal of money. When these loans are paid, it will mean a little home and other comforts that possibly we would not otherwise be able to afford. Let's address ourselves to the business of PREPAREDNESS, from this time on.

S. D. Roberts Leaves Railroad Service.

Stanley D. Roberts, popular and splendid advertising head of the Milwaukee passenger department, has resigned from the company's service to accept the position of advertising manager of the Carnation Milk Company. The change means much to "Stan," both in a material advance in salary and in an opening where his special talents will gain a wide scope. He will be located in Chicago, but his business will take him far and wide all over the country wherever the "Carnation" blooms. Congratulations.

**Address by Director General of Railroads
McAdoo to Railroad Shop Workers at
Hillyard, Wash., July 22, 1918.**

Ladies and gentlemen, fellow railroad workers: I wish I could make a speech to you, but I have overstrained my voice in three Liberty Loan campaigns and the doctors have forbidden me to make any speeches for a short time, but I do want to tell you that I am glad to see you and to be associated with you in doing a very great work for our country. To us railroad men has been assigned one of the greatest parts in this war. It depends upon us whether or not the kaiser will be licked ten times as quickly as he otherwise will be. I know that we are going to lick him ten times as quickly because the railroad men of the United States are going to do their duty to Uncle Sam. You are all Uncle Sam's servants now. No private interests control the railroads any more. Uncle Sam is in command. He has his hand on the throttle. He is running these railroads and you are going to help him make a success of it. I want to give you all just as fair treatment as I know how, but we are all servants of the American people, you and I alike, and it depends upon the way in which we discharge our responsibilities, whether or not the American people are going to treat us right. The strength of our position must always rest upon public opinion. What I do for you from time to time must be done with reference to what is just, not alone to you, but to the public, which has got to pay the bill. I want to give you a square deal and the public wants to give you a square deal, but the public wants you to give it a square deal as well. When your wages are raised, how do we get the money to pay it? We have to put up the rates on all the American people and if we do not treat them fairly they will refuse to sustain me in trying to help you. I want you to help me do the square thing for the American people while I am trying to do the square thing for you. That is fair all around, isn't it? I know that the machinists and the shop men think they were not treated fairly in the original wage commission's report. There are peculiar conditions affecting the machinists and the shop men of the country, and because I recognized that I appointed a new commission, the board of railroad wages and working conditions. They have made a report to me. I am working on that report and shall render a decision on the 25th of this month. When that decision is made, I want you to know that I have conscientiously done the best I could for you, having just regards for your interests and the interests of the public. I want you to accept the decision like patriots, putting country above self or selfish interests like brave soldiers are doing in France. We owe that much to our splendid sons who are shedding their blood to make our jobs and homes safe and to save human liberty throughout the world. If we all do our duty as well as our boys are doing theirs in France, we shall soon plant the kaiser face downward and keep him there. Let every railroad man hold onto his job and back Uncle Sam to the limit.

Vice-President C. A. Goodnow Dies in Seattle

Vice-President C. A. Goodnow passed away after a short illness at Seattle on the evening of July 26th. The news of his death from heart failure was a great shock to his many friends and associates. He had been in Seattle about three weeks, and when he left home he was in his usual health and vigor. Burial took place from the family residence in Evanston, Ill., August 1.

Mr. Goodnow was born at Baldwinville, Mass., sixty-five years ago. He began railroading in the employ of the Vermont & Massachusetts R. R. when quite a boy. On 1884 he came to the Milwaukee as superintendent of construction, becoming later division superintendent, assistant general superintendent and general superintendent. In 1902 he became general manager of the C. R. I. & P. Ry., and the following year accepted the same position with the Chicago & Alton. He returned to the Milwaukee in 1908 as assistant to the president, and on July 1, 1917, was elected to the office of vice-president of the company in charge of the great electrification work in Montana. 440 miles of the line in successful operation bear testimony to Mr. Goodnow's exceptional ability and untiring endeavor. He leaves a wife and one daughter, to whom the officials and employes of the Milwaukee extend sympathy in their sudden and sad loss.

Veteran Employes' Association.

Attention "Vets." of the Milwaukee. Again it seems necessary to postpone a social gathering of the association, because of the demands upon all labor, its shortage and the heavy traffic occasioned by the war, with which nothing must be allowed to interfere. To call a meeting or not to call a meeting has been earnestly considered by the executive committee, and it was determined that times were not propitious, that employes in every department were needed "on the job" and that equipment was very fully occupied with the demands of travel, the transporting of troops and movement of freight, and that the most patriotic course for us to pursue would be to deny ourselves the pleasure of a get-together until a more favorable time.

The constitution of the association, however, requires that a business meeting shall be held for the election of officers, the hearing of the reports of the committee and the transaction of whatever business should properly come before the association. This meeting will be called for some time in September, and formal notices will be sent out giving the exact date in ample time. To conduct the business of the association, a quorum of twenty-five members is required at a business meeting, and in 1917, when it had been determined to forego the big get-together planned to be held in Minneapolis, a call for a business meeting in Chicago was issued, the result of something like fifteen or eighteen members presenting themselves. It is hoped that twenty-five may be found this year who will be willing to listen to the secretary and treasurer's report, elect some new officers and otherwise manifest their interest in the association.



Fisherman's Luck

sted.

(Reprinted from Sports Afield.)

Is there such a thing as luck in fishing? Most people believe in Fisherman's Luck, either according to the ancient adage or the contrary. I know here at home, I am considered a lucky fisherman; in fact, it has been asserted without noisy contradiction that I could catch fish on dry land,—all owing to a belief in my so-called luck. I was going fishing one day this summer and on my way to the boat landing, met a fellow townsman who greeted me smilingly and remarked, "I'll bet you catch some fish." I inquired why. "Because you are lucky. I never saw you go out but that you brought back a mess of fish."

So you see a person has to live up to his reputation and in order to live up to such a one in fishing, must have all luck on his side. I caught some fish that day, one fine bass in particular, and on my way home, with my usual luck, met the same fellow townsman, to whom I showed my catch. He looked pleased and said he would go fishing himself if he were as lucky as I was. Now let us go to the root of the matter and see what this so-called luck of mine amounts to. We will take this day of which I have made mention. The lake I fished in is a bit of water that can be fished to advantage only two or three times a season; and that is when the water is at

a certain stage. I happen to know that stage and I never go there unless the water is right. Again, the water must be neither too clear or too muddy,—the best time being when it is a coppery color that will show the bait well, but not so clear as to make the angler too prominent. Then there must be a light breeze. I do not care if the sun shines or not, nor from what direction the wind blows, but I must have the other conditions right. This day was the right kind of a day for that lake, so I knew I would catch some fish. There was not to my mind any element of luck about it. It was a combination of circumstances that I had learned by years of study, must occur to make that lake a fishing success, and when the combination was secured I reaped the advantage of my silent studies.

Arrived at the lake, all places look alike to the tyro; but I do not fish any place, hit or miss, as my inquiring friend would have done. I followed a line of action it had taken years to learn, and here was what was called my good luck in choosing spots to fish. First I went to the high bank, anchoring about thirty feet from shore, and began to fish from there. It did not look at all fishy and the ordinary angler would have passed it over. Why did I stop? Was it luck? No. I knew twenty feet nearer shore lay a huge sunken tree trunk that it had taken me six months to locate its position; I knew this tree rested at the

EMPLOYES' MAGAZINE

foot of a slight reef; I knew there was a tree at the north end of the lake, a dead stump at the south end, three elms on the east bank and a hickory on the west bank. I knew if I got in the center of the cross-lines of these four landmarks, I could cast just to the spot the bass frequented when the water was at the stage and in the condition it was on this day. But it had taken me many a long day to find that sunken tree and reef and not a few shiftings of my anchor to find the right spot to cast from, and when the right spot was found, Nature furnished the guides to hit it right ever after.

Our predictions were right. We caught some bass casting over the tree and then pulled up anchor and moved up the lake. Here was a marshy point. One place looked as good as another, but to the south of the point, in line with a cottonwood on the east bank and an elm on the west bank, was a sand reef which was located by two more friendly trees north and south. It makes a lot of difference which side of a reef you fish on. You may go along slip-shod fashion and get your bait within two inches of the edge of the reef and not get a bite all day; when, if you had gone the two inches farther and dropped over the edge of the reef, you would have had a fine day's sport. The anchorage spot here was also determined by the same process and we picked up a few fish and then away again. This time to a little bay where a farmhouse on the hills was one point and a large willow on the east shore another. After locating our position we fished what had been the best hole in the lake and did not get a bite. Now this was bad luck for fair. The average fisherman would have pulled up anchor and gone some place else. What we did was to pull up anchor, row to the spot where the fish should have been and ascertain the cause of failure. It is just as important to find out the cause of failure in a known spot as it is to learn the cause of your success, as it saves you many a profitless mile when out for a day. The cause was soon determined. The place had filled up with mud when the ice had gone out in the spring and what had been a nice sand hollow for

years was now a shallow mud flat and the fish had sought out a new spot somewhere else. The rest of the afternoon was spent locating spots, for some of the good places change every year, and when one was found it was mentally located by imaginary cross-lines with prominent shore marks that would keep it in mind for the next trip. If I had trusted to luck, do you think I would have fared as well? If you had gone there, a stranger, could you have done as well? Hardly.

The successful fisherman must learn just such little things as these on his home waters, and his guides must possess the same knowledge in regard to theirs; and then, when night comes, he knows it was not luck that filled the creel, but an actual possession of knowledge that it takes years to learn and a gift that cannot be taught by words or lessons alone.



Private John H. Costello, Formerly Conductor
C. & M. Div., Now With Ry. Engineers
Somewhere in France.



Private Frank Walker, Formerly Fireman H. & D.
Div., Now With Co. A, 61st Engineers,
Fort Benjamin Harrison.

MILWAUKEE RAILWAY SYSTEM

OUR HONOR ROLL

The following names of the Honor Roll have been received subsequent to March 1, being drafts and enlistments since that date:

HONOR ROLL.
ENGINEERING DEPARTMENT.

Name.	Headquarters	Occupation.
C. R. Sullivan	Butte, Mont.	Rodman
Ray Shields	Malden, Wash.	Bridge Carp. H'lp'r
Neis Helme	Mobridge, S. D.	Foreman
Jerome N. Wiedeman	Minneapolis	Rodman
E. M. Lawrence	Minneapolis	Rodman
Wm. E. Ring	Minneapolis	Asst. Engineer
Christopher Aasland	Minneapolis	Instrument Man
Clifford Pasco	Chicago	Draftsman
Wm. F. Bentsch	Chicago	Clerk
Carl Larson	Chicago	Draftsman
A. O. Fried	Minneapolis	Instrument Man
J. F. Connerton	Milwaukee	Instrument Man
Albert D. Millard	Milwaukee	Instrument Man
Wm. R. Helwig	Milwaukee	Draftsman
Francis J. Kelly	Chicago	Draftsman
R. L. Smart	Chicago	Draftsman
J. P. Kiley	Chicago	Computer
Alvin Matousek	Chicago	Draftsman
David Diamond	Chicago	Draftsman
F. G. Campbell	Chicago	Asst. Engineer
J. A. McGrath	Milwaukee	Timekeeper
Marcham E. Wright	Minneapolis	Draftsman
Geo. A. W. Gustafsen	Minneapolis	Chainman
Abe Buchman	Chicago	Asst. Engineer
Arthur Henke	Chicago	Draftsman & T'k'p'r
John L. Campiche	Chicago	Clerk
Clarence Seidler	Milwaukee	Clerk
A. F. Maschke	Aberdeen, S. D.	Clerk
Hubert H. Carey	Aberdeen, S. D.	Carpenter
John Povoloc	Port Atkinson, Ia.	Bridge Carpenter
Otto Palmlof	Des Moines, Ia.	Painter
H. Lagerstrom	Chicago	Draftsman
C. E. Heinbrodt	Chicago	Draftsman
F. D. Jones	Chicago	Draftsman
K. Collins	Chicago	Draftsman
L. Quinn	Chicago	Stenographer
F. S. Callendar	Chicago	Draftsman
C. E. Weinstein	Chicago	Stenographer
Ardie Wrenn	Ste. Maries, Ida.	Carpenter Helper
Geo. Grattan	Ste. Maries, Ida.	Carpenter
Tom Hopper	Ste. Maries, Ida.	Carpenter
H. L. Jones	Butte, Mont.	Asst. Engineer
T. H. Elston	Butte, Mont.	Rodman
August Nelson	Harlowton, Mont.	Carpenter
R. E. Warn	Harlowton, Mont.	Foreman
Jack Hoffman	Harlowton, Mont.	Carpenter Helper
August Levens	Harlowton, Mont.	Carpenter
E. M. Crook	Harlowton, Mont.	Carpenter
Joe W. Klanke	Harlowton, Mont.	Carpenter
Louis Tashof	Harlowton, Mont.	Carpenter
Geo. Motter	Lewistown, Mont.	Carpenter
Ed Steiner	Lewistown, Mont.	Carpenter Helper
Wm. Wallace	Lewistown, Mont.	Carpenter Helper
Walter O'Donnel	Lewistown, Mont.	Pipe Fitter Helper
G. M. Budge	Lewistown, Mont.	Carpenter Helper
Albert Swan	Lewistown, Mont.	Carpenter Helper
Andrew Tolland	Lewistown, Mont.	Carpenter
Harry L. Hill	Lewistown, Mont.	Clerk
Joe Dale	Mobridge, S. D.	Carpenter
G. C. Mason	Mobridge, S. D.	Carpenter
Jim Powers	Mobridge, S. D.	Carpenter
Archie McKenna	Mobridge, S. D.	Carpenter
Osman Satter	Mobridge, S. D.	Carpenter
Cyril Obern	Mobridge, S. D.	Carpenter
John Peterson	Mobridge, S. D.	Carpenter Helper
Wm. E. Holbeck	Chicago	Clerk
Karl Edet	Marion, Ia.	Rodman
Norman F. Podas	Minneapolis	Instrument Man
M. L. Sroetting	Milwaukee	Rodman
H. J. Oestrich	Milwaukee	Bridge Carpenter

KANSAS CITY DIVISION.

Benben Brough	Ottumwa Jct., Ia.	Operator
L. E. Coleman	Ottumwa Jct., Ia.	Operator
R. M. Johnson	Ottumwa Jct., Ia.	Operator
J. R. Kendrick	Ottumwa Jct., Ia.	Operator
J. W. Zangs	Ottumwa Jct., Ia.	Operator
Darwin Cockrell	Seward, Ia.	Operator
John Meagher	Ottumwa Jct., Ia.	Engineer
Alton T. Robinson	Ottumwa Jct., Ia.	Fireman
M. L. Nichols	Ottumwa Jct., Ia.	Fireman
W. R. Rollison	Ottumwa Jct., Ia.	Fireman
J. E. Reisch	Ottumwa Jct., Ia.	Fireman

EMPLOYEES' MAGAZINE

Name.	Headquarters	Occupation
Jas. K. Peoples.....	Ottumwa Jct., Ia.	Brakeman
Francis Heffron.....	Ottumwa Jct., Ia.	Storekeeper
L. M. Price.....	Cedar Rapids, Ia.	Switchman
I. & N. DIVISION.		
C. F. Lenehan.....	Austin, Minn.	Brakeman
M. Darr.....	Austin, Minn.	Brakeman
H. Dwyer.....	Austin, Minn.	Brakeman
F. C. Winn.....	Austin, Minn.	Brakeman
Geo. Wilson.....	Austin, Minn.	Clerk
A. E. Thompson.....	Austin, Minn.	Switchman
Myron Washburn.....	Austin, Minn.	Clerk
Eugene Herzog.....	Austin, Minn.	Clerk
Owne Cambern.....	Austin, Minn.	Switchman
Will Pless.....	Austin, Minn.	Brakeman
True Cress.....	Austin, Minn.	Clerk
Ray Whiteside.....	Austin, Minn.	Engineer
Peter Pauley.....	Austin, Minn.	Fireman
Joseph Slezak.....	Austin, Minn.	Fireman
Frank Hibbs.....	Austin, Minn.	Fireman
Ralph Jones.....	Austin, Minn.	Fireman
Carl Peters.....	Austin, Minn.	Fireman
Herbert Lauffe.....	Austin, Minn.	Machinist Helper
John Johnson.....	Austin, Minn.	Fireman
Lenord Rosvald.....	Austin, Minn.	Fireman
Robert McMahon.....	Austin, Minn.	Fireman
Carl Bastian.....	Austin, Minn.	Fireman
William Walsh.....	Austin, Minn.	Fireman
H. & D. DIVISION.		
Roy C. Phelps.....	Olivia, Minn.	Clerk
Edward Smooker.....	Aberdeen, S. D.	Section Laborer
Wm. H. Berg.....	Aberdeen, S. D.	Cashier
James Keenan.....	Aberdeen, S. D.	Dispatcher
George Crampton.....	Aberdeen, S. D.	Clerk Supt. Office
Walter Goetz.....	Aberdeen, S. D.	Stock Yard Foreman
Walter Blitz.....	Aberdeen, S. D.	Brakeman
F. Sundin.....	Aberdeen, S. D.	Fireman
I. & D. DIVISION.		
P. F. Millard.....	Sanborn, Ia.	Operator
D. E. Stevens.....	Sanborn, Ia.	Operator
R. I. Colvin.....	Sanborn, Ia.	Operator
Homer D. Hopkins.....	Chamberlin, S. D.	Operator
William Stone.....	McGregor, Ia.	Clerk
Asker T. Bergo.....	Mason City, Ia.	Ticket Clerk
LA CROSSE DIVISION.		
Chas. Ellis.....	Portage, Wis.	Engineer
Carl Hilbert.....	LaCrosse, Wis.	Laborer
Alvin Nitz.....	Portage, Wis.	Fireman
Robert Widrig.....	Portage, Wis.	Machinist Helper
John Burke.....	Portage, Wis.	Boilermaker
Lee Sincok.....	LaCrosse, Wis.	Laborer
Elmer Anderson.....	LaCrosse, Wis.	Machinist Helper
Irvine Klinger.....	LaCrosse, Wis.	Pit Shoveler
M. J. Kiggins.....	Milwaukee	Fireman
C. Heberlein.....	Milwaukee	Fireman
Myron Welty.....	Tomahawk, Wis.	Air Brake Man
B. Welty.....	Heafford Jct., Wis.	Joint Inspector
Wm. Riley.....	Portage, Wis.	Fireman
R. Klomp.....	Portage, Wis.	Air Inspector
GENERAL STORE DEPARTMENT.		
Lester Brown.....	Milwaukee	Clerk
Jas J. Roe.....	Milwaukee	Clerk
Aag. Schwalz.....	Milwaukee	Clerk
A. J. Epp.....	Milwaukee	Asst. Foreman
F. Romane.....	Milwaukee	Gang Foreman
Geo. A. Clark.....	Milwaukee	Clerk
G. H. Badger.....	Milwaukee	Clerk
Warren Badger.....	Milwaukee	Clerk
Ambrose Porth.....	Milwaukee	Clerk
Ang. Dahlke.....	Milwaukee	Clerk
John J. Nolan.....	Milwaukee	Clerk
Ray O'Keefe.....	Milwaukee	Clerk
Thos. Roe.....	Milwaukee	Clerk
W. Czajkowski.....	Milwaukee	Clerk
Prabi Banaszak.....	Milwaukee	Clerk
Robert Madden.....	Milwaukee	Hoseman
Leonard Sullivan.....	Milwaukee	Asst. Foreman
John Rogan.....	Milwaukee	Clerk
Chas. Richter.....	Milwaukee	Welder Helper
ILLINOIS DIVISION.		
Harry L. Miller.....	Savanna	Operator
Ernest C. Miller.....	Savanna	Operator
Dwight Roberts.....	Savanna	Clerk
Jerry Hansen.....	Savanna	Clerk
Chas. Severs.....	Savanna	Clerk
Ray Young.....	Savanna	Stenographer
Henry A. Becker.....	Savanna	Brakeman
Wm. May.....	Savanna	Brakeman
Carl James.....	Savanna	Brakeman
Otto Rose.....	Savanna	Brakeman
Geo. Brennan.....	Savanna	Brakeman
W. H. Weyer.....	Savanna	Brakeman
E. C. Hansen.....	Savanna	Brakeman
C. E. Owens.....	Savanna	Brakeman

MILWAUKEE RAILWAY SYSTEM

Name	Headquarters	Occupation
Wm. Knudsen	Savanna	Brakeman
A. L. Campbell	Savanna	Brakeman
Frank Benbow	Savanna	Clerk
John Altenbern	Savanna	Yard Brakeman
R. Hanson	Savanna	Engineer
Edw. Greene	Savanna	Fireman
W. R. LaRoy	Savanna	Brakeman
Edw. Behnke	Savanna	Brakeman
Will Cain	Savanna	Electrician
Charles Keenan	Savanna	Switchman
Glen Douglas	Savanna	Brakeman
Germaine Connors	Savanna	Boilermaker
Lester Stoltenberg	Savanna	Fireman
Walter Dummer	Savanna	Brakeman
Clifford Dulen	Savanna	Brakeman
Wm. Hammerstein	Savanna	Roundhouse

R. E. Ogg	Perry
Ralph Seager	Marion
Oscar Curtis	Perry
Wm. Barrow	Perry
Ben Spence	Perry
Frank DeWitt	Perry
Ralph W. Murphy	Jamaica
Harold Akers	Manilla
Charles Stoner	Perry
Ray Burns	Perry
Harold Stoner	Perry
Hekper	Perry
Barton Livingston	Perry
Joe Burns	Perry
Marl Marchant	Marion
Ralph Sweager	Marion
Grover Patterson	Marion
J. E. Guler	Marion
Clark	Marion
Church	Marion
C. W. Hapke	Chicago

IOWA DIVISION.

Operator
Switchman
Station Helper
Freight House
Engineer
Fireman
Fireman
Machinist
Machinist
Boilermaker
Operator
Switchman
Engineer
Fireman
Fireman
Fireman
Brakeman

C. & M. DIVISION.

C. Kinsella	Chicago	Brakeman
Thomas Highes	Chicago	Brakeman
H. J. Calligan	Chicago	Conductor
J. H. Costello	Chicago	Conductor
Milo Pluck	Chicago	Brakeman
E. J. Moran	Chicago	Brakeman
D. T. Healy	Chicago	Brakeman
E. F. Schirmer	Chicago	Brakeman
H. E. Olsen	Chicago	Brakeman
T. J. Lodge	Chicago	Brakeman
W. O. Olsen	Chicago	Brakeman
E. O. Strommer	Chicago	Brakeman
A. Burge	Chicago	Brakeman
C. Dusold	Chicago	Brakeman
T. Hayden	Chicago	Brakeman
A. Moritz	Chicago	Brakeman
A. Bond	Chicago	Brakeman
Chester Holden	Chicago	Brakeman
T. McCauley	Chicago	Brakeman
G. E. Hugh	Chicago	Brakeman
T. C. Suidam	Chicago	Brakeman

CHICAGO TERMINALS.

Chas. Albrecht	Chicago	Trucker
Edw. Aulert	Chicago	Caller
Ciro Baldassaw	Chicago	Trucker
Leon Butkowskie	Chicago	Trucker
W. H. Campbell	Chicago	Caller
Chas. Cullen	Chicago	Yard Clerk
Wm. Doornbosch	Chicago	Clerk
Wm. P. Goggin	Chicago	Trucker
Adolph Hausserman	Chicago	Checker
Ed. Hegardt	Chicago	Clerk
Geo. Fuller	Chicago	Trucker
Joe Kaleczny	Chicago	Trucker
K. Leigh	Chicago	Clerk
Arthur E. J. Miller	Chicago	Trucker
S. A. Rogaczewski	Chicago	Clerk
Carl Schulteis	Chicago	Trucker
Steve Shimky	Chicago	Trucker
J. J. Vanderhulst	Chicago	Trucker
H. L. Stahl	Chicago	Clerk
Walter A. Keller	Chicago	Ticket Clerk
Frank Miller	Aberdeen	Machinist
Benjamin Thill	Aberdeen	Machinist
Frank Moudry	Aberdeen	Boilermaker
Fred Ehr	Aberdeen	Boilermaker
Lloyd Cable	Aberdeen	Engineer
T. Sundem	Aberdeen	Engineer
O. A. Mettitt	Aberdeen	Engineer
Wm. Dussell	Aberdeen	Fireman
Gordon Copping	Aberdeen	Fireman
Allan Cushman	Aberdeen	Fireman
Wm. McFall	Aberdeen	Fireman
Frank Whalen	Aberdeen	Fireman
Joe Hund	Aberdeen	Fireman

(To Be Continued.)

EMPLOYES' MAGAZINE

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General

NORTHWESTERN REGION

CHICAGO, MILWAUKEE & ST. PAUL RY.

OFFICE OF FEDERAL MANAGER

CHICAGO, ILL., AUGUST 1, 1918

The following appointments are effective this date:

ASSISTANTS TO FEDERAL MANAGER

MR. D. L. BUSH.....Chicago, Ill.
MR. J. W. TAYLOR.....Chicago, Ill.

GENERAL MANAGERS

MR. J. T. GILLYCK...Lines east of Mobridge, S. D....Chicago, Ill.
MR. H. B. EARLING...Lines west of Mobridge, S. D. .Seattle, Wash.

TRAFFIC MANAGER

MR. R. M. CALKINS..All Lines.....Chicago, Ill.

GENERAL SOLICITOR

MR. H. H. FIELD....All Lines.....Chicago, Ill.

CHIEF ENGINEER

MR. C. F. LOWETH...All Lines.....Chicago, Ill.

PURCHASING AGENT

MR. W. A. LINN....All Lines.....Chicago, Ill.

FEDERAL AUDITOR

MR. G. J. BUNTING..All Lines.....Chicago, Ill.

FEDERAL TREASURER

MR. A. G. LOOMIS...All Lines.....Chicago, Ill.

Officers reporting to those named above will continue their present duties unless otherwise advised.

H. E. BYRAM,
Federal Manager.

Approved:

R. H. AISHTON,
Regional Director.

Announcement of the election of corporation officials will be made later.

Letters From "Our Boys"

The boys of the railway regiments who went over last summer, have been having their leaves of absence, and these occasions have been made the opportunity, by many of them, for a bit of "foreign travel." The following from Corporal Arnold to his uncle, C. C. Dimock, in Chicago, contains some excellent description in small compass. The letter is dated April 7

Fred Allen, a Savanna comrade, and I, got a ten-day leave, including traveling time. We left headquarters on the Narrow Gauge. We went to Bar le Due, then we changed to the Standard Gauge, for Paris. We arrived at Bar le Due at 9.30 p. m., and the Rapid Express was due for Paris at 11 p. m., but it was an hour late so we walked around town for a while, then had lunch at a soldiers' canteen, like all the others. We bought a lot of bread and some cheese, also a bottle of wine (that is all you can get to drink here). The wine is not very strong—more like grape juice. Then we went back to the station, found a soft seat and rested. The train pulled in at 12 m. sharp. Every car was crowded, so we lay flat on the floor in our compartment. It wasn't bad—only woke up once—when we started after laying outside Chalons for about three hours on account of the Germans dropping bombs on the place. We were due in Paris at 7 in the morning, but did not get there until 3 p. m. They held us outside of Paris four hours. That was the first day the Germans shelled Paris with the long distance gun. I thought we never would get there.

We went to the Y. M. C. A., which is a very nice place. It is a hotel which has been taken over; has very good rooms, all for four francs and up. They serve excellent meals. For breakfast you get a pot of chocolate or coffee, two eggs, ham, butter and bread, for a franc and a half. Sunday morning a shell hit one block from where we were standing, so I walked over to see what had happened. When I came to the place I met Flovd Efferding. He came up and slapped me on the back. What do you think of that? Meeting a fellow from your home town and living only a block from your home, at that? After the shell hit, President Poincare and a couple of French generals came and examined the place.

We took the Y. M. C. A. motor car trip around Paris, and it was a fine trip. I saw the plane Guyumar brought down with nineteen boches; also a couple of large German Gotha aeroplanes that were brought down in recent air raids on Paris. We visited Napoleon's tomb, and in the afternoon went to the park and took a ride on the old Ferris wheel that used to be in Chicago. It gives you a good idea how Paris looks.

They sure have traffic rules in Paris. If you get hit by an auto they fine you, not the auto driver. That sounds funny, but it is true. We rode out to the park in a taxi and it took us over three-quarters of an hour. We went like the dickens down the grand boulevards, all of thirty miles an hour. John D. did not have anything on us, and it cost us three francs. It doesn't make any difference whether there is one or five, the price is the same.

We left at 8.20 in the evening and were in Marseilles the next morning. We had a first-class compartment and slept good all night. Ordinarily it does not take so long to go from Paris to Marseilles, but since the war the running time is slower. Will tell you more about the trip in the next letter.

The next letter, dated April 14, takes up the narrative.

I will tell you a little more about our trip, but want to tell you a few things we saw round Paris. First, when we took the Y. M. C. A. trip. First we rode down Grand Boulevard, which changes its name seven times. We then passed Juliet Colonne in the Place de la Bastille, where the infamous prison stood. The people demolished it July 14, 1789. The Y. M. C. A. man said the French people



Edw. Morrow, Fireman U. S. Destroyer Trippe.

observe the day as we do July 4. We visited the Cathedral de Notre Dame, built in the twelfth century. From there we went to the Louvre and walked around in the gardens, but were not allowed in the buildings. The palace is supposed to contain the largest art collection in the world. It covers forty-eight acres and only the Vatican at Rome can be compared to it in size and magnificence. We stopped in front of the Eiffel Tower, 948 feet high. It is now being used by the government as a wireless station, and you are not allowed within one hundred yards of it. We passed the Palace of Justice where Bolo Pasha was tried and sentenced. It certainly was a grand trip, took about three hours and cost five francs.

The city of Nice is a beautiful place, not a seaport like Marseilles, dirty and tough looking. Mostly rich tourists live there; in fact, they are all along the seashore between Nice and Monte Carlo. The first day in Nice we spent looking around, climbed part way up a mountain overlooking the city—a beautiful view. On the way up were roses and many other flowers in full bloom; also oranges and lemons. Between Marseilles and Nice about all you see is vineyards and olive trees. Coming out of Marseilles we met a very nice young man, an army field clerk, George Pollock, from Iowa, and we were together for the rest of the trip.

The second day we went to Monte Carlo on the tram car, which takes about two hours. We left Nice early so we could reach Monte Carlo before 10 o'clock, when they start playing in the Casino because you are not allowed in there after the gambling commences. An usher took us all around and explained everything to us. We bought a couple of poker chips, five francs apiece. In the afternoon we took the tram car over to the Italian border, which is marked by a large white triangle painted on the face of the rock. The guard let us walk a little way into Italy. We found an Italian woman selling post cards and stamps and we bought a few because she would mail them in Italy.

The ride on the tram car is certainly beautiful. All the way from Nice to Monte Carlo you ride along the side of the mountain overlooking the Mediterranean.

If plans work out right, by the time you receive this letter I will be moved where the Germans can throw hand grenades at us.

From Corporal B. D. Inslee of the 1st Signal School Depot Division. U. S. A. Post-office 7272, A. E. F., France.

The following is the latest received from Captain Horton. It is chatty and cheerful, just like "One T. P." himself. He is a modest man and averse to being "in print," but we hope it is not imposing on his good nature

MILWAUKEE RAILWAY SYSTEM

augout, and sure need it, as the Germans throw over a few every once in a while.

I haven't heard from any of the boys for a hell of a while. I suppose they are too busy on a ship some place and can't get time to write. I hope you got the pictures all right. It was the first chance I got to get any taken and they weren't anything extra.

Say "hello" to the fellows for me and write soon.

Yours truly,

JACK COSTELLOE,
Company B, 16th. Infantry.

I received the March Employees' Magazine all right and was glad to get it. Will save it and read it in the trenches. J. C.

May 17—Didn't get this mailed so will add a little to it. We got back out of the trenches all right. I got the April Employees' Magazine all right and have read most of it. There are several boys here from the Milwaukee and I pass it around.

C. & M. Division employes, especially, will be interested in the following from former Conductor James Calligan:

Hello Jim and All:

Well, the same old story, nothing to do until tomorrow. Some job, isn't it? Ten p. m. here, 4 p. m. there, but by French time it is now 22 o'clock. Well, as I have a night job over here I manage to get by, but so far from being reduced from a big O. R. C. to the present business, it is a promotion, and think I will be able to Cut the Buck. If I make good here, me for a job in the superintendent's office and then I will be able to order all of you around while I can be sitting down and looking out of a window at the snowfall and the pretty Janes going by. Won't that be fine. But laying aside all kidding, I guess I will be back on the good old red caboose with the flat wheels. I suppose there are a good number of them right now, and that all the young runners are working and making 190 good iron dollars every month. Well, that was the reason I got hump-backed carrying all that stuff around. But there is little danger of that over here where a man is more apt to become cross-eyed looking for it. The only time you are overloaded with French money is when they make change from five francs, which is equal to about \$1.16 in our money. The pennies are as big as dollars, and they manage to give you all small change. I had to turn in my clothes account of the money wearing the pockets out—so rather than turn in any more clothes, I go without the change. Well, Jim, how are all the wheels turning right at the present time, and if it is good, and with that increase in salary, bet you will all be able to make both ends meet and not kill yourselves. Hear you have a new brakeman, and her name is Maggie. Say, Jim, what is the matter with all of you that I never hear from any of you if Old Sandy doesn't write. It was too bad about Dad Strong's wife dying, and when you see him just say sympathy for me, and if you ever see Kirk, tell him I would like to hear from him occasionally.

My health is the very best, only get a little homesick on occasions, but get over it all right, and we will all be together in some sort of weather, and hope it is soon. Say, Jim, did you and Elsie go to mother's grave on Mother's Day and on Decoration Day? Keep up the grave, for that is the least you all can do. And after telling you that we are having great weather here, and sending love to yourself and all the rest of the family, and Blanche, and not forgetting the two dogs, I will close.

As always, your brother,

HAROLD.

Company E., 21st Engineers, A. E. F., France.

Write soon and tell the rest of the boys to drop a line.

Fort Benjamin Harrison, June 1, 1918.

Dear Friends: I have been here two weeks now and am getting used to army life. There certainly is no shortage of railroad men here. They have six regiments of engineers that I know of. We are nearly all supplied with uniforms now with the exception of hats (they didn't come in large enough sizes). We have blue overalls and jackets to drill in and uniforms for dress. Our food is good and lots of it. The inoculations have laid up quite a few of the bunch of us, but nearly everyone is around now. We have a Y. M. C. A.

right close to our barracks and it certainly is a fine thing for the men in the army and the people at home can't do too much for the Y. M. C. A. Best regards to all the boys on the old H. & D.

Yours truly,

PTE. WILLIS W. WRIGHT,
Fort Benjamin Harrison, C. C. 63rd Engrs., Ind.

From Chas. F. Ellis, Co. B, 39th Engineers.

To My Co-Workers on The Milwaukee:

As there are a great many of you who because of different reasons are unable to join the colors, I will give a short sketch of camp life as it is.

After being carefully examined by a staff of some forty doctors besides their helpers, one is either told "you did not pass," or else "you are enlisted into the service." The first shot one gets is not bullets, but needles used in vaccination to keep the boys immune from different diseases. This operation covers a period of three weeks and consists of three different shots. After this is over one is taken to the quartermaster where the following articles are handed you: Two pairs woolen trousers, 2 woolen coats, 1 pair of russet shoes, 3 pairs of stocks, 2 pairs of trench shoes, 3 suits of underwear, 2 woolen shirts, 1 hat and hat cord, 1 overcoat, 1 slicker, 1 gun, bayonet and scabbard, 1 cartridge belt, 1 haversack and pack carrier, half a pup tent, pole and stakes included, 1 mess equipment, 3 woolen blankets, and last, but not least, a bed tick. As soon as you receive the tick you at once proceed to get the straw inside of it for future use. Then you are put to use cleaning up the ground and digging ditches for drains. After this work is completed you are placed in the awkward squad to begin your military education. After a few days of drilling you begin to drill in earnest, in squad and company drill, besides standing guard.

You are now introduced to the trench tools, eight pieces being handed to a squad, and the corporal in charge gives each man one piece. It may be a wire cutter, a shovel, a pick or an axe. In this branch next comes a gas mask drill; semaphore and flag drill, bayonet drill and rifle firing. Next you begin to take short hikes, say from ten to fourteen miles in an afternoon, carrying a pack of only sixty-five pounds. You take these twice a week, and, believe me, they are somewhat different from running over the tops of eighty-five long or handling a "louie" on the local twelve hours a day. But it's all in the game and no one ever dare say that an employe of "The Old Milwaukee" was not game, and yours truly doesn't intend to be the one to cause them to say anything different from what has always been said. Would love to get letters from any or all of the boys on the La Crosse Division or any other part of the "Old Pike."

Should this find its way to the readers of our magazine I will perhaps come again from "over there somewhere." (Come on.—Editor.)

The Windy City Echo (Count the Letters.)

Courtesy of Lieut. F. R. Doud, the Magazine has received a copy of the June issue of The Windy City Echo, the unofficial organ of the 13th Engineers, and one of the most interesting bits of news on the front page is the announcement that through the generosity of the regiment the Echo has purchased a War Orphan, publishing a letter telling all the god fathers and all about the child whose name is Odette Tabary, and whose age is 3 years. The letter was dated at the American Red Cross, Paris, on May 14, and follows:

The Windy City Echo, 13th Engineers, A. E. F., Secteur Postale 215.

Dear Sirs: It gives me much pleasure to answer your most generous offer to care for a war orphan. I present to your attention little Odette Tabary, born at Beugny, near Arras, on May 22, 1915.

Before the war, the family composed of the father, mother and two children were happily situated in their own home in the Department of Pas de Calais. The father joined the colors on the declaration of war and won the grade of second lieutenant. He died in July, 1916, of wounds received in battle. Madame Tabary and her children were held as prisoners by the Germans. They

EMPLOYES' MAGAZINE

were kept nine months in captivity and suffered so cruelly that the elder child died some time after they were repatriated. Madame Tabary has with her an aged mother and sister, both victims of ill-treatment. She also has a brother at the front and one a prisoner in Germany.

Odette is a dear child who has resisted the strain to which the others have succumbed. I shall send you her photograph within a week and will ask her mother to write to you. We will keep you informed as to her progress and needs.

Very truly yours,
(Signed) MARIE PERRIN.

The Heather Hill Masonic Club of the 13th Engineers has also adopted an orphan, theirs being a little French lad.

The Windy City Echo is running an interesting history of the 13th Engineers, the June issue being the tale of their voyage over seas and their reception in England.

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SEASON NOW OPEN.

Our "Scenic Railroad" surpasses any of its kind in the world for curves, inclines, declines and speed. "A bump with every stop, a stop with every bump."

AFTERNOON DANCING.

Latest Steps.

"Squads Right, Ho!" Up-to-Date Drills
Fox Trot "Dismissed."
Waltz, "Double Quick."

Note—"Hesitation" Steps barred.

Famous

CAFE "COME-AND-GET-IT."

Service Supreme.

"Scabafet" performances by world's greatest artists of "Knife Swallowing." Patronized by all. Dishes famed throughout the A. E. F.

Specially prepared Rice. "Our Coffee" None like it, we roast it ourselves.

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"Guess What" Pudding.

HIT THE BULLS EYE BOYS.

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A Reward for those who make good.

EXTRAORDINARY ATTRACTION.

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(Sousa's only living rival)
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Recital off and on—mostly off.

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OPEN TO ALL SOLDIERS IN UNIFORM.



Corporal John Haddock.



Machinist Mate Wm. Haddock, U. S. S. Alabama.

The above pictures of the Haddock boys show two sons of the late Peter Haddock, engineer on C. & M. Division for twenty-five years, and brothers of C. & M. Division Conductor Earnest Haddock. John was formerly machinist apprentice at Milwaukee shops, but upon the declaration of war with Germany, he immediately enlisted and is at present somewhere in France, corporal in Company F, 127 Infantry. He is one of the youngest officers in the service, being but 17 years old.

William Haddock, formerly machinist at Milwaukee shops, enlisted in naval service in 1917 and holds the position of machinist mate on U. S. S. Alabama, somewhere on the Atlantic conveying transports. When at the shops Mr. Haddock was in charge of the acetylene welder.

Together Again After Thirty-Seven Years.

There are now working together at the Second Street crossing near the depot in Milwaukee, three old employes who worked together at the old depot on Reed street back in the '80s. They are Henry E. Putnam, flagman; Daniel Sullivan and A. B. Carpenter, gatemen. While at the old depot Putnam was night passenger agent and watchman; Sullivan and Carpenter worked in the baggage room and general baggage agent's office. Sort of a family reunion after thirty-seven years of parting.

EMPLOYES' MAGAZINE

were kept nine months in captivity and suffered so cruelly that the elder child died some time after they were repatriated. Madame Tabary has with her an aged mother and sister, both victims of ill-treatment. She also has a brother at the front and one a prisoner in Germany. Odette is a dear child who has resisted the strain to which the others have succumbed. I shall send you her photograph within a week and will ask her mother to write to you. We will keep you informed as to her progress and needs.

Very truly yours,
(Signed) MARIE PERRIN.

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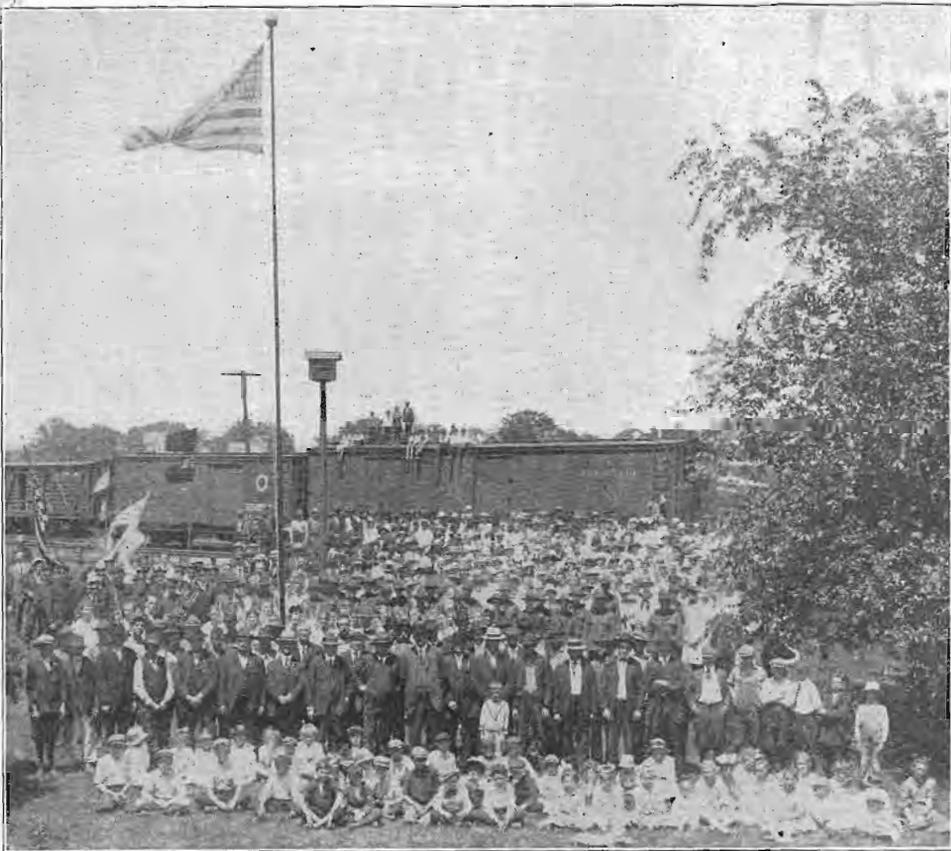


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Flag Day at Horicon, Wis.

All employes at the above terminals and many citizens participated in the ceremonies which were carried out with a genuinely patriotic spirit. The attendance at the Horicon numbered about 800 and at Mayville from 250 to 300. The Horicon band and community chorus participated in the ceremony at Horicon.

News From Engineering Department Employes in Military Service.

The July issue of the Magazine showed a reproduction of the service flag of the engineering department with 230 men in service. Since then the number has been increased to 238 and the names of these additional men and also of those who entered the service since the last list was printed will appear in the Honor Roll.

Encouraging and enthusiastic reports are being received from time to time from the men who are overseas or in the camps, and the latter are all eager to join the former.

C. F. Urbutt has been appointed second lieutenant and is now in Washington assigned to the Construction Division under Major Doty.

Cards announcing the safe arrival overseas of Lieut. J. T. Osborn, Sergeant Bernard Evander and Private Carl Larson, all of the 23rd Railway Engineers, have recently been received.

Sentiment.

Sted.

There is sunshine in the shadows when the beams come stealing through, it's the boys from o'er the ocean, and their dear, red, white and blue; it's their cheery ways and manners and their vim while in the trench, it's their loyal "hit 'em harder" that will make the Germans wretch.

There is hope when one is wounded, if he spots the white-robed nurse, and that little badge of courage that has wrung the German's thirst; but we love her, every soldier, for the noble deeds she's done; she's the standard when we're stricken by some devilish heathen Hun.

It's the Yankee men and women that will knock the German prop, it's our friends from o'er the ocean that will loose the final drop; when the last big strife is settled, when the Germans bite the dust, God bless the Yankee girls and boys, they'll deal the final thrust.

Safety First

A. W. Smullen, General Chairman

Prairie du Chien and Mineral Point Divisions' Safety First and Proper Handling of Freight Meeting Held in Madison, Wis., May 23, 1918, at 7:30 P. M.

There were in attendance approximately fifty employes and divisional officers and their staff. A number of agents from stations along the line came to attend the meeting. Many of these agents were obliged to spend greater part of the night in returning home to resume their work following morning.

Mr. J. A. McDonald, superintendent, acted as chairman. He opened the meeting by telling what had been accomplished by the Safety First Movement, and that while the employes had done much to improve general conditions and minimize accidents, constant and continued alertness on the part of everyone was required. With so many at the front fighting for liberty, it behooves each one of us to do his bit at home and conserve labor, ever to remember, not only safety first, but safety always, for every day a man is laid up on account of injuries the productiveness of the nation is reduced by just that much, which in the aggregate is a very serious waste.

J. I. Campbell, district safety inspector, acted as secretary. He told his audience that he was here to co-operate with them and assist in correcting the unsafe practices or any dangerous conditions that existed that might result in injuries to employes or the public. Whatever results could be attained or accomplished would reflect to the benefit of the Safety First Committee and the division employes as a whole.

The chairman called first upon W. Hickey, roadmaster of the west end division. Mr. Hickey said he favored meetings of this kind. He was of the opinion that much information was imparted that was assisting him and men in getting at the desired results in keeping the property in safe condition for travel and the workmen.

Mr. Prien, ticket agent, said: "As these meetings progress, the developments of the safety first ideas are fast making their appearance. I am in and about the yards and depot premises considerable. I am at times obliged to ride trains, everywhere I observe there are indications that safety first has been preached. It is being discussed among employes, arguments are advanced as to what is the necessary precautionary measures. Men who at one time ridiculed the ideas and purposes of the movement now are being gradually convinced that it is wholly inaugurated for their benefit as well as the public to whom we owe our united efforts to safely guide over our rails or while in our charge. I believe the meetings which are being conducted by the various committees similar to this one are absolutely essential in order that the employes will become more acquainted with the merits of the proposition. It is education and exchanges of ideas that develop efficiency. Yardmen and others in and about the railroad yards formerly would permit material and other obstructions to lie around unmolested, whereas, now they take particular pains to remove same and thereby make it safer for the man that follows. Animosity resulting from criticism and reporting delinquencies on part of employes of one department as against another is fast wearing off. A switchman may report an overlooked defective coupling and the car foreman accepts the report without malice, fully understanding that the oversight was not open to criticism, but merely a safety measure based upon co-operation. Accordingly he makes the repair and forgets the report. We are here tonight to advance suggestions and also give our evidence of the observations made with view of having these practices corrected. I wish to call the attention of the committee to the way express trucks are being handled by the express employes. They often leave them standing unprotected when trains move in or out of the terminals. They also permit them to stand too close to the cars, giving

no room for clearance. We are also not immune from this criticism. Our men are handling baggage trucks in the same manner and no doubt many of you have noticed narrow escapes when a train pulls out and some passenger jumps off just escaping the truck which stands near the track. Another thing I have noticed is the bad condition of some of the public railway street grade crossings, their width with respect to the established width of the street. A few months ago a jury awarded several thousands of dollars to a lady who had fallen out of a vehicle due to rough crossing on a main highway. This was on the I. C. Ry., a few miles south of Madison. Several planks were removed and hence the vehicle in which she was riding bumped to such an extent that she was thrown out and hurt her back. Street and highway crossings have often very narrow planking, much narrower than the macadam or improved portion of the street and unless drivers are familiar with the situation the speed they have attained carries them over the rails instead of the planking, due to the fact that they have no time to turn inward. A few nights ago a man came speeding along the highway keeping close to the curb. He was apparently of the opinion that the street line continued across the tracks, but instead it narrowed, and result was he went over the rails, throwing his little girls out on the tracks. It seems to me that where there are conditions as this existing an appropriate sign should indicate narrow crossings, or something similar. I think this about all and will give way to someone else."

The next man called upon was J. O'Connell, yardmaster at Madison, who reported that conditions at Madison were fast improving and that his men were following the rules and suggestions as prescribed by the safety first committee. Mr. O'Connell spoke of warnings issued and which were generally observed by his men.

Trainmaster Sizer, in a lengthy statement reiterated several of his experiences in which he called attention to practices prevailing and steps which were being taken to effect improvements. He made a very sound and logical plea for the betterment of certain conditions, both with respect to safety first and also safe handling of freight.

A. J. Klumb, division master mechanic, told of conditions at the roundhouse and the efforts which were made to keep the safety appliances on engines and the machinery in safe condition. He also mentioned the fact that someone should investigate a proposition to prevent the promiscuous running of employes across the tracks and crawling under and through trains while passing thru and from the superintendent's office to the roundhouse. The chairman appointed Mr. Klumb a member of such committee and to report subsequently.

Everybody was at attention when Otto Kloetzer was called upon to say something. He usually has some valuable information up his sleeve and is brief and to the point. He advanced some ideas which were essential to the problem and will assist in stimulating interest to a great extent. He had been reading up on the questions at hand and referred us to a very instructive pamphlet issued by the Grand Trunk Railway.

The presence of O. D. Aeppli was observed and he was asked some questions which were answered in such a way that all present got much valuable information. Mr. Aeppli also spoke of the great interest and wide awake pains that were taken by the employes on these two divisions and that his general observations would indicate that much co-operation is being displayed.

William Dunn, freight house foreman, told of activities in the freight house with respect to safety first, and asked for certain improvements which would justify still further better working conditions.

We also heard from E. J. Belzier, chief clerk

MILWAUKEE RAILWAY SYSTEM

freight office, who while a new comer, manifested himself as being alert in watching out for the safety of employes, public and property of the company. He gave his view as to methods which should be adopted by the several outside departments as to making some of the equipment and machinery more safe. For instance, he stated that a running board of a certain switch engine had become loose and dipped considerably and in this way had a tendency to cause a switchman to slip off. The roundhouse foreman was told and the defect was repaired.

W. J. Fagg, freight agent, also contributed to the meeting's success by giving some of his experiences in the past as to some precaution which should be taken both as to his department and others with which he comes in daily contact. Mr. Fagg has been around the Madison yards all his life and tells of the vast improvements made in the last few years with respect to safety first. He emphasized the fact that tools and working equipment was better cared for in recent years and that accidents in and about his jurisdiction were greatly reduced.

The safety first portion of the meeting ended by a general discussion participated in by everybody, after which Superintendent Macdonald presented J. M. Heath, A. F. C. A., who was to give a talk on the "Proper Handling of Freight."

Mr. Macdonald said in part:

"I wish to call your attention to the reports issued by the freight claim department of the tremendous and alarming increase in claims and referred especially to the numerous small claims which might have been prevented; and in comparison with other western lines the record of this company was very poor." Superintendent Macdonald further stated that it afforded him great pleasure to have present Mr. Heath, assistant freight claim agent, as many of those present, no doubt, are desirous of listening to him and later to have an audience with respect to further information.

Mr. Heath outlined in detail the purposes of the movement and called the attention to the manner in which agents, trainmen and others should see that cars with certain commodities should be loaded, variations being made as to class of commodity. He impressed the hearers that with a little care much of the damages to freight could be averted. His illustrations as to how freight should be piled and the separation of same into piles destined to various points en route on way freights was a very valuable lesson to the men engaged in handling freight.

During his talk, which was interrupted with interrogations from the agents and others, much was brought out for the benefit of the employes. One agent said that way freights hardly stopped long enough at his station to give the proper length of time to get out all the freight and consequently was carried by. It would take several days before the articles would return and sometimes in a damaged condition owing to the frequency of handling same. Other agents complained about the manner in which the packages were constructed, claiming they were frail and easily broken apart, or became torn. They were advised that Mr. Halderman of Milwaukee would be pleased to take up the matter with the shippers and issue instructions that unless better crating and packing were forthcoming and provided the shipments would be refused.

The checkers, clerks and others in the Madison freight office and freight house were brought into the general discussion as to the methods used by them in loading freight. It was stated that some complaint arose or originated at Madison because not enough care was exercised in loading freight properly. However, the reasons assigned were very plausible and with the aid of the suggestions made by Mr. Heath, no doubt better results will come out of it. The loading at Galewood and Milwaukee were discussed and somewhat criticised by those who had the wrong idea, but this matter will also be gone into more thoroughly.

The meeting closed about 11.00 p. m., and Mr. Heath was still talking at 11.30 p. m. with groups of men who became interested in his work and mission.

Before the meeting closed a new committee was to be voted on by ballots, the result of which was to be declared by Superintendent Macdonald later.

Chicago Terminal Meeting.

A division safety first meeting was held at 2 p. m. Thursday, July 12, with the following in attendance:

J. F. Kaee, A. J. Hasenbalg, J. Costello, J. Grunau, L. A. Smith, E. C. Summers, J. Carroll, F. M. Black, L. L. Gay, W. H. Gesler, E. Hale, J. Dulen, W. A. Moberly, R. L. Blakesley, P. L. Markey, Thomas Galey, J. H. Clues, L. Scharf, W. C. Bush, A. H. Scharenberg and C. S. Christoffer.

The meeting was opened with a short talk by the chairman and the suggestions made by employes at our last meeting were checked over with the result that all the suggestions, with the exception of one or two, which will be taken care of, were all properly handled.

We were very pleased to know that the fire brigade at Galewood was now well organized and prepared to furnish first-class service at any time.

Foreman Dulan of Western avenue coach yard, in charge of the coach cleaners, advised that there was an improvement in the handling of cars in the coach yard. He was told to keep me posted in this respect and to advise me promptly of any rough handling which might result in personal injuries.

He also suggested that switchmen couple up the air on cars spotted on the repair track, as just recently a car which was being switched to the repair track broke loose in some manner and struck another, on which the car repairers had been working just five minutes previous, and which, no doubt, would have resulted in loss of life had the accident occurred five minutes earlier.

A very interesting talk was given by Foreman John Grunau. He had several good suggestions to offer and among them a very good one for the safety of troop trains moving through the terminals. It was his thought that persons in charge of these trains should advise the officer in charge to warn his men about extending their bodies through the windows as they were liable to strike some obstruction along the way and thereby cause personal injury and possibly death.

He also called attention to the condition of tracks 2 and 3 in Western avenue freight yard, stating that there was so much dirt and cinders between these tracks that it scraped the footboard of engines, and would in time result in the footboards doubling up, and if anyone were standing on same, would result in personal injury.

Foreman Grunau also remarked about car doors being left open in trains moving through the terminals, as these doors were liable to strike some obstruction and fall off.

He also suggested that our stock cars be provided with a bar with a safety chain for the protection of stock car doors; also that the poor handling of air on the part of enginemen be taken up.

Foreman of Engines E. C. Summers and Assistant Trainmaster Blakesley reported that they were taking care immediately of any matters that were a detriment to safety first in their travels through the Chicago terminals. They were told to notify me of any conditions that were liable to cause personal injury, so that same may be corrected.

General Yardmaster L. Smith reported that section men were unloading material too close to rails, and that cars were liable to strike same. Have advised our roadmasters that this practice must be discontinued.

Agent P. L. Markey advised that so far as Deering station was concerned he had nothing to report as they have not had any accidents there since our last meeting and everybody at Deering was on the lookout for anything that might cause personal injury.

Agent G. E. Harper at the Union Stock Yards and Assistant Agent Fesler, Chicago station, reported that there was nothing unusual to report and that anything in the line of safety first is immediately taken care of.

Mr. E. Hale, chief clerk to the agent at Glenwood, again suggested that we build a stairway on the south side of the bridge at Galewood, which would do away with a great many brakemen using the platform roof as a sidewalk. He was advised that this was now being considered.

Mr. L. Scharf advised that he had occasion to put out several fires at Galewood, caused by hot cinders and rubbish being dumped between tracks.

Mr. F. M. Black advised that they were endeavoring to bring the safety first idea before the men as much as possible with a view of reducing personal injuries to the minimum.

EMPLOYEES' MAGAZINE

Mr. J. J. Carroll, representing the track department, reported that there was a great improvement in the reduction of personal injuries to members of the track department, and that everything was in first-class condition.

Agent W. C. Bush, Galewood station, reported that it was not the custom at Galewood to report personal injuries immediately so that first aid to the injured could be applied, but that the men in the freight house let the matter go for a few days and then requested to be sent to the hospital, thereby losing a few days. He has impressed upon employes the fact that personal injuries should be reported immediately, as by doing so the case could be attended to immediately, and in some cases prevent the loss of time and conserve man power, which was so essential at the present time.

Mr. T. Gale, representing the Galewood round house, gave a very interesting talk on what the local safety first committee was doing at Galewood, stating that the safety first movement when he first took hold of it was considered a joke but that he has everyone lined up now so that safety first is ever before them.

He reported that the floor in the Galewood round house was in very bad condition; that it was sagging and full of holes and should be attended to immediately. He was advised that this would be taken care of.

He also stated that a hand railing was badly needed on the turntable at Galewood.

Engineer L. L. Gay reported that there were several places in yard 2, Galewood, where angle bars had no bolts in them, and that a switch on the Dunning siding was found without a lock and switch half open.

Mr. N. H. Clues reported careless switching on Galewood Hill; also that some arrangement should be made for preventing sand from blowing from the sand tower at Galewood.

Assistant Superintendent Hasenbalg reported that notwithstanding our sidetrack agreements and all that we have said to shippers regarding the necessary clearance to protect switchmen, they will constantly get inside the six foot line, and that this should be corrected.

The meeting was concluded with an address by District Inspector Kane, representing the southern district, who greatly impressed all present with the fact that safety first should be uppermost in the minds of all employes, as it was absolutely necessary during these trying times that personal injuries be reduced to the minimum in order to conserve man power in every way possible. The few minutes that Mr. Kane had the floor were of much benefit to all present, and it is hoped that he will be with us at our next meeting. The meeting adjourned at 4.30 p. m.

C. S. CHRISTOFFER,
Superintendent Terminals.

The bi-monthly meeting of the Minneapolis shops locomotive department "Safety First Committee" was held at 2.00 p. m. July 9, 1918.

The following were in attendance:

W. L. Bratt, D. S. I., Minneapolis; G. Lamberg, vice-chairman; H. C. Mayer, K. Johnson, John Stevenson, Eric Berg, August Bremer, J. C. Opie, Wm. F. Frank, W. F. Osterwind, L. Marchessault, Ernest Anderson, Ed Hoem, John Hendry, Mr. Turnbull and George Carr, secretary.

The meeting was called to order by H. C. Mayer, who introduced Mr. Bratt, the latter giving a very educational talk on "Safety First," and asked the co-operation of the employes in taking special interest in teaching precaution to avoid accidents.

The reading of the minutes of the previous meeting was omitted.

Mr. Turnbull stated that a guard had been applied around pulleys and flue rattlers, in accordance with suggestion introduced at last meeting.

Mr. Turnbull also reported bad condition of the floor in the boiler shop. He referred to the doors, particularly the small door in the boiler shop near the blacksmith fire at the north end; also the large double door by the iron rack. These doors are not at present provided with a vestibule, and in the winter time there is a very strong draft, and in the summer time also, it is bad for the blacksmith while working at the fire on account of embers and sparks being blown in his face while at work.

In the winter time snow and ice fall from the roof of the boiler shop onto the iron rack.

The latter should have a roof or some protection from the weather.

Mr. Hoem again recommended renewal of windows in the blacksmith shop. In some of these the glass has been broken out and the casings and frames have rotted in some of them.

Mr. Hoem also called attention to the large pile of axles on the platform, outside of the blacksmith shop, the weight having caused the brick wall to move in about one inch.

In this connection Mr. Lamberg and Mr. Osterwind advised that two car loads of axles are now being removed from this platform, which will remedy this condition within a day or two.

Mr. Hoem also reported that the foundation of the large steam hammer in the middle of the blacksmith shop is in bad condition and should be renewed, as owing to the heavy vibration, if the hammer is not supported by a proper foundation there may be incurred a leak or break in the steam pipe, a possibility of scalding anyone nearby.

Mr. Hoem further reported that the platform along the sheds, parallel to store house middle track, has been partially repaired, but needs further reinforcing in order to be suitable for proper trucking in axles to the blacksmith shop, and recommended that car sills be laid along the present runway, which would steady this platform, thus being less likely to run off side of platform.

This suggestion was made to compensate for being unable to widen the platform referred to, which had been previously suggested to him.

Mr. Hoem advised that the repaired springs are now being taken away promptly by the store department.

Mr. Ernest Anderson reported that the floor in tin shop is badly in need of repairs; furthermore, that the windows in this building should be renewed.

With reference to the latter, Mr. Mayer advised that the windows had been ordered and that the bridge and building department will install same at an early date.

Mr. Anderson also brought to the attention of the committee the condition in the babbitt room, which is crowded. There are too many fires in this space, and he recommended the removal of the fire used by the pipemen for heating pipe to be bent.

Mr. Lamberg, in speaking of the foregoing, stated that since the previous meeting he had been looking for a suitable place to locate the pipe shop, and as soon as this could be arranged that the room would be ample in the babbitt room and the congestion in the tin shop would be relieved.

Mr. Marchessault stated that conditions in the tin shop had been covered by Mr. Anderson, and that he only wished to refer to the bad condition of the floor in the tin shop, the planks being worn down considerably, and liable to cause a person to trip in walking through the shop.

Furthermore, the space in the tin shop is so small that the work benches are not large enough to handle any large piece of laying out, making it necessary to lay out these large sheets on the floor of the shop, and the floor being so uneven on account of being badly worn, makes it very inconvenient to do this with any degree of accuracy.

Mr. Osterwind reported the bad condition of the floor in the wheel shop, same being badly worn and rotted out.

He also reported that the north end of the scrap wheel platform has settled about four inches, due to the foundation rotting out or sinking, and recommended that this be raised to proper height.

He also reported bad leaks in the roof, as during severe rains the water comes down on the machines and the men working in the shop.

Mr. Osterwind further reported that a small door should be cut in one of the large doors at the north end of wheel shop so as to be able to pass in and out of the shop, especially in the winter time, without opening the large door.

Mr. Bremer referred to the bad condition in the floors, including platform at the east end of machine shop, and particularly the runway in the center of the machine shop and between substacks thereby.

The condition of the floor makes it difficult to truck heavy driving boxes through this part of the shop and two men were recently hurt on this account, being off duty three or four weeks.

He recommended that the floor be put in proper condition without further delay.

MILWAUKEE RAILWAY SYSTEM

Mr. Bremer reported that the catch on small turn table in east end of machine shop is worn or bent and not in working order, and also that some of the ball bearings seem to have been lost from underneath this turn table.

In this connection Mr. Lamberg advised that it is proper to have this turn table taken up about every four months and cleaned and examined, and he further directed Mr. Bremer, at his first opportunity, to do this, and arrange to order or make the necessary ball bearings if any prove to be lost.

Mr. Bremer reported conditions surrounding face plate, near lathe. It is at present necessary to stand next to track on account of material, wood, iron and scrap being piled in the way on the other side of this face plate.

He has had the matter up with the machine shop foreman, and they have been looking for a place where this face plate can be moved and suggested that face plate might be turned around in its present location and an aisle left next to the engine, which would remain clear.

In this connection, Mr. Lamberg suggested that Mr. Bremer measure up the face plate at east end of shop and see if it could be put in the center of the space occupied by the link crew.

By putting one or two shelves underneath the face plate it would avoid the loss of this space, which is necessary for storage of links, etc.

Mr. Bremer reported that he believed the eye injuries were becoming less frequent at the emery wheels, but stated that one of the causes of injuries was the fact that the emery wheels are not properly used by the employes.

He referred particularly to wet emery wheels in Jensen's gang, which have been used for grinding tools, and which his man occasionally uses for grinding hardened link bushings, but owing to the fact that quite frequently this emery wheel is gouged at the round and scored by parties using this wheel for rough grinding, which could be done on a dry wheel, it is impossible to do the buffing of link bushings or grinding of lathe pulleys properly.

With reference to the foregoing, Mr. Lamberg advised that there were three dry emery wheels in the shop, and suggested that each employe should be educated to use judgment and not abuse the emery wheels, as the same are trued up very frequently by Mr. Berg, including both the wet and dry wheels.

He further suggested to Mr. Bremer that he secure a suitable small wheel, about 2 x 12 inches, which would be O. K. for buffing these link bushings, and the same can be applied on the present arbor in Mr. Bremer's crew.

Mr. Bremer also brought up the matter of the men from the shop committing nuisances along the south wall of the machine shop, and suggested that steps be taken to have this practice discontinued for sanitary reasons, and particularly on account of women being at present employed in the coach shop.

In line with the above, Mr. Carr recommended that Tom Ward be requested to particularly watch for offenders at this place, and that the parties caught be brought before Mr. Turney, who, as master mechanic, has already posted a bulletin that this offense be sufficient cause for dismissal.

In further reference to the above, Mr. Lamberg suggested that each employe appoint himself a committee of one to see that this practice is put a stop to.

Mr. Bremer reported that the windows in the east end of the machine shop, which at the last meeting had been reported in need of renewal, were now being repaired, and he trusts that same will be finished and in good condition within a few days.

Mr. Bratt inquired as to the best way of getting the employes to wear goggles when grinding at the emery wheel or similar work.

Mr. Opie stated that the principal objection that he had heard of was that employes do not like to wear goggles which have been worn by some other employe.

Mr. Lamberg stated that from 100 to 150 pair of goggles had been issued to date to employes for their personal use, and to his knowledge there had never been a time since the idea was put into effect that any employe had called for goggles, and the same were not on hand to be issued to him.

Mr. Carr further stated that there was an ample supply of goggles on hand and more would be furnished as required.

Mr. Frank suggested that one help in eliminat-

ing the eye injuries which occur in grinding at emery wheels would be to install a blower or suction at the emery wheels to carry away the dust.

Mr. Lamberg stated that he now had the tool-room foreman, Mr. David Allen, working on rigging up something along this line for use on grinding wheel in toolroom, and would appreciate Mr. Frank seeing Mr. Allen with reference to same and doing whatever would be possible to accomplish the best results along this line.

Mr. Berg reported that the signs reading "Don't Start This Motor" had been made in accordance with recent suggestions, and the same were now being used.

Mr. Lamberg advised Mr. Berg to tell the new night man again about how to use these signs so as to impress on him the importance of same.

Mr. Frank called attention to the fact that it is as important to remove the sign when the job is done that required the putting up of the caution sign as it is to put the sign up when going to work on the motors or shafting, etc.

Mr. Berg stated that the pulley for fue cutter in the boiler shop requires a new bushing. He recommended that this be done promptly.

Mr. Berg again brought up the matter of the necessity of crossing the main line track on grade in entering or leaving the shop at the north or west sides, and stated that a viaduct or tunnel of some kind should be provided to enable employes to cross main line River Division track safely, and also a similar passageway should be provided from boiler shop across I. & M. tracks to Hiawatha avenue.

He stated that while this matter had been brought up at the time the safety first committee was inaugurated, that nothing had been accomplished at Minneapolis shops up to the present, although at Austin a viaduct had been recommended and installed for similar reasons.

Mr. Bratt advised that he had recently talked to Mr. Van Dyke on this same subject, and that Mr. Van Dyke told him that the matter was held up particularly on account of the litigation with reference to the depression or elevating of the tracks in Minneapolis, and that until such time as this matter is settled that prospects were not favorable to having the viaduct or passageway constructed.

He further advised, while these viaducts had been provided at Austin and Milwaukee shops, it has been found that very few employes use same.

Mr. Stevenson reported in round house No. 2 drop pit valves to ram were leaking, and also the drainage in these pits were unsanitary.

Relative to the foregoing, Mr. Lamberg advised that he was in conversation the previous day with Mr. Kurzeka of the B. and B. department, and that the latter had directed Mr. Larson to put in separate drains for these pits, which are at present all drained into one 6-inch pipe, that is not sufficient capacity to properly drain the four drop pits.

Mr. Kurzeka further requested a statement covering all drop pits in northern district, and it is likely that more improvements will be made along these lines in the near future.

Knute Johnson reported that he had made a syphon for temporary use to clean out these drop pits until the proper repairs are made by John Larson.

Mr. Stevenson reported that the smoke jacks in stalls 5, 6, 7 and 8 in round house had been repaired O. K.

J. C. Opie advised that he was writing up the condition of other jacks in need of repairs.

The heating plant in round house is being repaired.

Mr. Stevenson advised that there had been some instances where the water from washout and blow-off of engines has been discharged into the heating system, and that some of the hydrants in round house were leaking, and that the live steam lines overhead in round house were not equipped with expansion joints, which tended to cause leaks.

The pipe foreman, Mr. Johnson, advised that rather than hydrants leaking, the machinists, after washing up at the round house, failed to shut them off properly, and recommended that the live steam line overhead in round house be covered with a suitable pipe covering, which would tend to eliminate the bad effects of contraction in expansion, to which this piping is subjected, on account of being exposed to cold from the top ventilators in the round house.

EMPLOYEES' MAGAZINE

Mr. Johnson further stated that he would need about forty-seven 1¼-inch check valves, of which there are forty-eight in the round house.

Mr. Carr stated that the store department would see that sufficient of these check valves to make the necessary repairs would be provided promptly.

Mr. Stevenson called attention of the committee to place where babbitt is melted off compound crossheads.

Mr. Lambert suggested making ladle in babbitt room deep enough to take care of this and eliminate the burning embers outdoors which Mr. Stevenson stated are sometimes carried by the wind up on to the store house building.

Mr. Knute Johnson spoke of the inconvenient facilities for bending pipe in the present shop, it being necessary to cross two or three heating forges when necessary to bend a new piece of pipe.

As previously stated, this matter is up and will be remedied as soon as a proper location is found to which the pipe shop can be removed.

Mr. Johnson suggested that a drain or stoop be provided over door in corner of air room, which is used almost continuously.

In winter the icicles form over this door, and in summer the rain from the roof falls very heavily here.

Mr. Hendry suggested that the dispatcher's and supply shanties recently fitted up be equipped with steam before cold weather.

Mr. Hendry also spoke of the habit of machine shop employes leaving two wheel trucks and step ladders about the round house ground.

He stated that within a period of a few weeks he had thirty-nine step ladders taken back to the machine shop and delivered to Mr. Sheron, same having been left outside the round house by various crews.

Mr. Hendry also spoke of the practice of handy-men who have left brake beams removed between tracks instead of taking the same to proper place and keeping the ground clear.

Mr. Hendry also advised that some rails and angle bars belonging to the track department were lying about 100 feet of the west side of the coal shed and should be removed by the track department.

Mr. Lamberg also reported that 25 or 30 rails were lying out in the west side of transfer pit, having been removed from service recently, and these should also be taken away by the track department.

Mr. Hendry stated that the bridge and building department should remove from the east end of the round house some old pit girders, iron, bolts and staging, and that this matter had been taken up by Mr. Larson.

Mr. Knute Johnson advised if Mr. Hendry referred to the large horse or staging outside of the round house it would be necessary that this be kept at the round house as same is used only in connection with work for the round house.

Mr. Opie advised conditions in the round house had been covered thoroughly by Mr. Hendry, and that he had nothing further to suggest at the moment.

Mr. Frank suggested that conditions be improved at the starting box for blacksmith shop fan motor.

The babbitting is done close by and acid used in connection with same being a very good conductor of electricity has been causing trouble.

A platform was installed some time ago for use of persons in stopping and starting fan motor, but it has recently become the practice for the babbitt man to set acid pots on this platform with a result that a person in stopping or starting motor is liable to shock on account of the platform becoming acid soaked. Furthermore, the acid fumes have caused slight trouble with the motor, and he suggested the removal of the babbitt melting pot.

Mr. Lamberg advised that a suitable platform should be arranged and that Foreman Anderson instruct the present man on the babbitt job that he must keep this place clean, and that he must keep the acid pots off of platform provided for use in starting and stopping motor referred to.

Mr. Frank stated that the slab on which starting box is mounted, near Kennedy's lathe, had been broken in two pieces, presumably by being hit by length of pipe in being carried in and out by pipemen.

The passageway is ordinarily of sufficient width that this should not happen, but occasionally driving boxes are piled out so as to interfere with the passing of a large load or crowding the

passersby over to the side on which the starting box is located.

He suggested moving the starting box to a better location and Mr. Lambert advised that the runway should be kept open.

Mr. Frank thought that the starting box could be protected with a piece of boiler steel and thus avoid any necessity of moving same.

Mr. Opie spoke of the platform between the old reservoir and toolroom of machine shop being low, causing the water standing a couple of inches deep after a heavy rain.

Mr. Mayer said that this could be taken care of by raising the timbers which formed the platform, and further stated that the entrance to machine shop at east end of toolroom is still lower and holds more water after rains, and that this place should also be raised.

Mr. Mayer reported that the post supporting crane in cleaning vat at air room was decayed and that this 12 x 12 timber should be removed by the B. and B. department.

Mr. Knute Johnson advised that sewer drainage from the air room seemed to be in bad condition and suggested that this be referred to the bridge and building department to be examined and make any necessary repairs to the 6-inch tile forming the drain.

Mr. Carr reported that conditions relative to safety which had arisen in the store department had been taken care of at the time of being noticed and that there had been no serious accidents in this department since the last meeting.

Mr. Bratt advised that it would be a better way to have conditions taken care of at once and not wait until the regular meeting to report same.

The motion to adjourn was made by Mr. Turnbull and same was seconded and carried.

GEORGE CARR,
Secretary.

Safety Work.

In order to promote the safety of employes and travelers upon railroads and establish uniformity in the important principles of safety work safety committees, composed of officers and employes, shall be organized on all railroads under federal control. Each class-I railroad having more than one superintendent shall have a general or central safety committee, composed of the active heads of each department. In addition there shall be formed in each superintendent's territory, at the principal shops and terminals, with the ranking officer as chairman, division, shop and terminal committees, which shall consist of the heads of departments and one employe representative from each class of service. Each carrier shall designate an officer or employe, who will be responsible for the safety work on his road.

Employes Magazines to Continue.

The regional director has announced that for the present the publication of the various employes magazines will be continued.

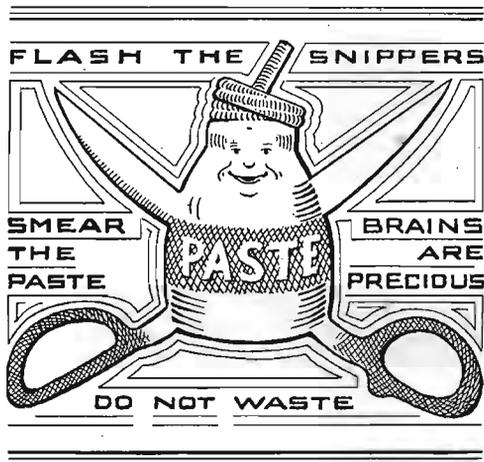
Our army and our navy are standing between you and the Hun. Show that you appreciate what that means by saving to the utmost of your ability and by buying War Savings Stamps that there may be more money, labor and materials to support this army and this navy.

W. E. Barber, who for many years has been side wire operator in the superintendent's office, was checked in as agent at Chilton last month.

Conductor J. M. Hanahan has returned to work after spending the past three months on schedule work.

Baggageman F. J. Westbury is back again on trains 2 and 3. Frank failed to make his trip to Florida as planned and is now Hooverizing in Wisconsin.

MILWAUKEE RAILWAY SYSTEM



Summarizes Railroad Policy.

The United States Railroad Administration authorizes the following:

Director General McAdoo upon leaving for a short rest gave out the following signed statement:

The policy of the United States Railroad Administration has been formed and shaped by a desire to accomplish the following purposes, which are named in what I conceive to be the order of their importance:

First. The winning of the war, which includes the prompt movement of the men and material that the government requires. To this everything else must be subordinated.

Service of the Public.

Second. The service of the public, which is the purpose for which the railways were built and given the privileges accorded them. This implies the maintenance and improvement of the railroad properties so that adequate transportation facilities will be provided at the lowest cost, the object of the government being to furnish service rather than to make money.

Third. The promotion of a spirit of sympathy and a better understanding as between the administration of the railways and their 2,000,000 employes, as well as their 100,000,000 patrons, which latter class includes every individual in the nation, since transportation has become a prime and universal necessity of civilized existence.

Application of Sound Economies.

Fourth. The application of sound economies, including: (a) The elimination of superfluous expenditures; (b) the payment of a fair and living wage for services rendered, and a just and prompt compensation for injuries received; (c) the purchase of material and equipment at the lowest prices consistent with a reasonable but not an excessive profit to the producer; (d) the adoption of standardized equipment and the introduction of approved devices that will save life and labor; (e) the routing of freight and passenger traffic with due regard to the fact that a straight line is the shortest distance between two points; (f) the intensive employment of all equipment and a careful record and scientific study of the results obtained, with a view to determining the comparative efficiency secured.

The development of this policy will, of course, require time. The task to which the Railroad Administration has addressed itself is an immense one. It is as yet too early to judge of the results obtained, but I believe that great progress has been made toward the goal of our ideals. All those who have had a share in this great work, including especially the members of my staff and the officers and employes of the railways, have shown intelligence, public spirit, loyalty, and enthusiasm in dealing with problems that have already been solved and attacking those that still await solution.

With their continued co-operation I feel assured of a future in which the lessons of our accumulating experience will be effectively employed to humanize the science of railroading and negative the idea that corporations have no souls.

W. G. M'ADOO.

Stop, Look and Listen.

Stop! Recall how the brave Russian armies were defeated for lack of guns, munitions and supplies. The Germans laughed at the Russian government's failure to stand by its fighting men. Let them have no such mirth at our expense! Give our government the support of our people, our resources, and our money, so that it can arm, equip, supply, and maintain our fighting men at the very highest point of efficiency!

Look at the war map and see what absolute devotion of a nation's resources to military purposes has accomplished for the enemy! Increase production and lend money to the United States, so that our support of our fighting forces will equal if not surpass that of Germany! It is better to spend our money that way than in paying Germany's war bills.

Listen to the call of duty and patriotism, and economize! Do your utmost in every way to win the war by increased production, by decreased consumption, and by lending to the government. Let nonessentials go; make sacrifices! How little and inconsequential they are compared with the great purpose they help attain! How well worth making they will appear when our troops come home victorious—victorious by their own courage and ability, backed by the unselfish wholehearted support of their nation.

Soldier Insurance.

Secretary McAdoo has called upon all local draft boards to acquaint drafted men with the provisions of the soldier-insurance law and to urge every drafted man to take out this insurance. The boards have been furnished with literature to aid them in this educational work.

The law affording insurance to our fighting forces has well been called the most just and humane provision ever made by a nation to its soldiers and sailors. The government and the American people recognize the justice of affording this protection to the men who risk their lives for their country and to their families and dependents at home. It is only just to themselves and to their families and dependents that our fighting men avail themselves of this opportunity.

Every American enlisting should take out this insurance and carry with him into danger the heartening knowledge that whatever happens, himself and his dependents are protected by his government.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Chicago, Ill., July 18, 1918.

The general committee on claim prevention wishes to report that for the month of May, 1918, our loss and damage to freight amounted to \$213,811.31. The freight revenue for this period amounted to \$6,911,683.70, the ratio of loss and damage to freight revenue being .0308.

Loss and damage to freight for May, 1917, amounted to \$138,482.39, making an increase in this account for May, 1918, as compared to the same month last year, \$75,328.92.

The claim payments made during May indicated in the preceding paragraph are the largest that we have made during any single month since the Claim Prevention Bureau was organized, and, while a certain percentage of this amount represents claims that accrued the early part of this year and the latter part of 1917, there is a large part of this amount represented by current claims and the efforts that have been put forth recently to bring about a better condition with respect to our loss and damage are not showing the results that were expected.

As indicated in last month's bulletin, the Railway Administration is following the matter of loss and damage to freight very closely and there is no doubt in the minds of anyone acquainted with their desires that they will be satisfied with any such showing as our line has made during the past year and particularly during the past few months.

Special attention was directed in our last month's bulletin to the practice of local agents accepting perishable freight for shipment in common boxcar equipment, but, regardless of all that has been said about this matter, we continued to receive large shipments of butter, cheese, etc., in boxcars during June and heavy damages resulted therefrom. In addition to this we have had a great many cases within the past thirty days of shipments moving under refrigeration being allowed to become overheated, due to lack of reicing in transit.

In connection with claim prevention, all classes of theft and pilfering should be brought to the attention of the district inspector, as a theft of freight in transit under government operation is subject to the same penalty as the theft of any other government property. On May 7 Philip Kelly was sentenced to four years in the penitentiary at St. Joseph, Mo., for theft of twelve cans of tobacco from a car in transit. If this is well advertised it will undoubtedly discourage a great many of our amateur thieves.

The regional director in his circular of July 1 advises that "It is a matter of first importance that everything possible be done to prevent loss and damage of freight. Many loss and damage claims arise from bad pack-

ing, poor packing, etc.," and suggests that the existing rules as to marking and packing cases should be followed very closely by all employees to prevent loss of packages or damage due to insecure packages. This suggestion is one that can be acted upon by practically every receiving agent on our line, as we are accepting and forwarding every day packages that are insecure, unfit and improperly marked. Unfortunately, the agent receiving such packages for shipment is not in position to see them upon their arrival at destination, but where this rule is violated a claim follows in almost every case, and, inasmuch as we have it in our own hands to correct this condition by refusing to accept such packages until they have been put in proper shape, it would seem that an immediate improvement along these lines should be made.

The Claim Prevention Bureau is now arranging to check back against the loading station all cases of loss and damage due to insufficient containers and improper marking, in order that the responsibility for their acceptance may be located, and the station guilty of receiving such packages for transportation will be charged with the error.

Very few complaints have been received by this bureau during the past sixty days regarding improperly loaded merchandise cars from large loading stations. It is presumed, therefore, that this fruitful cause of claims has been largely eliminated. If there are any such cars being received at points on the line, this bureau would like to hear from them as soon as they are received and, in addition to this, any other suggestions of agents, conductors or others interested regarding ways and means of preventing claims will be gladly received and acted upon promptly.

C. H. DIETRICH,
Freight Claim Agent,

Committee on Maximum Car Loading.

At the meeting of the Committee on Maximum Car Loading, held July 23rd, a notice from Washington was read to the effect that while considerable had been accomplished in the way of increasing car efficiency, it is necessary that the carriers and the shippers continue and increase their efforts to conserve equipment as the demand for cars will be greater than ever, and it is impossible to build new ones in sufficient quantities.

The following table shows what has been accomplished on this line in the way of intensive loading of L. C. L. merchandise

MILWAUKEE RAILWAY SYSTEM

freight during June at the larger stations* and the resulting saving of cars:

Station	1917	1918	*Cars Saved.
Aberdeen	10,038 lbs.	14,872 lbs.	393
Chicago	13,259 lbs.	16,722 lbs.	455
Galewood	16,750 lbs.	19,420 lbs.	571
Kansas City	8,448 lbs.	21,538 lbs.	220
Milwaukee	17,306 lbs.	22,329 lbs.	821
Savanna	12,900 lbs.	28,680 lbs.	1,193
Twin City Tr.	14,320 lbs.	16,770 lbs.	382

*Calculated on the basis of loading the total June, 1918, tonnage at the June, 1917 average per car.

The Bureau of Explosives.

The meeting of the Bureau of Explosives was held in the Y. M. C. A. rooms in Spokane, Friday evening, June 14th. It was well attended by the officials and employes of all the railroads entering Spokane, and about 600 were in attendance.

R. O. Cowling, assistant superintendent of the O. W. R. & N., presided and introduced Colonel Jas. W. Taylor, who delivered a lecture illustrated by the aid of stereoptical views, the methods that should be used in the loading of explosives for transportation. The greater part of Colonel Taylor's address was given over to the war situation. The Colonel is a fluent talker, and has studied the war situation with deliberation, and delivered one of the best heart to heart talks, outlining the requirements every American citizen is expected to dutifully perform during this awful war period, and when he had finished we knew we had listened to one of the best talks heard in Spokane on this all important topic since actions begun. His timely remarks met enthusiastic applause. The Colonel is a man worth while.

Do you think that you have done all that should be required of you when you loan your money out of your abundance while other men give their lives? Sacrifice a little, indulge yourself less, save more, loan all you can, and then be sorry you can do no more.

Secretary McAdoo says: "The progress of the war demands constant and increasing sacrifices." What are you sacrificing in order to buy War Savings Stamps?

In war time every unnecessary purchase is an unwise one.

Appointments—Effective July 15.

H. H. Ober is appointed superintendent of the Iowa & Dakota Division, vice E. G. Atkins, deceased.

E. A. Mayer is appointed superintendent of the Southern Minnesota Division, vice M. J. Larson, transferred.

C. H. Buford is appointed superintendent of the Wisconsin Valley Division, vice H. H. Ober, transferred.

M. J. Larson is appointed superintendent of the S. C. & D. Division, vice F. L. Richards, assigned to other duties.

E. J. Brennan is appointed superintendent of motive power, lines east of Moberly, with headquarters at Milwaukee, vice Walter Alexander, resigned to accept government service.

W. F. Walsh is appointed assistant superintendent of motive power Southern District, succeeding J. J. Connors, resigned.

A. J. Vogler is appointed division master mechanic, S. C. & D. Division, succeeding J. G. Messer, transferred.

J. G. Messer is appointed division master mechanic, Dubuque Division, with headquarters at Dubuque, succeeding George P. Kempf, appointed engineer of tests.

W. H. Wingate is appointed trainmaster, Idaho Division, vice H. L. Wiltrout, transferred.

F. C. Dow is appointed acting superintendent, Coast Division and Tacoma Eastern, with office at Tacoma, vice Mott Sawyer, who has been granted leave of absence to enter military service.

A. O. Veitch is appointed assistant superintendent of the Missoula Division, vice T. J. Hamilton, who has been granted leave of absence to enter military service.

H. L. Wiltrout is appointed trainmaster, Coast Division, vice F. C. Dow, promoted.

Buying War Savings Stamps and Liberty Bonds is not only the safest investment that can be made, but the easiest and most direct way to aid your government.



Flag Day Gathering at Green Bay Shops.

At Home

The Mid-Summer Sales.

Perhaps the most remarkable thing about the mid-summer sales this year is that the very expensive materials and garments are most in evidence and have suffered the greatest reductions. One sees in the shop windows the most wonderful suits and frocks—frocks that in the early part of the season were shown only to the exclusive rich, now in the bargain window with "marked down" tickets on them. Does this seem to indicate that women of wealth and exclusive tastes are not patronizing the smart shops as extravagantly as of yore; that their thoughts, time and money are turned in altogether different channels?

That certainly seems to be the fact. Women who have hitherto bought their summer clothes in dozens, now buy only the most necessary and most practical garments. My Lady Millionbucks doesn't have to have the courage of her convictions to permit herself a shopping tour of a morning, garbed in a simple cotton frock, in cotton stockings (cotton stockings if you please), a pair of white canvas pumps and a sailor hat. She is not afraid "they" will think she cannot afford something better, and she doesn't care what "they" think anyway. If she chooses to conform to wartime economies she goes ahead and does it, and in that way she is a real public benefactor, because other women (some of them), will follow her example, which is comparable to a pebble cast into the middle of a body of water—its concentric rings of disturbance finally reaching the ultimate shore.

The women of Chicago are all joining the "Do Without Club," and so one wonders where the summer sales will land. However, if you need a frock or a suit for next season, or think you will be satisfied next summer to wear clothes of a previous year's vintage, it is no doubt good economy to buy what you really need now. A silk suit is always desirable, and what you can buy now for \$35 to \$50, may not had, it is said, next year for double that money, if at all. As for the wool clothing, the lovely serges, broadcloths, etc., one doesn't know what to think. Their prices are going skyward fast. Goods which used to retail for \$1.50 to \$3.00 and \$4.00 a yard, now begin their upward climb at \$5.00 and lose themselves in the clouds beyond \$9.00 and \$10.00 a yard. Made up garments likewise. A \$25.00 serge suit is a poor thing these days, but in its place is a smart little box coated suit of a homespun weave that you can take home for \$35, perhaps. The mixtures promise to be very popular, and their wearing qualities are unquestionable. These goods also appear in the latest coats, but the serges and tricelines reign so far, in the smart-looking military capes, which accounts for their high prices.

The Summer Canning.

Canning the "garden sass" is proceeding with vigor in every kitchen all over the land,

the gardens everywhere have been most prolific and the good wives of the nation are 100 per cent patriotic. Therefore not a bean or a kernel of corn or a blade of "greens" will be allowed to go to waste. Cold pack reigns supreme, and the only shadow on its march to victory is the poor quality of the rubbers furnished with cans; the apparently unreliable quality of "composition" on the metal covers which must be bought every year for the vacuum seal jars. There has, also, been some trouble with some of the Seal-Fast glass top jars cracking down the side, starting from a tiny "check" in the rim. Cannerymen are cautioned to proceed with utmost care in every step of the process this year, on these accounts; after the work is done, to keep close watch of their product to see that the jars are holding air tight. Reports to the local food administrator should be made of all failures caused by flaws in the jars, covers or rubber rings. The splendid crops of the War Gardens should not be lost on account of factory shortcomings, without a general protest from the self-sacrificing, patriotic women of the nation.

Conservation to Continue.

The 1918 crops are being harvested and as the splendid figures roll in it would seem that God must have deserted from the Huns to the Allies. We may now look forward to a little more generous supply of wheat flour, although conservation must continue to a greater or less extent during the war. We must put by a store of grain against a possible short crop in some future year; we must be fortified against any and all possible loss in transport and we must be ready to feed the exhausted peoples of the earth, when the war is over. Therefore our granaries must be filled and kept full. They are nearly empty now, so it devolves upon us to cheerfully and willingly continue our sacrifice of wheat—and the wonderful results of our past self-denial is pledge enough of what we will do. The percentage of substitute which we must buy with our wheat flour, for the next year, has not been announced, because the crops are not all in yet, but it seems fairly probable that the 50-50 rule will be considerably modified.

Sugar Saving and Sugar Substitutes.

One of the results of Kaiser Bill's U-boat visits to our shores was the sinking of several cargoes of Cuban sugar and a consequent shortage of sugar just at the canning season. However, Kaiser Bill need lay no flattering unction to his soul on that account. The American women are not to be frightened or bluffed because they can't have all the sugar they would like to have. With true American genius for expedient, they adopted without hesitation the substitute of syrups, honey and molasses in their cookery and their canning,

MILWAUKEE RAILWAY SYSTEM

They produce quite as toothsome goodies with half a cup of sugar and half a cup of corn syrup as ever they did with a full cup of sugar.

Canning of fruit also is being done successfully without sugar. Cherries, raspberries, blackberries, peaches, apricots, etc., may all be "done up" without sugar and the sweetening may be added when the cans are opened for use. This may be done by making a syrup of whatever degree you prefer and pouring while hot over the fruit, allowing it to stand until the sauce is cold. This allows the sweetening to permeate and flavor the whole mass, giving better results with less sweetening than by sprinkling the sugar over the top of the fruit. Used in pies, the fruit canned without sweetening is far preferable to that in which sugar has been incorporated in the canning process. The natural flavor of the fruit is retained in much greater degree this way.

I can't urge you too strongly to make every possible use of substitutes for sugar, because of the unexpected shortage. Housewives should not be timid about making these trials. The Food Administration puts out bulletins with suggestions for the use of substitutes and recipes for cakes, puddings, preserves and other food—all of which may be relied upon absolutely. This is a patriotic duty, a duty that comes home to every housewife in the land, and one in which she may be assured she is doing her bit and best. Let none of us forget that Food Will Win the War, and lack of it, prolong the sufferings of Our Boys in trench and front line interminably. Every woman who has a son Over There does not need to be besought to conserve every grain of sugar, every ounce of wheat and every pound of beef, because she is vitally interested in having her boy well fed. The less fortunate women who have no "boys" to offer to their country should stand shoulder to shoulder beside those who have made the great sacrifice, to the end that those heroic women may be spared at least the worry of fearing her sons may not be sufficiently and efficiently fed.

To the honor and glory of American women be it said that they are doing all these things to the limit of their possibilities, and when the boys come marching home, the women will have as much right to the thanks of a grateful nation as the legions who come pouring back from over seas.

Organdie Fashion Flashes.

E. K.

Organdie is in its high tide of popularity: waists, skirts, dresses, collars, ties, hats, even summer capes being so materialized.

Organdie waists are, as a rule, quite plain, simply trimmed with a group of hand run tucks, a bit of hemstitching, or an inset collar and vest of plaid or striped organdie, pink, blue, green, yellow, lavender, all colors to match all tastes.

Organdie skirts are straight and gathered, a four-inch hem and two wide tucks, a four-inch hem and graduated tucks edged with narrow lace, or a hem that reaches within three or five inches of the waist line.

Organdie waists plus organdie skirts make organdie dresses. Plain full skirts, plain surplus waists, but lovely and fresh and cool, in lovely fresh, cool colors.

Organdie collars are legion, the most popular

being the long straight model which finishes off a square neck so effectively. An organdie with a fine hemstitched stripe made a lovely collar with an inch hem and five rows of blue thread darned through the lace stripe. Another of plain organdie was trimmed with three rows of fine hairpin lace, five handrun pin tucks between each row, the edge of the collar finished with a narrow piquot frill. Still another of plain organdie with a plaid organdie hem, hemstitched on and some hand embroidery along the edge of the hem.

Organdie ties, windsor, four-in-hands, jabots; hemstitched, tucked, pleated.

Organdie hats, flat sailors trimmed with an organdie bow.

Organdie capes, circular, trimmed with ruffles. A lovely white Georgette blouse chemise is laid in fine plaits at the front, but not all the way across the front, just across the middle. These are attached to one of those tiny yokes at the round neck and run down to the hem of the blouse which is about hip length. A wide plait on each side of the tucked front turns toward the armhole. It is finished from the shoulder to the waist line with fine rat-tail braid and small, white-satin buttons. The yoke next to the neck and around its outline was finished with the rat-tail braid. The sleeves are wide, drawn in at the wrist with the rat-tail loops and buttons. A sash of the material is finished at the ends with a point and rat-tail tassels. The back of the blouse, of course, is made in exactly the same way as the front.



Joseph W. Hurst, Power House Engineer, Deer Lodge, and Grandson, Robert James Hurst.

To Sted.

Jack Gavin, Operator Musselshell Division.

When burdened down with care and strife,
And everything looks dark in life,
And men forget the way to live,
Forget that we should all forgive,
Our brother when he falls away
From paths of right, and goes astray,
And when I'm feeling blue and old,
And all the world to me is cold—
And I feel it would be for the best,
That I should lay me down to rest,
Beneath a little earthly mound—
In a six by two plot of ground,
To make myself feel more serene,
I get the St. Paul Magazine,
And then I hie me on my way
To see what Stedman has to say.
No matter what my bitter cup,
His writings always cheer one up.
They are better far than drugs or pills;
A panacea for all my ills.
And by the time I've read them through
I feel that I can start anew.
A generous soul when all is said,
May angels guard and keep our "Sted."

New Oliver Typewriters At Half Price

Latest Model

Number Nine



**Was \$100
Now \$49**

**FREE TRIAL—
No Money Down
Over a Year to Pay**

Save \$51

**By This New Plan—Be Your Own Salesman
A \$2,000,000 Guarantee That This \$49 Typewriter Was \$100**

Since March 1st The Oliver Typewriter Company has had no expensive sales force of 15,000 salesmen and agents, no high office rents in 50 cities, no idle stocks, no costly subsidies, no excessive distribution costs.

By selling direct from the factory to you, we save \$51 in sales costs.

This now goes to you. The \$49 Oliver is the identical machine that was formerly \$100. Not one change has been made in design or materials. Each machine is brand new—Not second-hand nor rebuilt.

The entire facilities of this company are devoted exclusively to the production and distribution of Oliver Typewriters.

The \$100 Model

The Oliver Nine is the finest, the costliest, the most successful model we ever built. If any typewriter is worth \$100, it is this handsome machine, the greatest Oliver triumph.

Over 600,000 have been sold. This is the same commercial machine used by the U. S. Steel Corporation,

the Standard Oil Company, the National City Bank of New York, Montgomery Ward & Company, the National Biscuit Company, the Pennsylvania Railroad, and a host of others. Any operator can use the Oliver.

Free Trial; No Money Down

Here is our plan: We ship an Oliver Nine to you for five days' free trial. No money down. Use it in your office or at home. Try it—without anyone to influence you.

If you want to keep it, send us \$3 per month.

If you want to send it back, we even refund the transportation charges you paid.

That is the entire plan. You are the sole judge. At no time during the trial are you under the slightest obligation to buy. Superiority and economy alone must convince you.

Amazing Facts

We have just published a startling book, entitled "The High Cost of Typewriters—The Reason and the Remedy," which reveals the inside history of the typewriter world—old customs of selling—secrets never before divulged—all about price inflation—subsidies, etc. All the follies of \$100 pricing are exposed. Readers are astounded.

Mail the coupon now. You will be surprised.

This book tells everything. With it we send our catalog, free trial order blanks, etc. After reading it, you may order a free-trial Oliver.

One copy of this expose will be sent to each person who mails the coupon below.

Canadian Price, \$62.65

The Oliver Typewriter Co.

828 Oliver Typewriter Bldg.

CHICAGO

**FREE
BOOK**

THE OLIVER TYPEWRITER CO.
828 Oliver Typewriter Bldg.
Chicago, Ill.

Ship me a new Oliver Nine for five days free inspection. If I keep it, I will pay \$49 at the rate of \$3 per month. The title to remain in you until fully paid for.

My shipping point is.....

This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of five days.

Do not send a machine until I order it. Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy," your de luxe catalogs and further information.

Name.....

Street Address.....

City..... State.....

MILWAUKEE RAILWAY SYSTEM



Our Employees' Band.

Aside from a few engagements played by the Chicago Division of our Employees' Band, nothing of importance has developed since last month's issue, except the fact that all employees who are members of this new and successful organization are hard at work, rehearsing, practicing, and in every way possible boosting for the welfare of the band.

The accompanying picture, although taken last June, shows only a portion of the Chicago Division of the band after a two-hour rehearsal. If there is anything at all in the old saying, "Practice makes perfect," our Employees' Band of Chicago is bringing it to pass, since they are sacrificing their own time—at night—meeting every Saturday evening in the Railway Exchange Building and for such loyal and faithful "practice" they are being rewarded by the "perfect."

Much credit is due our fellow musician employees comprising the band for the successful organization since it represents personal time and energy and much patience because of the fact that the employees' regular occupation and duty to the company could not be interfered with and because of the different hours of work, it is exceptionally hard to get railroad men together at one time.

It may be of interest to note the various departments and occupations from which the members of our Employees' Band come. They hail from among the switchmen and yardmen, signal men, along the line, including station agents and telegraph operators, and from freight houses and noisy shops, to the quiet offices of the engineering department. Briefly then, the Chicago Division of our Employees' Band is composed of employees from Godfrey, Galewood and Western Avenue yards, the Fullerton avenue office building, and the Railway Exchange Building. Several members also come from the drafting room and valua-

tion office of the engineering department in the Lyon & Healy Building.

The Milwaukee and Dubuque divisions of the band are from the various shops at those terminals.

Realizing what a valuable asset a concert and military band is to a community or group of employees, in keeping patriotic loyalty and enthusiasm up to the top of inspiration, it is earnestly hoped that when the employees of the C. M. & St. P. Ry. are given the opportunity to support their fellow musician employees in outfitting and maintaining our Employees' Band, that all will contribute as much as they feel they possibly can.

Plans are being made by which all employees will have an opportunity to hear our Employees' Band and announcement of such concerts will be made soon.

In the meantime, don't miss the opportunity and privilege of doing your bit to support and boost our Employees' Band. For information regarding the band or for membership in same, address either of the following officers:

P. L. Palmer, Manager, C. M. & St. P. Employees' Band, Yardmaster, Galewood Yards, Chicago.

B. E. Hadley, Secretary, C. M. & St. P. Employees' Band, care Engr. Dept., 719 Lyon & Healy Bldg., Chicago.

The Emperor's Nightmare.

He Rides It Every Night.

Sted.

I would if I could,
I have tried and I can't;
I would if I could,
But my words are rank rant;
I can't tell the truth,
I've about got my fill,
But I know in the end
I'll get licked, yes, I will.

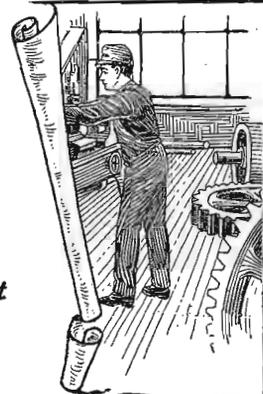
Stifel's Indigo Cloth

Standard for over 75 years

In the first line trenches of industry-



In shipyard, munition plant, railroad, machine shop and on the farm—there's where garments of Stifel's Indigo and Miss Stifel Indigo (the special ladies' overall cloth) are giving record service.



It's the Cloth in the Garment that Gives the Wear!

Don't take chances with work clothes made of unknown, untried fabrics.

Insist upon overalls, work shirts and pants of STIFEL'S INDIGO—it's the strongest fast color work garment cloth made.

Look for this trademark



REGISTERED
on the back of the cloth inside the garment before you buy to be

sure you are getting genuine Stifel's Indigo Cloth.



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MILWAUKEE RAILWAY SYSTEM

Asks Trackmen to Be Patriotic.

It has been called to my notice that a demand (or request they call it), for an increase in wages is being made through the trackmen's organization, and I do not think many of you are cognizant of it. You all know I opposed the organization from its inception, and told you of some of my reasons, but you organized and the upshot of it is a demand (or request as you phrase it), on your Uncle Sam when he has his hands tied. Prussian organization trying to get his life blood. Do you call yourselves patriots when you do this? You are not. Your Uncle, when he took over the roads, saw that most of the employes of the railroads were not getting enough and voluntarily gave us what he considered a fair increase and to any honest thinking, patriotic man it was fair to all. The lowest paid getting the largest increase. I asked the one getting up the letter if he had talked to you men. He admitted he had not except to a few close at hand. But the brotherhood wanted it done so it was done. It went on to say that if we got pay equal to our neighbors we could buy Liberty Bonds. Ye gods, asking your Uncle Sam to make you a bonus so you could loan it to him at 4% per cent. That is worse than the woman that made her husband a Christmas present and when he went to pay his bills he found it charged to him. She gave it to him outright. You want to get your money back with 4% per cent interest.

I like to see my men get good wages, but this is no time to ask a big allowance. Our young men are over there fighting our battles and they must be fed, clothed and otherwise looked after. We must have the sinews of war and that takes money. And we should be very willing to do with less. If we are honest and patriotic we should be poorer after this war than when it began, for the world at large is sure to be poorer. The boys at the front will have nothing when they come back (those who do come back), but experience plus scars, minus arms and legs. Some blind and deaf and some wrecks of former selves. Could you look one of them in the eye without blushing if you had a dollar more in your pocket than you had April, 1917? If you could, your place is in Germany, for that is the kaiser's doctrine, not what the U. S. A. teaches her children.

Organize if you will, but for the honor of the track department be satisfied with what Uncle Sam gives you until the war is over, then if you think other crafts are paid more for like work and like ability or that you are not getting enough to raise your families as you should, bring the matter up and you will get a hearing and a fair one, I am sure. Now I want each one of you to ponder over what I have written; read it to your men, then write me a letter and say whether you want anyone to ask for more wages for yourself or men at this time. Don't be afraid to tell me just what you think.

CHAS. BOLAND,
Roadmaster.

Ten Rules Regarding Foreign Bodies in the Eyes.

(Compiled by Dr. W. N. Lipscomb, Field Representative American Red Cross.)

1. Remember that the eye is the most delicate, exposed part of the human machine.
 2. Remember that most men who lose eyes are victims of bad methods before the oculist even sees the case.
 3. Remember that the man who uses dirty materials in the eyes (chewed matches, handkerchiefs, and the like), is a human plague spot.
 4. When a foreign body lodges in the eye avoid further damage; do not allow the other fellow to "poke around" in it with sharp tools.
 5. Do not rub affected eye with the finger—it does damage, and makes the foreign body more difficult to remove.
 6. Keep flaxseed and allied "junk" out of the affected eye. Why try to exchange one foreign body for another?
 7. If the foreign body cannot be removed by gently shaking the eye-lid or with sterile gauze, the plain indication is to bandage the eye and seek skilled relief.
 8. The use of boric (boracic) acid as an eyewash will remove many foreign bodies and prevent much infection. Avoid the dirty eyecup.
 9. Get an oculist or physician to remove the foreign body if possible. This is good "eye insurance." Eye infection means pay-roll loss.
 10. Remember, above all things, that goggles constitute an excellent safety device for the human machine of sight. Do not use unprotected emery wheels or work in eye danger places without them. GET THE GOGGLE SAFETY HABIT.
- The best way to treat an injury is to prevent it.

Our Transportation Problems.

Some of our national transportation problems and difficulties can be better understood when it is remembered that in the northeastern section of the United States, including New York, Pennsylvania, adjoining states, and New England, the population is 693 persons to every mile of railroad; in the South the figures are 407 persons per mile; and in the West, 52.

There are fifteen square miles of land to every mile of railroad in the West, while in the East there is one mile of railroad to every five square miles of land. There are innumerable factories in this eastern theater, and the bringing in of coal and raw material and the carrying out of manufactured products make up a tremendous freight tonnage.

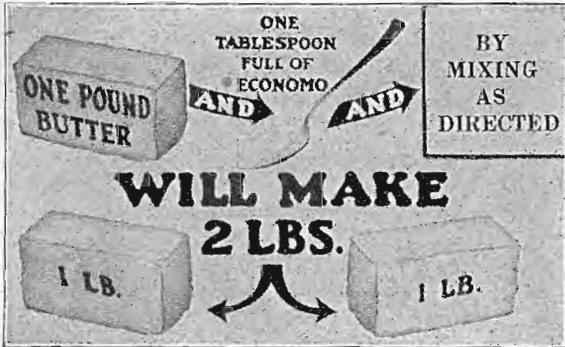
The Railroad Administration is solving gradually many problems. By the elimination of many unnecessary passenger trains several thousand engines are diverted from passenger to freight traffic, which relieves the situation materially. Also by loading the freight cars to full capacity a great saving is being accomplished. Routing freight by the most direct route, and other methods adopted by the administration are doing much to ease the strain on our transportation facilities.

The practice of destroying old railroad ties on the right-of-way has been forbidden unless it is found impossible to make other good use of same. They should be used for lighting fires in locomotives, given employes for their personal use, to farmers adjoining the right-of-way or sold to the public when possible.

Cut Your Butter Bill in Half!

"ECONOMO" Will Do It

The World's Greatest Food Achievement



What "Economo" Will Do

A 25-cent package of "ECONOMO" added to three pounds of butter will make an amount equal in weight to 6 pounds, or, 8 cents worth of "ECONOMO" added to 1 lb. of butter will make an amount equal to 2 lbs. No change in flavor. THE COUPON WILL BRING YOU A SAMPLE OF "ECONOMO" and 12 money saving Formulas, for making your own food-stuffs. Begin now to save money on the butter bill. "HOOVERIZE" with "ECONOMO"!

Send the Coupon Today.

Laugh at the Food Speculator!

Try some of these formulas and make your own goods. They will help to cut down the high cost of living, and while they are easily worth \$2.00 each, they are yours for nothing as an extra inducement to try "ECONOMO." Send the coupon and 25 cents, and a sample of "ECONOMO" and the 12 formulas will be sent direct to you by parcel post, prepaid. Send it today.

IRVING-HOYNE CO.

Department P

Ogden and Taylor Streets
CHICAGO, ILLINOIS

What is Economo?

"ECONOMO" is a pure, wholesome food powder containing excellent food values and conforms with all pure food tests. There are no chemicals in "ECONOMO." By using "ECONOMO" you can about cut your butter bills in half. "ECONOMO" does not change the taste of butter when mixed with it. The same, sweet flavor is retained. It is not a butter substitute.

We Send These Valuable Formulas Free

- COFFEE**—For 3c per pound. When steeped it looks like coffee, tastes like coffee and is more wholesome than coffee.
- SOAP**—For 1c per pound. How to make one hundred pounds of good soap for \$1.00.
- CONDENSED MILK**—How to make it.
- OLEOMARGARINE**—How to make it.
- HONEY**—Artificial—How to make it.
- WHISKEY**—Imitation—How to make it.
- ICE CREAM**—Without Ice—How to make it.
- OYSTERS**—Artificial—How to make.
- VINEGAR**—How to make it in three weeks.
- CHAMPAGNE**—Artificial—How to make it.
- SMALL BEER**—How to make it.
- ICE**—Artificial—How to make it.

COUPON

Irving-Hoyne Co.

Chicago, Illinois, Department P.

Enclosed please find 25 cents for which please send me a package of "ECONOMO" and include your 12 formulas. It is understood if I am not satisfied that you will return my money at once.

Name

Street or R. F. D. No.

Town State

Special Commendation

Illinois Division Fireman C. Anderson, and Brakeman T. B. Carroll have received special commendation for prompt action upon discovery of a fire burning the platform of the station at Roselle, as they were passing there on train 67 at 1:30 a. m., June 14. The train was stopped and the fire quickly extinguished. Credit has been given both gentlemen in the roster.

Car Foreman H. C. Kingsbury, Mystic, Ia., has received special commendation for close attention to his duties, discovering a cracked wheel under Soo Line car 7860, July 14th, thus preventing the possibility of a serious accident.

Agent R. W. Cornell, Scranton, N. D., discovered break-beam down in car in train 64, while passing his station July 2. The train was quickly stopped and the beam removed, thus preventing a possible derailment. Credit has been given Mr. Cornell in the roster and a letter of commendation from Superintendent Campbell.

On May 11, C. & M. extra west, T. Shellenberger, conductor, was passing Glenview. Section Foreman O. F. Browder noticed a brake-rod dragging and signaled the conductor, who promptly stopped his train, thereby preventing a possible serious derailment.

On May 18, while C. & M. extra east, E. E. Haddock, conductor, was about three miles east of Bardwell. Conductor Haddock noticed something wrong toward the head end of the train and promptly stopped. It was then discovered that a truck under M. P. 22723 was broken. The car was brought into Bardwell and set out of train without any further damage to car and no damage at all to the track. Conductor Haddock has been commended for his watchfulness and prompt action to protect company property.

S. M. Division Agent Nic. Behme, Huntley, Minn., has received special commendation for watchfulness and discovery of dragging brake-beam while No. 93 was passing his station June 6. He promptly notified the dispatcher, train was stopped at Grenada and the beam removed before further damage had occurred.

The following letter has been received by T. M. Division Engineer William Leaf, Fireman Arthur Brooks and Brakeman J. E. Stapleton. Gentlemen: My attention has been called to the fact that owing to your watchfulness, automobiles in car 207140 were not seriously damaged when the car caught fire May 21. Your action in this case is highly appreciated. Had it not been for your energetic action after the fire was discovered there is no question but what all of the automobiles and the car as well would have been destroyed. (Signed) A. E. Campbell, Supt.

LaCrosse Division Brakeman August Pfuehler has received special commendation for watchfulness and discovery of a broken truck on C. B. & Q. car 45277 at Columbus, June 4, also for discovery of broken arch bar on D. & H. car 219, train 63, at Watertown Junction, June 13. Credit has been given Brakeman Pfuehler in the roster.

E. M. Yates, Moberge, and A. G. O'Brien, Marmarth, have received a letter of commendation for promptly repairing the load contained in S. P. car 21171, May 23, saving a delay to the car and probably a large claim. Credit has been given them in the roster.

T. M. Division Brakeman L. Larson has been commended by Superintendent Campbell for noticing and reporting a badly sun-kinked rail at west switch at Hettinger, June 8, while his train was at that station. He immediately flagged No. 17, which was due, thus saving considerable delay, if not an accident to 17.

C. & M. Division F. H. Cassidy on train 160, June 4, noticed a brake-beam down under St. P. Car 26814, east of Libertyville, and took immediate steps to stop the train. His prompt action undoubtedly prevented a serious derailment. He has received special commendation and credit in the roster.

C. & M. Division Brakeman W. E. Zorr and W. Emery, train No. 92, June 7, discovered a bent axle under St. P. car 42136 in extra west, Jones, conductor, while train was passing Morton Grove. They notified the conductor who set the car out before any further damage was done.

The watchfulness of these men no doubt prevented a serious derailment.

Bridgeman Henry Wilson, Hastings, Minn., has received special commendation for discovering dragging brake-beam on car in I. & M. extra, Graf, conductor, May 21, after the train had crossed the bridge. He brought the train to a stop and the beam was removed before further damage had occurred.

Section Foreman Leighton, Dubuque Division, has received special commendation for watchfulness and discovery of brake-beam down on G. U. car 12306, train 71, July 2, as train was passing him about one and a quarter miles east of Brownsville. He signaled the crew and had train stopped before it had passed over the switch at Brownsville, thus preventing a probable derailment.

Crossing Flagman Louis Miller at Reeseville, Wis., has received a letter of commendation for prompt action upon discovering a fire in express car on train No. 17, July 10. He notified the crew and fire was quickly extinguished, thus preventing a serious loss to the company.

C. & M. Division Engineer A. Wepfer has received a letter of commendation for promptly stopping his engine and extinguishing a fire in the station at Golf, Ill. Such prompt action and attention to the interests of the company are greatly appreciated.

H. & D. Engineer A. L. Perry is especially commended for watchfulness and discovery of right front side of rod cracked on engine 6703, train No. 16, June 19. His careful attention to duties undoubtedly prevented more serious damage and a possible accident.

C. & M. Division Signal Maintainer L. Garhart is especially commended for watchfulness and discovery of a broken equalizer dragging under train No. 17 when it passed him at Mayfair, June 29. The train was stopped and coach set out before any further damage had occurred.

U. S. Shipping Board Emergency Fleet Corporation Thanks Railroad Employees.

The following letter is a fine testimonial to the loyalty and patriotism of railroad employees who are doing all in their power to speed up transportation and help along the war work in every possible way. The letter is signed by F. C. Joubert, manager division of transportation of the emergency fleet corporation.

"In view of the important part played by the carriers of the United States in making possible the prompt transportation of shipbuilding materials and the wonderful achievement of launching so many vessels on Independence Day, please convey to each railroad employe the hearty thanks of the transportation department of the United States shipping board emergency fleet corporation. No class of individuals' efforts have been more vitally necessary or more loyally and patriotically manifested than have those of the railroad fraternity. Each ship is a message of defiance to the German government and a demonstration of the unity of purpose and determination of the American people to destroy kaiserism. We want every railroad man, whether trackman or official, to realize that without their hearty support, which they have so cheerfully given, it would not be possible to answer so fully and gloriously the cry for ships; more ships. (Signed) F. C. Joubert."

Superintendent Ennis of the Musselshell has had occasion to write a letter to J. J. Shambaugh, a farmer near the company's right-of-way at Tusler, Mont., thanking him for taking the trouble to call his office and notify him of a bad joint in the track just west of Yellowstone bridge east of Tusler. Repairs were thus promptly made and further damage averted.

Agent Nic Behme is always on the watch and attentive to the company's interests. On July 1 he discovered a dragging brake-beam under St. P. car 504133, train 71, as it was passing his station. He signaled the conductor, who promptly stopped the train with the emergency valve, and the brake-beam was removed without further damage. Superintendent Larson has written him a letter

EMPLOYEES' MAGAZINE

specially commending him for his prompt action and efficient service.

Believes in Special Commendation.

Assistant General Manager Nicholson is a firm believer in giving credit where credit is due, and has written the following letter to general superintendents expressing his approval of "Special Commendation."

"Very frequently an employe does something out of the ordinary which warrants giving him a letter expressing the satisfaction and approval of the superior officers, and it is very desirable to issue letters recognizing this exceptional service. The employe always appreciates it very much and feels more friendly toward the company when other employes find out that he has been commended for something he has accomplished. The best medium for notifying the other employes is through the Employees Magazine. I wish you would instruct superintendents that we are in full sympathy with this practice and feel that it should be extended as we want employes to understand that we appreciate exceptional service at any time and do not want them to get the impression that we are too free to criticize and not inclined to show an appreciation of exceptional service.

I wish you would encourage this in every way and see that the Editor of the Employees Magazine is given full information so that necessary publicity and be given to such letters written."

M. NICHOLSON,

Assistant General Manager.

E. W. Meredith of the Racine clerical force, discovered a broken rail at 15th street, Racine, July 10th. It was a bad break and would have caused a serious derailment.

Transferman Steiner, Corliss, saved a derailment when he discovered a brakebeam down on extra 8044 at Corliss July 9th.

The watchfulness of Brakeman Weigart saved a derailment of a C. & N. W. train at Clinton Junction, June 28th. Mr. Weigart discovered a defective draft gear in the train, signaled the engineer and made the necessary repairs himself. It saved a serious delay to his train and proved

that he realized that we are all working for the same "Big Boss."

Car Department, Milwaukee Shops.

C. Petran.

A large gathering at the wood mill Thursday was due to an event that will not be forgotten very soon, it being the ceremony of flag raising. General Foreman L. B. Jeusen being master of ceremonies, the ceremony opened with three jacks raising the flag with a regular bugler. Next on the program was the singing of the "Star Spangled Banner." A stirring speech and very patriot by our fellow employe, Mr. Mitten, followed by a song by Mr. Meyers. The master of ceremonies next introduced the orator of the day, A. J. Wattrous, followed by a duet by Mr. Meyers and Mr. Johuson. Three cheers for the stars and stripes closed the ceremony with the attendance of over 3,000.

Mr. Silcox has just returned after a week spent in the southern district.

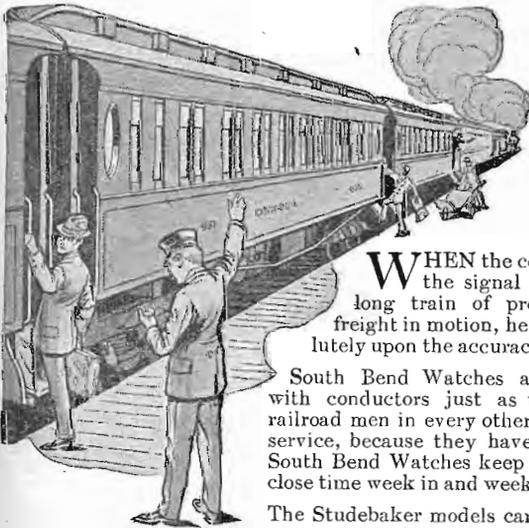
Our Milwaukee shop band of thirty pieces will perfect a permanent organization Sunday, July 28, and we expect noon day concerts at the shops at least three times a week.

H. R. Warnock, G. S. M. P., paid a two-day visit to the shops on the 17th and 18th of this month.

Mr. Brennan, S. M. P., paid the car department a visit. Welcome, Mr. Brennan, to the main shops.

Obituary.

Willis Reuben Haley died at his home in Chillicothe, June 17. He had been sick for four months. The funeral was held from the family home and the services were conducted by the I. O. O. F. Lodge of which he had been a member for many years. Mr. Haley held the position of pump repairer foreman for fifteen years and was a faithful and efficient employe. He is survived by his widow, four sons and two daughters, to whom the sympathy of his many friends on the Kansas City Division is extended in their bereavement.



Getting away on the Minute

WHEN the conductor gives the signal that sets the long train of precious human freight in motion, he depends absolutely upon the accuracy of his watch.

South Bend Watches are a favorite with conductors just as they are with railroad men in every other branch of the service, because they have learned that South Bend Watches keep exceptionally close time week in and week out for years.

The Studebaker models carry a five-year guarantee against the cost of any changes in time requirements—a guarantee no other watch manufacturer gives you. Look for The Watch with the Purple Ribbon at your jeweler's. Write for latest catalog.

SOUTH BEND WATCH COMPANY, 288 Studebaker St., South Bend, Ind.

South Bend Watches

Known by their Purple Ribbons



On the Steel Trail

From Our Regional Editor.

Sted.

Somewhere in France.

Dear Sted: Well, at last I have found your address in a paper so will rattle off a little chin music. All the boys are well and having good eats and a hell of a good time, if that's what you call it. But for mine I would just as soon be back switching car boxes on the St. Paul. Railroad on this pike is somewhat different from back there, but we are getting along pretty good, so far. We bust up a car once in a while, but of course that can't be helped, especially when it is a car of pinard. The most trouble they have with this Chemin de Fer is keeping it all together. Some mornings we wake up and find part of it missing, but usually we find it within a mile or so. These Dutch sure do like to blow up a railroad for some reason or other, and they sure can hit them. Don't ever let anybody tell you they can't shoot.

Our company recently took over some new track and they call it Capt. Sawtelle's Extension, and it sure does run through a wild country. It is so wild that they don't run anything only at night, and they run the gauntlet. In the daytime we are watched by the Germans from an observation balloon which sits up there in plain sight. All they do is to sit up there and look around and direct artillery. But every once in a while a Frenchman flies over and sets the balloon on fire which makes some nice scenery for us.

I had to stop this letter just now on account of a big bunch of American negroes that went by on their way to the trenches. There were four or five thousand of them and they sure were a happy bunch, and all swore they were going to get them a mess of Germans. When they pass our place they only have to do four miles more and they can find all the Germans they want.

Am enclosing our monthly paper which contains quite a bit of fertilizer, but you are used to handling that stuff (I guess), so there is no use explaining any more.

Well, that's all I got time for just now, so give my best regards to Nora B. and the rest of the bunch, and save plenty for yourself and don't forget to answer.

As ever, your friend,

CHARLES BILLHORN,
Co. D, 13th Engineers (Ry.)

P. S. I have often read of Nora B. in the society columns of the *Employes' Magazine*, and hope to make her acquaintance on my return from France. Please excuse mistakes on account of the noise of the barracks.

Train Dispatcher LeVere Curran of Malden who has been in Russia, Japan and Manchuria with the American boys in the Russian railway service, is in Spokane visiting friends. LeVere is looking well and hearty and it looks as though the trip had done him good. He tells many interesting anecdotes of the life and customs of the people in the foreign countries and brought back many interesting souvenirs from Japan. LeVere expects to go back and enter service again.

Miss Katherine O'Brien, clerk in the Deer Lodge office called at the Spokane office recently and brightened up the place. Also Chief Clerk Sam Greengard was here and told us about the back time pay rolls. What is a back time pay roll, anyway?

Material Clerk Herbert Moody had one of his fingers done up in a rag the other day. We do not know if anything was the matter with it or not. We have heard of some mothers who tie rags on the fingers of their babies. We do not know what they do that for either.

B. P. H.—I am in the same fix you are as to who or what is Sted. I have met him several times during my existence on this earth and on South Clark street, but he is hard to follow. When you take your regional vacation come out here and we will go over in Montana on a still

hunt for him. Maybe you had not better associate with him though if you think he has cooties. But since the American boys in France have commenced training these delicious little insects maybe you have become accustomed to them. Do you ever sleep, or try to sleep, some place on Green street, or South Canal? Say, B. H. P., what kind of a burg is Chicago, anyway? Can one quench his thirst there in comfort and ease?

Charles Molander has been appointed chief dispatcher of the Columbia Division with offices at Malden. Good luck, Charlie.

There have been no births, deaths or marriages in this regional district this past month.

It does seem strange. We have been wondering about it for a couple of months. Odd as it may seem, yet it is an absolute fact that it has not snowed in Spokane this summer.

Miss Alice Bath of the Seattle office has returned from her annual vacation. This year she spent it down in the sunshine where the oranges blossoms grow—why oranges, of course.

If I should die tonight—But then I am not going to. Look up, Ben King, he tells you all about it and now that you have got your back pay it is time to save someone's life. Try and save Uncle Sam's. It would not make him angry in the least if you buy War Savings Stamps with some of it. Jar loose.

Sure, Hawley, one can catch trout with a hair on. You take most any tackle and it is made from hair; you hook it into a trout and then the trout has hair on him. It sounds logical enough to be true, and anyway, I never met an angler yet but what he always told the truth.

The recent lectures delivered in Spokane by Dr. Lipscomb were of the kind that count. The doctor has devoted his time and attention to first aid work and under the colors of the Red Cross is doing noble deeds. While here the fifth anniversary of his entrance into the Red Cross work was mildly celebrated by the good doctor. He congratulated himself and gave two or three side talks in Spokane under the auspices of different societies. A pleasant manner in which to gloriously celebrate an anniversary. His four lectures to the railroad boys were well attended, and everyone who heard or met him realized they had come in contact with a man worth while. The doctor will always meet with a hearty welcome in Spokane and we hope to see him oftener from now on.

Dispatcher C. E. Molander of the Missoula Division spent a few days in Spokane during the month of July.

Dispatcher Guss Rossbach's intentions in spending his vacation at the Grand American handicap in Chicago have been blighted. Gus has been appointed a member of the examining board on standard rules and we are afraid some state besides Washington will now grab the trophy. That reminds us of our recent shoot with Gus in which we missed every target. We had some of those shells left after the shoot was over and when we got home cut one open and examined the contents. They were loaded with powder and radish seeds.

The shells were presented to us by Gus just before the shoot started, but we do not believe he really expected to break blue rocks with such missiles as those. Now, he broke nearly every target he shot at and it does not seem possible he did it with radish seeds. We do not understand it at all, at all.

Miss Meda Bishop and her sister, Alma, are now enrolled as clerks in the superintendent's office. A very pleasant addition.

Clerk George Brenner of agent Cutler's office has been acting as body guard to troop trains between Spokane and Seattle the past month. George makes good any place you send him, no matter what the work or requirements.

Traveling Timekeeper Lee Boyd was a July visitor in the Spokane offices. Lee seems to have a liking for the Spokane bunch, especially those working in rooms 15 and 19, or is it 17 and 21. Somewhere along the hall, anyway.

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Channing News.

F Hawley.

Blacksmiths Louis Anderson, Hart Anderson and Jack Vermillion, and Machinist F. Hawley have returned from Camp 2, where they had a week's outing. The boys brought home a beautiful catch of trout. The fever has spread among the rails and many a party has gone out on a fishing trip. Machinist Ed Van Duren and Brake-man R. Deacon, have the right spirit—both have joined the navy.

Machinist Ferris Nelson has been at Channing for the past two weeks reaping in the yellow backs while a couple of machinists are laying off. Ferris says he likes the nob of the woods better each time he comes. Come again and be sure to bring a tool box.

Leonard Hincley, son of Boilermaker Hinkley, has accepted the job of machinist helper, days. Len appears to be quite handy and bright, but is worried when the noon hour comes.

Dutch Anderson has fenced in his truck garden near the blacksmith shop so nothing may happen to his expected bumper crop.

A coach containing navy recruits passed through Channing on No. 2 June 3. A fine bunch of healthy boys they were and all seemed to be joyous over their prospects.

Machinist Harry Skeen approached the roundhouse here of late with a French 75. A target was set up and Harry knocked it down one time out of three. You will have to do better, Harry, for such shooting won't win the war. Harry says the next time he comes he will shoot at the old stationary boiler. That will be fine for he can hardly miss that.

A new stationary boiler is being installed at the roundhouse. Ben Thompson and his gang of bridge carpenters have removed the old boiler and set the new one in its place. The pipefitters from Green Bay shops are doing the pipe work.

A fine reception was given Bill Feak and his bride June 4 upon their arrival at Channing. A large bunch of rails with all the discarded pans and tubs gave the couple a concert. You should appreciate the reception and sendoff the boys gave you, Bill.

Mrs. Hans Olsen, wife of Engineer Olsen, was a Channing visitor last week.

Ebbe Johnson and wife have returned from Cleveland after a week-end visit.

Tom Barr, machinist from Iowa, has been added to the Channing force.

Anton Wiederholt and Cecil Worthing, machinist helpers, and Engine Hostler "Dutch" Linderman were Iron Mountain visitors recently. The boys didn't forget to register.

Engineer Chester Foster has gone to St. Vincent Hospital, where he will undergo treatment for heart trouble.

Machinist Herb Modrow has been in Iron Mountain. Captain claims his brake valve needs new gaskets, but we can hardly believe him for he makes that trip pretty frequently. A few new records is what seems to bother him.

Engineer Harry Hansen of Green Bay was a Channing visitor.

We notice Allie Proctor scouting the Channing wilds. We suspect his motives, but will not say anything. The Iron river looks good to him.

Former Boilermaker Helper George Gegare and now Sergeant Gegare, was cited for bravery "somewhere in France" during a raid on April 13. George was one of the Americans who were attacked by an enemy force which invaded the American line. When Sergeant Gegare was summoned to surrender he refused, facing his opponents, disabling two of them and saving his machine gun from capture. We knew George would stand his ground. His friends on the Superior Division were grieved to learn that he was killed in action a few days later, and all wish to extend their sympathy to his father and mother.

The roundhouse employes here are certainly bringing home the fish and would make many a sport jealous. The boys return every time they go out, with as high as eight and ten fine black bass.

Engineer George Hirn has gone to the Mayo Brothers' Hospital at Rochester, Minn., where he will undergo treatments. This is his second visit there and we hope he will soon be back on the job, fully recovered.

Elmer Lindermann has been called to camp and will leave shortly.

WHY WEAR Overalls?



Pat. June 8, 1915

Union Made

When there is something **Lots Better** The Patented "Sensible" Is Different and better than any other work garment. At your dealers or write for descriptive circular.

Popular Prices

JOHNSTON & LARIMER MFG. COMPANY,
Dept. . . . Wichita, Kans.



Patented but-ton-down skirt showing neat jacket effect.



Skirt up showing suspenders which are attached to back of jacket.



Showing the convenient drop seat arrangement.

SENSIBLE

COMBINATION WORK SUIT

Rider Agents Wanted



Boys and young men everywhere are making good money taking orders for "Ranger" bicycles and bicycle tires and sundries. You are privileged to select the particular style of Ranger bicycle you prefer: Motorbike model, "Arch-Frame," "Superbe," "Scout," "Special," "Racer," etc. While you ride and enjoy it in your spare time hours — afternoons, after school, evenings and holidays — your admiring friends can be easily induced to place their orders through you. Every Ranger sold takes with it our 5-year guarantee and the famous 30-Day Trial agreement.

Factory-to-Rider. Every purchaser of a Ranger bicycle (on our factory-direct-to-the-rider sales plan) gets a high-grade fully guaranteed model direct from the factory at wholesale prices, and is privileged to ride it for 30 days before final acceptance. If not satisfied it may be returned at our expense and no charge is made for the use of machine during trial. Delivered to You Free. We prepay the delivery charges on every Ranger from our factory in Chicago to your town. If you want to be a Rider-Agent or if you want a good bicycle at a low price, write us today for the big free Ranger Catalog, wholesale prices, terms and full particulars.

MEAD Cycle Company

Dept. F-247, CHICAGO, U. S. A.

EMPLOYEES' MAGAZINE

Mrs. John Mastoff is spending a few weeks at Chicago.

Miss Ruth Livernash is visiting at Minneapolis.

Miss Flora Emmrich, assistant to the round-house foreman, is taking a three weeks' vacation. Her strenuous duties of the past make it absolutely necessary for her to take this much needed rest and we sincerely trust that upon her return she will be able to take up her duties with renewed energy.

Mrs. J. L. Truax is visiting at Grand Rapids.

Mrs. Bert Rasmussen is visiting with her parents at Necedah.

Mrs. Lorette Gerrow spent Sunday with her husband at Madison who is attending the university prior to taking up duties in the aviation corps.

M. L. Boucier, brakeman, is spending a few weeks at Oshkosh visiting.

Mrs. J. M. Ghies and daughter Arabelle went to Menominee, Mich., for a few days' visit with her parents.

Miss Lillian Gorman, formerly stenographer for H. H. Ober, superintendent, was married to John H. Healy June 19. They are making their home at White Water, Wis. Mr. Healy expects to be called for U. S. service in the near future.

Mr. and Mrs. A. W. Warner have just returned from a two weeks' vacation which they spent at Shawano and Chicago. Dell was very much enthused about all the fish he was going to catch, but we have not been able to draw him into a conversation relating to fish since his return. Did you get any, Dell?

Alpheus E. Van Norman, timekeeper, is now employed by Uncle Sam and is stationed at Jefferson Barracks, St. Louis.

Charles Conklin, Jr., and wife, have just returned from a trip to Detroit and other places where they spent about two weeks.

Oden E. Larson, switchman in the Wausan yard, passed away on May 11, typhoid pneumonia being the cause of his death. His passing away caused sincere regret throughout the division and the deepest sympathies are extended to Mrs. Larson and children.

Gone, but not forgotten—H. E. Phillips, time inspector. Did you know that you would be missed, Hal?

Miss Anna Larson and Margaret McGinley spent Sunday at Milwaukee.

Thomas E. Crago, division accountant, resigned his position to take up training at the Great Lakes Naval Training Station. We are hoping to get some letters from Tom and some good snappy poetry.

Miss Mae Callahan, formerly bill and voucher clerk, has taken the position of timekeeper for the engineer and firemen, so there will not be any more complaints as far as being under paid.

Mrs. Loretta Gerrow has taken the position as bill and voucher clerk and O. Fullmer is occupying the position as division accountant.

Mrs. Clara Rege entertained the Ladies' Auxiliary of the O. R. C. at her home during the week and the afternoon was spent at doing work for the Red Cross.

Dorothy Wells accompanied by Isabelle Gahan, who has been visiting at the Wells home, spent the Fourth at Tomahawk.

Mrs. Ed. Callahan was taken ill while visiting with her daughter at Mitchell, S. D. Mr. Callahan was called there and accompanied her home. Her condition is slightly improving since returning home and we hope, in our next issue, to be able to mention that she has entirely recovered.

Mr. D. E. Wells, engineer, went to Portage to spend the Fourth.

J. Campbell, engineer, spent the Fourth with his family at Mauston, Wis.

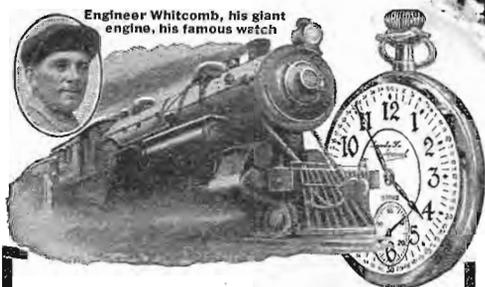
Henry Schaupp, conductor, is the proud possessor of a brand new five-passenger Dodge.

Mrs. D. O. Daniels and daughter, Louise, are visiting at Denver, Colo.

J. W. Held, second trick dispatcher, is taking a two weeks' vacation. He expects to take his family to Fort Benjamin Harrison, Ind., to visit with his son, Joseph, who is in training there.

Car Accountant.
"Stis Hopkins."

C. C. Denz of this office and Miss Lucile Dehner of Burlington, Ia., were united in marriage on July 10, leaving shortly after the ceremony en route to the Rocky Mountains to spend their honeymoon. Congratulations, and may their lives



Engineer Whitcomb, his giant engine, his famous watch

The Famous Santa Fe De Luxe Train running between Chicago and Los Angeles makes a "mile a minute" clip with a "FAMOUS SANTA FE SPECIAL" WATCH IN THE CAB. Whitcomb says: "BEST WATCH I EVER CARRIED."

The **SANTA FE**
SHATTERS
ALL WATCH PRICES

Right in the face of advancing watch prices we are not only holding prices down, but simply cutting them to absolute **ROCK BOTTOM**. We are doing this to extend the distribution of "Santa Fe Special" watches throughout the land during 1918, regardless of cost.

Read This Astounding **OFFER**

The **ILLINOIS Famous \$**
Santa Fe Special **250**
21 JEWEL RAILROAD **2** **A**
WATCH **MONTH**

The **ONE** Standard Railroad watch that's **GUARANTEED TO LAST A LIFETIME** and **GIVE SATISFACTORY SERVICE**. Passes Railroad Inspection.

VERY IMPORTANT—Select your watch **NOW**. A serious shortage in watches is threatened because of factories devoting their plants to the manufacture of war materials.

Get your watch while you can. Get it while you can still take advantage of our low wholesale prices. We have not raised our watch prices as others have, nor will we do it for a while.

Save $\frac{1}{3}$ to $\frac{1}{2}$ of Your Money

Not only are you saving money from the present day prices of watches, but you can still secure the "Santa Fe Special" watch at **LESS THAN "BEFORE WAR PRICES."**

Send Your Name Today
MOST LIBERAL OFFER EVER MADE

Our "Direct-to-You" low wholesale terms and **EXTRA SPECIAL DISTRIBUTION PLAN** is fully explained in the **NEW Santa Fe Special** booklet just off the press. The "Santa Fe Special Plan" means a **big saving** of money to you and you get the **BEST** watch value on the market today. **WATCH SENT FOR YOU TO SEE WITHOUT ONE PENNY DOWN.**

NEW CASE DESIGNS

The new watch book shows all the very latest designs of the world's most talented engravers, each case illustrated in beautiful color combinations, showing three color inlay monograms, engraved monograms, fraternity emblems, French art and special designs. A postal brings the new watch book.



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SANTA FE
WATCH CO.
Topeka, Kan.

How the Railways of the United States Saving Fuel By Electrification

In European countries, where the high price of coal and its scarcity have furnished added incentive, railway managements are vigorously pushing plans for electrification. In Italy and Switzerland the coal situation is acute, and plans are well matured for the utilization of the vast water powers in order to become independent of foreign coal supply in emergencies such as the present war. These plans contemplate not only the electrical operation of the railroads but the electrification of industrial plants as well.

In addition to the actual saving in coal resulting from electrification of the existing steam railroads, the experience of main line railroads now operating electrically demonstrates that an increased capacity of track is made available by the increased train loads and the greatly increased operating speeds. Furthermore, under steam operation the fuel coal has to be transported over the road as non-revenue tonnage from the mines or from the point of delivery of the right of way to the various coaling stations, thus occupying the tracks and the engines which might otherwise be used in the production of revenue. A non-revenue movement which is much more difficult to reduce to actual figures, however, is the hauling of this same coal in the engine tenders. This movement of company coal in cars and on tenders, together with water for steaming purposes, is estimated by Mr. A. H. Armstrong in the case of mountain divisions of a trunk line railway (sections now in the most immediate need of electrification) as fully 10 per cent of the total gross ton-miles carried over the rails. Under these conditions the electric locomotive, due to freedom from coal and water requirements, is inherently capable of hauling 10 per cent more average train tonnage with no increase of weight upon the driving axles.

Data are now available for several railway systems showing that the cost of conversion to electrical operation in the case of roads with a reasonable amount of traffic is amply justified from the financial standpoint. The Butte, Anaconda & Pacific Rail-

way, which was electrified in 1913 at an initial cost of \$1,201,000, showed a total saving per year over steam operation of \$242,300, exceeding 20 per cent upon the entire cost of electrification. In addition to this definite money saving the road showed a greatly increased capacity and a great improvement in the service. These facts so well established it is quite within reason that the Federal Government should take steps to conserve the existing supply of coal and oil by assisting to finance such electrification as competent engineering authorities should be able to show will make the greatest saving in fuel.

In order to establish a definite ratio of comparison between the efficiency of the steam locomotive and the electric systems shown in data from various roads have been compared that as an average figure seven pounds of coal on the steam locomotive tender is equivalent to a kilowatt-hour of electricity of an alternating current switchboard at a power-house. A kilowatt-hour of electric energy can be produced in a modern power plant with two and one-half pounds of coal. This means that it requires seven pounds of good coal on a steam locomotive to haul the same amount of net tonnage as could be handled with an electric locomotive by burning two and one-half pounds of coal in an up-to-date power house. It is necessary to use net tonnage figures to secure a fair basis of comparison, since there is a much greater percentage of non-revenue freight with steam than with electric haulage owing to the handling of company coal for the steam locomotive.

These assumptions are based on a good quality of coal on the locomotive and in the power station. Experience has demonstrated that there is no economy in attempting to use a low-grade fuel on the locomotive, but with stationary boilers and equipment it is possible to materially reduce the cost of power by burning low-grade coal. For purposes of comparison, the ratio of 7 to 2½ is a conservative figure.

How the Railways of the United States are Saving Fuel By Electrification

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In order to establish a definite ratio of comparison between the efficiency of the steam locomotive and the electric system showing data from various roads have been compiled that as an average about seven pounds of coal on the steam locomotive tender is equivalent to a kilowatt-hour of electricity on the alternating current overhead at the power-house. A kilowatt-hour of electrical energy can be produced in a modern power plant with two and one-half pounds of coal. This means that it requires seven pounds of good coal on a steam locomotive to haul the same amount of net tonnage as could be hauled with an electric locomotive by burning two and one-half pounds of coal in an up-to-date power house. It is necessary to use net tonnage figures to secure a fair basis of comparison, since there is a much greater percentage of non-revenue freight with steam than with electric haulage owing to the handling of company coal for the steam locomotive.

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EMPLOYES' MAGAZINE

always be as bright as the light from the beautiful floor lamp presented to them by the car accountant's office.

One of our clerks just returned from his vacation, Mr. Hans, believes in doing his "bit" so decided to remain in Chicago. He spent one day at Cub's Park and one night in jail. No, he's no slacker, just not old enough for the draft.

The dictaphone bureau recently enjoyed an outing at Lincoln Park, after dining at the Refectory they spent the evening knitting and rowing. A good time was reported.

Carl Knigge and Grant Miller will be Kilbourn visitors during their vacation.

Carl Meier visited the office all dressed up in his new uniform. He makes a fine looking soldier.

Albert Hanfler is with us again. Glad to see him back "XYZ old girl."

"Beech Nut" seems a favorite dish in the time movement department, either gum or tobacco.

Ted Skweres has returned from his vacation and is working hard, as usual.

Mr. Lindley is all smiles these days—on account of a new baby girl at his home. Congratulations.

Miss Elizabeth Meyers is visiting her brother at Douglas, Ariz.

Dan Cupid has again visited the computing department, Miss Pohle is wearing a new ring.

Misses Clara Mondry and Helen Mischke are visiting in Detroit, Mich.

A party of young ladies from the building recently spent the week end at "The Dells"—for a time everything seemed dark—for unfortunately one of the ladies dropped her purse containing all valuables. The purse was recovered, however, and they returned safely home.

Prairie Breezes from the H. & D.

C. R. Craft.

C. E. Fisher, yard switchman, is spending his vacation at Middleport, O.

The Aberdeen freight office has had several promotions in the last week; Leo Lutgen, formerly assistant cashier, to cashier; F. D. Hulse to assistant cashier; Lida Young, formerly chief clerk at the yard office, to freight received clerk.

Harold Peckham, chief clerk to the district carpenter, and A. F. Reuland, stenographer to the district inspector, spent the Fourth in Minneapolis visiting friends.

Ike Erickson spent Sunday the 6th with his sister at Ortonville, Minn., as we understand it. He reports his sister coming along very fine.

H. G. Gibson, chief dispatcher, leaves tomorrow for Minneapolis on his vacation, and also understand that he will only spend a few days there and then return to finish his vacation in the harvest fields with his brother-in-law. Harry, we think that you are setting a very fine example in being so patriotic, but can't see why the first few days in Minneapolis.

August Reuland, formerly chief clerk to the district inspector, has accepted a position with O. F. Waller, D. F. & P. A., during the leave of absence of C. R. Craft, who is spending his vacation in Montana and various points along the coast.

Harry Collins has accepted a position with the district police inspector, E. Burke. Glad to have you with us Harry.

C. J. McCarthy, chief carpenter at Aberdeen, spent a few days in Milwaukee. Why go so

John Huben, first trick operator at Milbank left with the June draft for Camp Funston, being relieved by J. Check, formerly second trick operator, and C. Leach accepting second trick.

Miss Alma Bolan, stenographer to the D. M. M. at Aberdeen, S. D., has been confined to her home on account of the mumps. We all regretted to hear that, but reported that she is doing nicely. Hope to see you back soon, Alma.

W. Shepherd has been appointed round house foreman at Milbank, W. F. Mueller returning to Minneapolis to resume machinist work.

Miss Esther Ross has been relieved of her clerical position at the round house at Milbank due to the car repair clerks taking over that work. We hate to lose you, Esther.

E. W. Phellan, road master at Milbank, spent the Fourth at Missoula visiting relatives and friends, but reports a poor time compared to other ones at Milbank.

The track department have been making quite a progress lately laying the double track between Milbank and Ortonville, even the conductors have been noticed carrying gravel with them from the Appleton pit.

J. G. Hammer and P. Harrington of Milbank spent a week at Big Stone Lake lately, putting in most of the time fishing. They also brought in some smoked fish, which they cured themselves, that received considerable mention.

Honor Roll.

James Maloney, fireman on West H. & D., departed the 17th for Omaha for examination in the navy; enlisted the 12th.

Trans-Missouri Notes.

J. M. Waters.

Frank Bednar, agent at Firesteel, was a caller at Moberidge last Friday.

The proposed new connection with the Northern Pacific from Cannon Ball to Shields will give the people of the north line another outlet to eastern markets.

Quite a number of the brakemen on the Trans-Missouri are taking examinations to be set up as conductors. We hope they make it O. K.

Ed J. McAvoy, former chief clerk to Assistant Engineer Edward Murray, has been transferred to Moberidge as chief clerk to Superintendent A. E. Campbell.

We hear that Chief Dispatcher J. P. Rothman has been slated for a promotion as trainmaster at Miles City. We are sorry to lose John, but he has a host of friends who wish him all the good luck in the world.

Every one deserted their posts last Saturday and went to the circus. Agent Solke came home rather lame. Said he got too close to the elephant and it stepped on his foot.

Asa Berfield, B. & B. foreman, joined the colors at Brookings last Sunday, where he will take special training in the tank service.

Herman Stock and crew made a flying trip to Plevna last week to erect a coal dock.

Mrs. James Waters, car clerk, was taken to the hospital last week, where she is very sick, and we all hope for a speedy recovery.

Frank Williams, cashier in the freight depot, was acting chief clerk for Superintendent A. E. Campbell for a few weeks until the arrival of Mr. McAvoy.

Mr. Clothler, accompanied by W. B. Lanning, bridge inspector, inspected all the bridges on the

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MILWAUKEE RAILWAY SYSTEM

Trans-Missouri and Musselshell Divisions last week, completing their work in record time. Mr. Lanning goes west from Miles City to inspect the Rocky Mountain Division.

Mrs. Roberts has been acting car clerk during the absence of Mrs. James Waters. Back pay checks are here and every one is wearing a smile.

Cards were received from the two Baker boys, McFarland, Berg, Wands and Petre, telling of their safe arrival overseas.

Conductor Ed Boyd of the Trans-Missouri Division was fatally injured Sunday when his engine tipped over near La Plant. He was hurried to the Moberge hospital by a special train, where everything was done to save his life, but he died Monday morning at 4 o'clock. He was well known on the division and sympathy is extended to his family.

Iowa (Eastern) Division Items.

J. T. Raymond.

Superintendent of terminals, Milwaukee, E. F. Hoehn, made a brief trip to Marion to attend a funeral. He was accompanied on his return by Mrs. Hoehn, who had been the guest of Superintendent and Mrs. Marshall.

Conductor Charles E. Mitchell, who has been laying off for several months on account of heart trouble, is improving slowly, but there is no prospect of his resuming work very soon.

Conductor C. R. Cornelius is off duty on a month's vacation. Conductor John Coakley is relieving him.

Conductor W. L. Hyde went to Chicago June 15 to the Presbyterian hospital for an operation. Information received at this time (July 18) indicates that he is improving slowly.

Conductor F. H. Williams has the Farley passenger run between Cedar Rapids and Farley.

Conductor Jack Higgins was off duty several days visiting in Chicago.

Conductor Thomas Freeman, who has been off several months on account of sickness, has resumed work and is now on the Davenport and Maquoketa, mixed run, Nos. 272 and 261.

Trainmaster L. A. Turner was in Chicago on a short business trip.

E. G. Hayden, one of the general veterans of the passenger department, spent a short time in Marion on company business. Mr. Hayden was, until recently, located at Cleveland, O.

Word received by relatives and friends from nearly all of our boys in the railway regiment in France indicate that they are well and doing their work with characteristic American energy.

Frank Morton, Harry Rockey and L. E. Howell attended the annual reunion of Spanish-American war veterans held at Sioux City recently.

Chief Dispatcher J. J. Kindig made us a brief call en route to Perry.

Agent T. M. Snyder of Waucoma has responded to a call for service in the army. E. E. Schwartz acting as relief agent temporarily.

L. A. Klumph is now general car foreman and his territory has been extended to Madrid.

Miss Maud Robinson is a new member of the clerical force in the car department at Marion.

R. Shiveley, coal shed foreman at Marion, and sons Frank, night yard clerk, and Robert, round house caller, left recently for a visit with relatives in Ohio.

Round House Foreman William Graff and wife will leave in a few days for Atlanta, Ga., to see Mrs. Graff's brother, who is in army training there.

Thomas O'Grady has gone to Rochester, Minn., for treatment.

Switchman Ed Long has taken a leave of absence and gone west to help put up grain.

Switchman W. H. Elbert leaves in a few days to help Uncle Sam in the army service. He goes to Camp Gordon in Georgia.

We were all very sorry to hear of our former yard clerk at Marion, Oscar French, who is now with the Rainbow Division in France, being injured.

Last reports were to the effect that he was getting along fine.

Agent M. E. Burns and family have the sympathy of all the employes on the division in the loss they have sustained through the death of Mr. Burns' father, who was killed in an accident on the Turkey River Line. He was foreman at Volga City and was a long time employe of the company. His son Dan, was with him at the time of the accident and was injured.

Mrs. Leonard G. Hewitt has returned to Marion from a six weeks' visit with relatives in Washington, D. C.

Ticket Agent Geo. W. Carver visited his son Herbert, who has been undergoing treatment in the State University hospital for several weeks.

Mr. and Mrs. W. H. Applegate spent ten days' vacation at Lake Okoboji.

Leroy Barber, son of Mr. and Mrs. W. H. Barber, Marion, has received another promotion. He is now sergeant in Engineering Corps, U. S. Army in France.

I. & M. Jottings.

John Schultz.

This is my first offense as correspondent. I shall expect the editor to correct all errors in grammar and spelling.

Just why Superintendent Thiele wished this job on me I am at a loss to understand. I have no fame as a journalist or writer, such as Brann, the Iconoclast, or "Sted." In fact, I was a hopeless case during my school days when it came to grammar, etc. Many have been the times when I was forced to stay after school or made to stand up to study my grammar lesson. (Yes, I had to stand up and study my lessons at different times. The seats were very hard, especially after a private session with the teacher.) I shall expect all the employes of the I. & M. division to let me know when anything of interest occurs. If you want your name before the public you want to holler.

Marcella has gone. The blue-eyed, red-headed, Irish lassie deserted us cold. She is now clerk for Superintendent Larson of the S. M. Division. Gosh, Marc, the boys sure miss you. Did you take the hammock with you? It was such a nice one.

Several of the I. & M. boys attended the S. M. Division safety first meeting. By the attendance we judge that a number of them were at the picture show. I frankly admit I wanted to see Doug myself.

Passenger Brakeman Jap Schroeber has been called to the colors. Jap says he wants the job as brakeman on Old Bill's special to the South Sea Islands. Charles Foote has been drafted from the S. M. Division to take his run.

Ticket Clerk Stratton A. Miller of Decorah has resigned and left for Minneapolis to attend a school of telegraphy with a view to joining the radio department of the navy. Walter Dunning takes his place.

Frank Kovieska, former yard foreman, left with the draft of June 25 for Camp Grant.

The Decorah line received its monthly deluge of rain and closed business for a day.

Passenger Brakeman Long Slim Hanson of the River Division has been making a few trips on the I. & M. Slim, it's been some time since we trimmed you in a game of Norwegian whist, but while you are here we intend to give you a few more lessons.

Conductor George Gordon has been in Minneapolis for a few days.

It seems that Boilermaker Theo. Holt of the Minneapolis shops is rather interested in the moving picture business, especially the ticket selling end of it. He is spending considerable time here at Austin taking lessons in the art. She is, no doubt, a good instructor. Better look out, Theo, I am some fan myself.

Engineer John Ober will, no doubt, hold a few stag parties now that his wife and child have left for a visit with relatives at Los Angeles.

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One of the three standardized Music Conservatories in the country is maintained in connection with the College.

ADDRESS THE SECRETARY

Yardmaster Jim Plum now boasts of a Marathon car. Jim's many duties require that he travel rather fast between the farm and office.

Mrs. George Sutton of the depot hotel has returned from a visit to her son George at Camp Lewis, Washington. She reports a very pleasant trip.

Traveling Passenger Agent Tom Morken accompanied the special troop train to Camp Grant June 25. Riding must agree with Tom, he don't seem to lose any flesh.

By the way, we protest the government's action in taking off the foreign passenger agents. We lose out on a number of good cigars and can't afford to buy any. Guess we will have to go back to the old Jimmy pipe.

Passenger Conductor E. Nelson is back to work. Joe Eitms had his run.

Conductor Tom Fitzgerald has been visiting his sister at Cresco for a few days.

Harold Colby is now a full-fledged brakeman, having resigned as car clerk. Erciel Finch takes his place as clerk.

Engineer Charles Layton and family have been visiting relatives at Caledonia, Minn.

Palmer Judwidson has gone to Milwaukee to take the machinists' examination.

Jim Deneen, roadmaster's clerk, spent a day at Minneapolis on business.

Fireman W. Webster is spending a few days at Chicago. Earl Wood has his run.

The shops must add another star to their flag in honor of Harvey Beckel, who has joined Uncle Sam's forces at the Great Lakes naval station as apprentice machinist.

Fireman Alfred Mitchell will spend the remainder of the season harvesting the crops.

Boilermaker Harry Bell and wife are visiting at Chicago and South Bend.

Two suspicious looking characters were found sleeping on the tender of "The 459" at Faribault. After being put through the third degree and the cinders washed off it was discovered that the two were Matt Medinger and Bob Laufie. From their appearance it was concluded they were after "Wall Eyed Pike." On their return we will, no doubt, hear some good fish stories.

Yardmaster Jim Plum was arrested for exceeding the speed limit. Jim was released, however, when the judge heard that he was hurrying home to tell his wife that a baby girl had arrived at their son's home. Jim will sure be a Foxy Grandpa.

Conductor Bennet of the Decorah line is taking a few weeks' layoff. Relieved by George Ames.

Conductor and Mrs. George Cross are enjoying a visit from their daughter, Mrs. L. Lindburg and children, of Minneapolis.

Engineer Charles Gilieece has recovered from the operation on his foot and is now at work again. Engineer L. Trenary is also off the sick list and back to work.

Conductor Alex Murphy can now speak plain English, eat a square meal and resume his usual dignified appearance as the result of a new set of teeth.

Two more boys from the shops have been drafted and assigned to home duty. United in marriage, Machinist Charles Holston and Miss Jane Thompson, Machinist Henry Sheldack and Miss Kathryn Smith. Congratulations.

Word has been received that Gilbert Thiele, a member of the marines, now in France, has been severely wounded. The sympathy of the employes is extended to the father and mother, Superintendent Thiele and Mrs. Thiele, and the wish expressed that Gilbert be soon restored to full strength.

Miss Cathrine Murphy, daughter of Conductor Murphy, of Portage, is visiting at the home of Mrs. Sutton.

There are only two kinds of school teachers those who keep on teaching and become old maids and those who get married before it is too late. Boilermaker Helper Clem McCaffrey deserves great credit for convincing Miss Nellie Ralph that she would be a better wife than school teacher. Congratulations.

La Crosse Division Doin's.
Guy. E. Sampson.

Another month has passed and employes on our division are doing all in their power to keep the wheels of transportation moving. With every available man working, a lay-off is out of the question, and all feel that they will stand for a vacation when the boys return and are ready to get into the game again. Business has been very good and some big mileage has been made on ac-

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MILWAUKEE RAILWAY SYSTEM

ent of not having the men to put more crews in service. A large number of troop trains passed over this part of the Milwaukee en route from Camp Lewis to the east coast, and our regular passenger crews had to handle these trains on their lay over days as our extra passenger men are all used now to move freight trains, and our extra freight conductors are doing the braking, as our regular and extra brakemen have been called to the colors. Yet we all know that we are doing our bit and are trying not to complain if we are not working as near the top as we think we should be.

Former brakeman E. B. Sills of Milwaukee died suddenly at his home June 16 after a few days' illness with tonsillitis. The bereaved family have the sympathy of employes.

In a letter from Jess Taylor of Company D, 13th Engineers, he states that all are well and also requests a copy of our magazine be sent to him. Says he was going to have a 10 day leave in July which he was going to spend near the Spanish border. Also that Anderson, Bently and F. Phillips left May 31st for their 10 day leave to spend it near the Swiss border. He also mentions Ivan Little who was wounded in the right thigh and was in a hospital, getting along fine.

The indoor ball games at Portage are surely well attended and the treasurer of the Red Cross has been made happy by the collections taken at the different games. The office force have a team that play Carleton's Colts, made up of men in road and yard service. Chief Dispatcher W. G. Bowen is official "Umps" and has always been found fair in every case even when his office boys were being held down to an almost scoreless game on their part.

The following employes have now been called to the training camps: Engineer Chas. Woodman, Fireman August Gutknecht, Brakeman P. B. Kerwin (better known as Bud), Louis Roberts and Yardman Wm. Grunke, all of Portage.

Operator Henry Tolfson of Kilbourn City has resigned his position to accept one with the bank at the same place. All wish him success in his new position.

A few more changes we must report this month so our boys "over there" will know where their friends are now located.

Trainmaster C. H. Buford has been promoted to

the position of superintendent of the Wisconsin Valley Division while C. F. Holbrook has taken Mr. Buford's place as trainmaster of the LaCrosse Division. Mr. Holbrook was formerly a LaCrosse Division brakeman, but for several years has been running trains on the R. & S. line of the Milwaukee. First Trick Dispatcher N. Frank has resigned his position leaving J. F. Voltz on first, S. H. Kruger on second, and F. W. Kruger on third. E. J. Andres is promoted from side wire man to chief dispatcher and is on duty during the vacation season.

Operator Mansky of Columbus, and M. L. Kruger of Sparta, are working side wires temporarily during the vacation time. Night Chief W. J. Hammond on vacation, Sam Hunter acting. Upon Mr. Hammond's return Chief Dispatcher W. G. Bowen will be relieved by Mr. Hammond while W. G. B. takes his annual vacation.

A. W. Warner has been assigned to the position of brakeman on the Watertown-Madison branch run.

The service flag of the LaCrosse Division is waving from the flag staff at Portage, showing to all the number of our boys that have gone to the service.

July 19th and no magazines for this month as yet, and every one asking why ???

Conductor C. K. Wright worked a few nights as operator at North LaCrosse during the absence of our friend Bullock. At this time when men are scarce it sure is a good thing to have the ability to fill in somewhere else at the right time.

News this month is hard to collect on account of everybody busy and your correspondent working overtime on the local freight with hardly time to sleep enough, and as the rest of the employes are doing their bit also we are short but will try and make up for it next time.

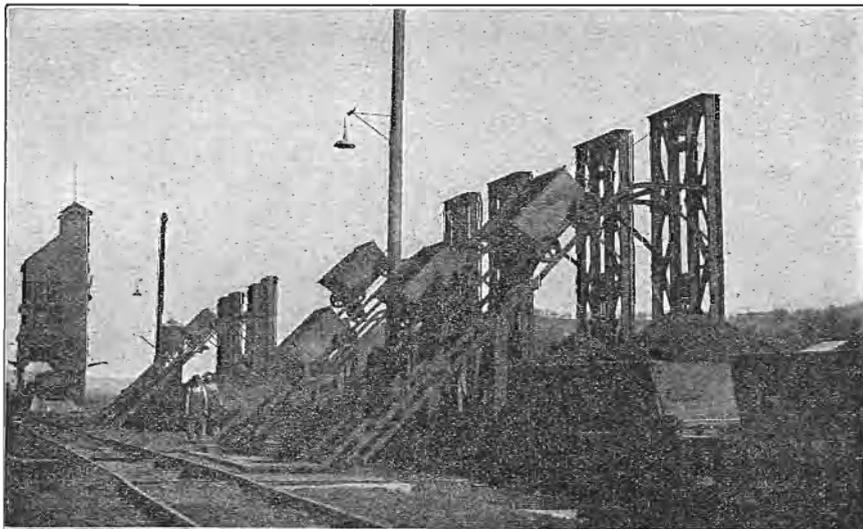
Conductor James Usher has returned from a trip through the east and northeast and resumed his place on the W. M. branch.

At the last minute comes the report that Conductor William Springer of Milwaukee and Miss Anna Meier of Madison were married since our last report and have just returned from an extensive trip along the Pacific coast and are now at home to friends in their Milwaukee home.

Sixty Thousand Men for Uncle Sam

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The LaCrosse Division employes and officials are taking a great interest in trying to reduce the over, short and damaged claims. The matter was brought up and thoroughly discussed at a committee meeting, and more than ever we are of the opinion that the matter if ever handled successfully will have to be handled locally, or each division by itself. Co-operation between the freight house, platform and train men will do more to decrease damage claims than all circular letter instructions that can be given. In a time like this when it is every man's duty to do all he can to conserve materials of all kinds, a strict study of the geography of the territory served will insure a great deal less handling of freight which means less damage, for the more a piece of freight is handled the more shaky the box or carton becomes. A study of this nature will begin to show other divisions how we are cutting down our loss and damage claims. Let us all of one accord show, by the interest taken in preventing loss and damage claims, that we are back of the Government that is back of our Railroads and that not a cent of loss or damage can be charged up to our carelessness.

Mr. Comstock of the car department at Portage has received the helmet that his son, Byron, one of our LaCrosse Division boys in France, wore at the time the piece of shell hit it and injured the wearer. However, Byron is fast recovering from the injury.

Dubuque' Division.
J. J. Reilhan.

Conductor Billy Cutting is making the Pacific coast a visit. During his absence Conductor Merwin has charge of the Preston line, while "Rube" Kearney is on Merwin's run.

Brakeman Carl Loible, an inspector at Camp Dodge, made home folks at Dubuque a visit the early part of July.

Operator Stewart at North McGregor was taken in the July draft.

Conductors Hibbard and Michel, Engineers Galvin and Fuerst are probably in France by this time they having sailed about July 4. Conductor Vic Clark, with about 250 others, are out of luck, their enlistment papers having been lost and they are still at Fort Benjamin Harrison.

The sailing day system has been adopted at the Dubuque freight house July 1, and if it works out as per instructions it should cause universal satisfaction.

Tom Sullivan, a section employe at Waukon Junction, had the misfortune of having one of his feet badly mashed by a rail dropping on it July 5. He was taken to the McGregor Hospital for treatment.

Operator Ed. Boeckh at Lansing was placed in nomination by the Democratic county convention for the office of county clerk. We have not learned whether he will accept the nomination or not.

The roll of honor at Dubuque shops now contains 77 names. The roundhouse has the largest percentage of enlisted and drafted men, 31 men from that department now being in the service, while all the other departments have a total of 46 names.

A large and enthusiastic safety meeting was held at Dubuque June 27. Supt. M. J. Flanigan presided at the meeting, and if the men will only follow his advice and instructions we will have very few accidents. A full account of the meeting will possibly appear under the proper heading.

H. J. Conrad sent us a photo of Lieut. E. G. Kiesele, formerly yardmaster at Dubuque shops, which should appear in another column of this issue of the magazine. "Eddie" is now seeing service in France.

The construction work at North McGregor is progressing quite rapidly, there being three extra gangs under Foremen Whalen, Cassidy and Kelsey now at work on the Dubuque Division main line and the south yard. A sufficient fill has been made so that a north-bound train can now be got out of the yard with full tonnage without help.

News is pretty scarce this month. Someone will have to start something and make some history if the magazine is to be a success.

The following telegraph positions on bulletin: Second trick at Harpers Ferry and LaCrescent; third trick at North McGregor.

Chief Clerk Rowley of the superintendent's office has enlisted in the army. Just at present his

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MILWAUKEE RAILWAY SYSTEM

Service is being filled by George Ehmer, formerly over-keeper, while Carl Eckstein is keeping time. It is reported that H. A. Cameron, now chief carpenter, will take the position of chief clerk.

Miss Bessie Hahn, former stenographer in the superintendent's office, has left the service, her place now being filled by Miss Schrup.

Several "G. N." engines went over this division on their way to St. Paul. These engines were not hauled dead, as formerly, but had to do like a bobo on a way freight, work their way.

Paul McFadden has been appointed second-trick operator at North McGregor yard.

Foreman Montgomery has resigned and Norman Kelsey has been given charge of the yard at North McGregor. It is understood that Ole Quam will take the extra gang that he has had at Waukon Junction and work them on the Preston line in the vicinity of Caledonia.

The announcement was made at Dubuque shops on July 10 that J. J. Connors, assistant superintendent of motive power, southern district, had severed his connection with the railroad. Mr. Connors has been a continuous employe on this line for forty-two years, he having entered the service in 1876.

The dedication of the service flag at Dubuque shops July 8 drew out a crowd of about 2,000 people. The flag contained thirty-four stars and represented the conductors and brakemen of the Dubuque Division who are in active service in France. The speakers' platform was beautifully decorated with flags, and a band concert of patriotic airs opened the exercises. Supt. Flanagan presided and delivered an excellent address. He appealed to the men of the Dubuque Division to render the best service possible as in this way they were serving the country in a time when the railroads needed to be equipped for efficiency in government service. At the close of his address he read the roll of honor. Mrs. Lillian C. Carey spoke to the men on the subject "The Soldiers of Industry." She told how much the service of the industrial workers of the nation meant to the country and declared that the dinner pail in the hands of the workman is the badge of America's greatest nobility. Judge J. W. Kintzinger delivered an interesting address on the causes of the war, describing America's reason for entering the struggle and urged all to stand back of the government in whatever decision might be made. He closed with a beautiful tribute to the flag.

"Louis, the Jap," was the first man to draw his back time, but he didn't pay the bet.

Conductor J. Bassett was obliged to give up his run on the Waukon line a few days on account of an abscess, caused by a bad tooth. He was relieved by "Homley" Joe Wittman.

The new engine for the Cascade line was purchased from the Colorado, Soo Ry. Co., and is of the consolidated type, having 15½-inch cylinders with 19-inch stroke, working pressure 145 lbs. Engine is a ten-wheeler and has four sets of driving wheels, and its low wheels seem to make it especially adapted for mountain work. Engine is very modern, but there are some changes being made on it at Dubuque shops, and it's hard to tell just what its equipment will be.

The following shop employes and locomotive firemen have either enlisted or were drafted during the past month: Richard Bogue, fireman, U. S. Navy; Ed. Grebins, fireman, U. S. Navy; Arthur Hennings, fireman, aviation section; Cyril Frommelt, fireman, U. S. Navy; Frank Kaiser, machinist helper, special training at Iowa City (bum name, but he shows the right spirit).

Engineer Huntington has been confined to his home for the last month on account of illness.

Engineer William Mullane is reported to be seriously ill at his home in La Crosse.

Fireman Earl Hanlon is sick at his home in La Crosse.

Engineer John White is laid up indefinitely on account of a swollen foot.

The many friends of fireman Edward Stoffregen will be pleased to learn that he is getting along very nicely. Fireman Stoffregen, it will be remembered, was injured while on a hunting trip with Engineer Ad. Schaetzle, now deceased. Engineer Schaetzle's gun discharged accidentally, a number of shots lodging in fireman Stoffregen's knee. It was thought at first that he would lose his leg, but he is now getting along nicely, and is able to do light work. He is supplying engines at Dubuque roundhouse at present.

Engineer Ben Kurt has returned to work after

having been laid up for about three weeks on blood poison.

Fireman Eldon Kline is the proud parent of a baby boy, born about June 25. In fact, Fireman Kline is so overjoyed that he has forgotten to return to work.

Iowa Division (West).

Ruby Eckman.

On July 2 at the home of the bride's parents in Marlon, the marriage of Conductor W. Fuller and Neva Buck was solemnized. Fuller is the eldest son of Conductor A. Fuller. He has been in the company's employ a long time in the capacity of freight conductor. Mrs. Fuller was the daughter of Machinist William Buck, an old employe of the Marion roundhouse force. The ceremony was witnessed by relatives and close friends of both young people. They took a wedding trip to Wisconsin and Minnesota and returned the latter part of the month to make their home in Perry.

Mrs. George Gontner, wife of machinist helper at the Perry roundhouse, died at the farm home in Perry on July 8. Mrs. Gontner had been ill for some weeks. Burial was made at the home in Pennsylvania.

Miss Mabel Trough of the trainmaster's office at Perry spent her vacation visiting with friends at Camp Cody, Deming, N. M. Miss Isabelle Tucker, daughter of Conductor Charles Tucker, assisted in the office during her absence.

Switchman Frank Upton and Thomas Cummings, Fireman Edward Ryan, Glenn Linn, W. A. Callahan, Machinist Helpers Omer Bennett and James Kelly, and Brakeman Dee Ever have joined the soldiers during the last month.

July 16 a son was born to Engineer and Mrs. F. L. Hanner at their home in Perry.

Signal Foreman Walter Ivey's wife and children are spending a few weeks visiting with relatives in Longshore, Colo.

Conductor J. B. Bryant and family have been visiting in Galesburg, Ill., for a couple of weeks.

Mrs. J. E. Banyard, wife of one of the veteran employes at Perry, who died four months ago, passed away at the family home in Perry the fore-part of July. Mrs. Banyard's health has been poor for some time and the death of her husband caused a shock from which she did not recover. Mrs. Banyard leaves to mourn her death five sons, all of whom are railroad men, and a daughter.

Conductor C. M. Craig, who was so badly injured by falling from an engine several weeks ago, has recovered and has resumed work.

Dean Brooks, cashier at the Perry freight house, has been spending a vacation in Colorado.

J. S. Knapp and wife spent a couple of weeks very pleasantly visiting with relatives in Minneapolis.

Joe Bodenberger, division master mechanic from Aberdeen, was in Perry the middle of July for a short visit with friends.

Ray Westbrook and family from Needles, Cal., spent a week of July visiting with relatives and friends in and near Perry. Ray used to be conductor on the Western Division, but went west a few years ago on account of his health. The California climate seemed to be what he needed as he is much better now than he has ever been. He is in the employe of the Santa Fe and was recently promoted to conductor.

Mrs. De Witt Maxey, wife of Middle Division brakeman is slowly recovering from a serious attack of inflammatory rheumatism. Mr. Maxey has been unable to work for several weeks on account of her condition.

Dr. William Lipscomb, field representative of the American Red Cross is scheduled to be in Perry from August 2 to August 12.

J. S. Knapp and E. J. Lavell, two Middle Division conductors, have been transferred to yard service in the Perry yard.

Conductor O. E. Torrence, who was off duty for several weeks on account of a sprained ankle has recovered and resumed work the fore part of July.

Brakeman M. B. Moran and W. J. Moran have been at Milan, Mo., for a few weeks helping the father take care of the crops on the farm.

Do not expect men to die for you if you are not worth living for. Show our army and navy that you are worthy of protection. Save to the utmost of your ability and buy U. S. Savings.

K. C. Terminal Items.
C. V. Wood.

A benefit given by the Mothers' Club of the Boys of the 117th Ammunition Train Tuesday, July 9, was well attended and quite a success. The club wishes to thank the Milwaukee freight station employes for their kind assistance.

Lyman Davidson spent his vacation this year in Seattle, Wash., being relieved by our former general yardmaster, Fred S. Clarke. Mr. Davidson reports having had the time of his life.

Fred S. Clarke, several years our general yardmaster, and an old employe of this company, left our service on July 16. He leaves many friends behind him who wish him good luck and happiness in his new field.

Miss Ethel Kapy was a visitor in Kansas City Sunday, July 7.

Miss Martha Browne is now first trick operator at Coburg, having succeeded John Park, who enlisted in the marines.

Safety first meeting was held in assembly room, Union station, evening of July 18, to discuss safety matters and prevention of loss and damage to freight. Attended by 35 employes, J. F. Kane being present; also A. L. Love, machinist from Ottumwa, Ia. Many good suggestions were offered and the meeting a success.

Card was received announcing the safe arrival in France of Harry F. Studt, connected with the 89th Division, 353rd Infantry. He is reported at this time to be on the firing line, one of his company killed, and eleven wounded.

Corporal Pay Lynch visited home folks in Kansas City Sunday, July 7. He does not expect to be able to return again before "going over." Is stationed at this time at Camp Grant.

Paul H. Draver is to be our new revising clerk. Herman entered the services of the U. S. A. July 22, stationed at Camp Funston, Kas. He was presented by his many local office friends with a very handsome wrist watch. It is also understood that he received a lovely comfort kit and a photo from a member of the Milwaukee family.

It is reported that the 35th Division, account of their long and efficient training at Camp Doniphan, have been placed in the 2nd Corps in France and are in the front line, while the Rainbow Division is in the first Corps in the front lines. The Milwaukee is well represented in these two divisions, having three valuable men in each division. Capt. Jos. Lieberman, First Lieut. Slagle and Second Lieut. Edw. W. Keefner with 35th Division, and Corporal D. D. Devol, Privates Ralph Francisco and Augustus Hewitt with the Rainbow. They are a fine bunch of men and we are very proud of them, and when we read of some great victory we are sure they did their share with honor to themselves and the U. S. A.

Mr. and Mrs. A. M. Lindner were guests of Mr. and Mrs. Alvin Jones, Ottumwa, Ia., Sunday, July 14.

Alfred Ira left us June 30, enlisting in the marines, and now stationed at Paris Island, S. C. He has been succeeded by H. W. Mayfield. Alfred writes that he finds his work very different from inspecting box cars.

Dorothy Parkhurst left the service of the company July 6, being employed at this time by the Union Pacific Railroad.

Mr. and Mrs. J. E. Hogan spent Sunday, June 30, in Chicago, Ill.

W. S. Overstreet is now stationed at the Naval Operating Base, Hampton Road, Va., holding a clerical position in the War Risk Bureau.

Walter Scott, our former inspector, was a visitor in Kansas City, July 7 and 8.

W. L. Richards, agent, left July 17 to visit his parents at Manitou, Colo.

C. H. Dietrich, our freight claim agent, was a visitor in Kansas City July 18, 1918.

James Leach is leaving our service, having enlisted in the navy.

F. A. McCarthy, our third trick operator, Coburg, is back with us again after quite a long illness.

Illinois Division.
Flag Day at Savanna.
Mabel Johnson.

The C. M. & St. P. employes at Savanna again paid homage to the flag and magnificently displayed their true patriotism, when the car department held their flag raising, Sunday, July 14, at the east end of the repair yards just west of the Milwaukee depot, and are to be commended for the appropriate day which they chose, being

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not you pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital - - - \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

THE Massachusetts Bonding and Insurance Company

wants to contract with several men who are acquainted with

C. M. & St. P. Employees

We will furnish you with the best policies ever sold, will collect the premiums and will pay the claims—all you will have to do is to sell the policies.

General Offices—Accident and Health Dept.
Saginaw, Michigan

MILWAUKEE RAILWAY SYSTEM

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C. France.

The parade, which was a very interesting and imposing one, covered many blocks, and composed all the different departments of railway employes, the local orders and lodges, automobile floats, and other features. Especially were the floats of the Italian citizens, the mechanical department, and carmen, beautiful. The flags of the Allies being used for the Italian float with many little girls clad in white seated in the car. The decorated automobile representing the roundhouse float carried Uncle Sam, the Goddess of Liberty, and soldiers, while hoisted above the car the roundhouse service flag could be plainly seen. The beautiful new service flag was carried by the four girls in the car repair office. The carmen's float represented a boxcar bearing the inscription "No. 276 C. M. & St. P., Built at Savannah shops—Over the Top."

The stand erected by the carmen for the exercises deserves special mention. It was decorated with the Allied flags, and beautifully banked with green foliage and cat-tails.

The exercises opened with prayer, followed by the bugle call. During the singing of the "Star-Spangled Banner," the beautiful large American flag and service flag were unfurled on the pretty flag-pole, which was ninety feet high, painted in the tri-colors and surmounted with a large gilt sphere.

Superintendent Bradshaw made a few fitting remarks, in which he paid tribute to the men of the various departments, and was particularly proud of the carmen for their fine effort put forth to show their loyalty.

Another interesting feature of the program was the presentation of the flags of the Allies. Short talks were given by Attorney C. M. Walter, according to the entrance of the different nations in the war, and as each nation was called, young ladies from the railroad offices, dressed in white, bearing each particular flag, took their place on the rostrum, forming a semi-circle of the fourteen allied nations; then came the flags of the Y. M. C. A., K. C. and Red Cross directly ahead—and the last young lady attired in the national colors, bearing the American flag, took her place in the center of the group.

The main address of the day was given by Attorney J. L. Breaton, in which he paid fine tribute to the carmen for their splendid efforts.

There were also other interesting and well-rendered numbers on the program, i. e., Savannah Quartette, High School Quartette, reading and Oration. Music for the day was furnished by the Savannah and Mt. Carroll bands.

The exercises were the finest ever held in the city and demonstrated on every hand that the car forces at Savannah were 100 per cent loyal and willing to do their bit. While all departments did their best in making a "go" of this patriotic affair, great praise is due the men of the car department for their untiring efforts and spirit of co-operation. George Ashford, who acted as marshal of the day, and E. W. Hersey, secretary of the committee, are to be especially commended for their supervision and laborious efforts in making this patriotic demonstration of the carmen's flag raising a grand success.

The following letter has been received by a friend from J. A. Monahan, formerly a freight brakeman on our division:

Dear Friend: Am just dropping a few lines to let you know I am over the pond safely and like this place very much. The climate is about like Milwaukee and has been fine since I have been here. The farms and gardens are all good to look at so I guess we won't get hungry. I am in a Y. M. C. A. now and it seems just like home and not like a foreign country at all. We are getting good eats and have barracks to sleep in, so things are in first-class shape, and I am very well satisfied with everything so far. We can buy anything we wish at the canteen, tobacco, soap and candy, so we won't want for anything as long as we have the price. The trip across was fine and I didn't get sick either, which surprised me very much, as I expected I would. We didn't see any submarines and I guess if we did the snbs would have got the worst of it. Well, I guess I'll have to close now as we are not supposed to tell all we know. Give my regards to all and write.

The latter part of June Roadmaster Cush and family made a trip to Libertyville, Ill., to visit Agent M. W. Spoon and family, and while there

Mrs. Cush was called to her home at Lambert Ill., by the sudden death of her father. We wish to extend our sympathy to the members of the bereaved family.

Misses Marie and Clara Bollinger, clerks in superintendent's office, spent July 4 at their home in Chicago.

Miss Gladys Hall, timekeeper car repair office, spent July 4 visiting relatives in Rockford.

Miss Mabel Johnson, trainmaster's clerk, was a Camp Grant visitor the Fourth of July.

R. Hanson, wife of Illinois Division Engineer Hanson, received word from her husband who is with the 61st Engineers that he has been transferred to Camp Upton, N. Y.

Mrs. Bradshaw of Minot, N. D., was a guest of her son, Superintendent C. O. Bradshaw, at Savannah, for a few days.

Conductor and Mrs. Carl Altenbern have received word of the safe arrival of their son, John, former switchman Savannah yards, in France.

Miss Lorine Hall, formerly clerk at car repair office, is now ticket clerk at Savannah depot; Operator S. Correll has been relieved of these duties and transferred to Hotel Gydeson, in compliance with orders issued by Superintendent Bradshaw, effective July 14, that the telegraph office at Savannah would be consolidated with the dispatcher's telegraph office and all conductors would get train orders and clearance in the dispatcher's office.

A son was born June 25 to Brakeman and Mrs. A. Nesbitt, Savannah. Congratulations are extended.

The C. M. & St. P. employes in the office of Superintendent Bradshaw presented former chief clerk, J. H. Chambers, with gold wrist watch and comfort kit. Mr. Chambers received a commission as lieutenant and left June 22 for Camp Fort Benjamin Harrison. At this writing word has been received that he has been transferred to Camp Upton, N. Y., and expects to leave for overseas before long. The vacancy as chief clerk has been filled by M. G. Anjal of Davenport, and "welcome" is extended to Mr. Anjal through the medium of the Railway Magazine.

Earl Rolphe, formerly switchman Savannah yards, enlisted in Aero Corps of the navy and left recently for Great Lakes Training Station.

John Dyer and Nells Thompson, machinist apprentices at Savannah roundhouse, enlisted in Aero Machinists and Landmen in the navy and are stationed at the Great Lakes Training Station.

Car Inspector William Waymack and wife have returned from a trip through the East. They visited various places of interest and report a very delightful time.

Miss Anna Wires is the new clerk at the car repair office.

Several young ladies at Savannah have taken positions in Milwaukee repair yards as scrap pickers, and engine wipers at Savannah roundhouse. The scarcity of men made it imperative to secure girls for this work and the "girls in overalls" seem to be doing their "bit."

We are quite "spruced up" at Savannah—the depot, sheds, lamp posts, railings and all company property having been newly decorated with paint.

W. G. Chipman, formerly general yardmaster at Savannah, but who is now in government service in Washington, passed through Savannah and spent a short time with his relatives before leaving for Minneapolis.

Have you heard the latest: Fireman L. W. Kelch is full—of pep!

Earl Plymate is the new night yardmaster at Savannah.

A service flag has been placed in the office of the Chief Clerk, Superintendent's office, Savannah containing stars for the following who have joined the colors: M. Klugh, dispatcher R. A. S. W. Division; J. H. Chambers, chief clerk; E. R. Allen, assistant chief clerk; Jerry Hansen, Julian Dauphin, Dwight Roberts, superintendent's clerks, Charles Sievers, division accountant; Roy Young, stenographer.

Harry Bahne, night yardmaster, Savannah, will leave in a few days for Columbus, O., to engage in government work.

Car Inspector and Mrs. William Nolan returned from La Crosse, Wis., where they were called account the death of Mrs. Nolan's mother. Sympathy is extended.

Mrs. Perry Castle and daughter, wife an-

MILWAUKEE RAILWAY SYSTEM

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Miss Fannie Moore has been appointed ticket agent at Madison in place of Dudley Simpson.

Claude Smith, our genial night ticket agent at Madison, is taking a two weeks' vacation. Relieved by Mr. Tyrell of this city.

Dispatcher E. H. Laugen is enjoying his vacation at Nevis, Minn., relieved by Extra Dispatcher R. E. Wood.

Agent A. P. Anderson, Artesian, has been spending the past month with relatives at Oklahoma City. Relieved by Mr. Comsicky of Artesian.

On July 14 occurred the death of Operator Geo. Sikes, youngest son of Mr. and Mrs. Sikes, of Woonsocket, due to an automobile accident. The sympathy of the entire division is extended Mr. and Mrs. Sikes in their hour of sorrow.

Agent A. E. Lambert, Colman, has invested in a flier. We hope A. E. L. will soon call upon us for a demonstration.

Operator F. A. M. Frost and wife of Egan, S. D., spent the Fourth with relatives at Clear Lake, Iowa.

Agent G. B. Turner, Fulda, is in Chicago on official business this week.

Round House Foreman Beals, Madison, has six women employed in the round house at this point. That they are doing good work can be easily seen by the neatness of the round house at this point.

Yard Foreman Newcomb, Madison, has three women as section laborers. Bob says as weed cutters they cannot be beaten, and the fact that he has one of the neatest and trimmest yards on the system is proof of it.

Agent E. N. Bucklin is putting in his spare time painting his residence. That E. N. B. is an artist goes without saying.

Agent W. P. Kenevan, Lakefield, who has been off several weeks with trouble with his eyes, is again back into the game. While he has not entirely recovered, Bill says we are too short of men to be lying around unless one is seriously ill.

A freight transfer has been put on at Madison with Fred Hewling as foreman. Anything less than a threshing machine can now be handled at this point with safety to all concerned.

Inspector J. J. Early was a pleasant visitor last week.

Breezes From the Windy City.

F. E. Kuhrt.

Miss Margaret Sharkey, stenographer in the office of Asst. Supt. Hasenbalg, is very popular with the opposite sex. She seems to be very much of a favorite and has plenty of admirers. How about it, Schalles?

J. LaRoy, record clerk, Galewood, resigned a few days ago to enter the service of the C. B. & Q. Ry. in the claim department, general office. Jess is an old-timer and we are sorry to lose him but wish him success in his new position.

Andy Larson, chief yard clerk, Galewood, just returned from his annual fishing trip and looks like a Redskin. Very much tanned. The call for refrigerators on the Soo Line was very heavy, we understand. Presume to ship Andy's catch.

E. T. Cox, per diem clerk, Galewood, made a flying trip to Peoria over the Fourth, and reports a good time. Cox would have a good time most anywhere, especially in Peoria, even if they have quit making it there.

Yardmaster James Crowder, left July 15th for Toledo, his old stamping ground, to spend a few days among his old friends. Foreman Ben Kline officiating at Mannheim during his absence.

Edgar D. Dunning has been promoted to secretary of the car and freight efficiency bureau. Good luck to you, Ed.

The officials and employes of the Chicago Terminals wish to thank the car department for the beautiful flag which they donated to us at our flag raising.

William Olson, a former employe in the superintendent's office, has left us to join the navy at the Great Lakes. Good boy, Bill.

Robert Graves, our popular timekeeper, has resigned and Thos. Christianson has taken his place. Let's go, Tom.

The clerks in the back time department who neglected to bring their gas masks were taken by surprise one night when Mr. Cunningham and Mr. Schilling returned from supper—they had "limburger" cheese for supper—exit those who were not overcome. What do you say, Hattie?

Miss Merziak, chief telephone operator at Western Avenue, has returned from her annual vacation. No, she is still smiling, so we are sure she is still single.

C. S. Christoffer and Geo. Passage and passed a couple of days at Champion, Mich. Nobody said anything about fish so far, but notice Mr. Passage wearing a big smile. Many pounds did he weigh, George.

Walter Johnson, who was named after Winton's famous pitcher, was seen entertaining a couple of his friends in the coach yard the other day. He certainly can shake those soft shoes, his.

H. L. Beasy has written a new book entitled "Who Wants to Caddy for Me?" It is for sale at Buck & Rayner's and all newspaper stands.

Mrs. M. Zopf and J. Damato made a flying trip to Battle Creek, Mich., a few days ago to see Frank Zopf before he leaves for the front. They report that Frank takes to the army like a duck to water. Good boy, Frank.

M. Burke, roadmaster, has been off sick quite a while. Wm. Ranallo has taken his place during his illness.

Proxedes Bruckman, expense clerk at Union Street, seems to be of a great expense to Mistrofsky, bill clerk at Union Street. She receiving congratulations from the employes of diamond ring she received from Joe. Better step up, Joe, before "Uncle Sam" takes you away from her.

Mr. Grunau is a candidate for re-election as member of the Legislature from the 21st Senatorial District. He is endorsed by the railmen. We earnestly hope that all of the boys of Chicago Terminals will back him up, as Grunau is a live wire and he always makes good so don't forget him.

The Galewood boys pulled off a fine game baseball on July 10th. Switch Engineers Switchmen—score 7 to 6, favor Switchmen. M. Elgass a good-natured fat engineer is a live wire on the bases, while Engineer Snuffy Brums umpire. His manner of handling that end of made me laugh until I cried. Another game sight for Saturday. Look out when they get their arms working. Samuel Lebo managed the team and did some good pitching with Johnnie grippe behind the bat. Both east end boys, E. Scoville was catching the balls that our Clyde Mobley pitched. Some pitcher, also, but I don't know about that ball on first, Clyde, that Elgass under his arm?

Switchmen C. P. Jones and J. H. Leonard Halsted Street Yards are enjoying themselves on a fishing trip to Pappoose Lake and we hope that they will have some luck as last time they failed to come across.

Andy Baltz, switchman at Union Street, moved to Dunning on a small farm. He says he will have 300 bushels of tomatoes for sale to fall, so if any of the employes want to get tomatoes, go to Andy, he is some farmer.

The splash of mud and glory is again honored felt by Division Street in suffering the loss of Hamilton Mackay, collector on the C. & E. L. commonly dubbed "Mac," and Harry Miller, chief night yard clerk, both of whom left for Columbia, South Carolina, Mac leaving on the 2nd and Harry Miller on the 25th.

And as a matter of information, Division Street is not stranded on the island at the mercy of cripples, nor will it ever so be, having a sufficient reserve of able-bodied railroaders who are highly functioning, with right foot set forward and unselfish expectancy, should our dear old Liberty ring the bells of Liberty in stronger tone quench the fires of kaiserism and autocracy.

Percy Smith was out giving the Red Cross women along Sheridan Road a treat a couple of days after we received the first installment of back pay, and Percy certainly is some good-looking when he is all dressed up—what!

Notes From Milwaukee Terminals.

"O'Malley."

Ever notice how much better it makes you when folks ask you how are you, to answer "Fine," even if you have a jumping toothache.

Yardman Joe Hardina recently visited his brothers who are in the service, one at Camp Custer, the other at Camp Grant.

The road department here is doing some excellent work in cleaning up, the yard is beautiful.

combed for scrap, and shaved with shovels to remove dirt and cinder piles. It looks fine and all the boys are commenting on the improved appearance, which also adds to the application of the principle of SAFETY FIRST. Safety first rules are as much more valuable to the employe as to the employer, as an arm or leg is more valuable than a few dollars. Let us all live up to the teachings of SAFETY FIRST and keep out of the hospital.

The writer and wife recently spent a week in St. Louis visiting friends and relatives. Ye scribe then returned home to keep the pot boiling, while Mrs. J. J. said that she wanted to see a little more summer weather before she got too old to enjoy it, so she continued to San Antonio and other Texas points as she has many friends in that state.

What were all the boys smiling about Saturday? All one could hear was "How much did you draw today?"

Frank Price spent the Fourth with relatives in Elgin.

Hugo Blank was acting as yardmaster at Burnham Bridge during the absence of Yardmaster Leaman.

Wanted—One small frame, size proper to hold a pay check. We are informed that Dad Fitch wants to frame his BACK PAY CHECK.

O. V. Anspach is now conductor on the 9 p. m. beer transfer, he having thrown up his official position at the east end of the Airline. J. D. Schmitz is now delivering instructions at that point.

Yardmaster J. J. Schuh has also decided to return to the ranks and is now in charge of the 9 p. m. caboose transfer, and our old friend W. C. (Silver Top) Moore is doing the heavy thinking at the Airline yard, filling the vacancy of Johnny Boots.

Yardman J. V. Cavey wanted an auto truck to meet him when he got off the train on the 19th or 20th as he expected to have all the fish from Lauderdale Lakes. We noticed very little congestion at that point at that time on account of fish-laden trucks.

A strange, yet welcome face is now seen in the night yard, since Yardmaster A. J. Knerien is acting at night general during the absence of K. J. Schwartz.

J. P. Pfeffer is only a shadow of his former self, in fact I hardly recognized him the other day. Say, Joe, why don't you either marry the girl or forget her? Well, Joe, it serves you right, as you won't even introduce her to your dearest friends J. V. Cavey and myself included—still we hear that Joe is a real good boy now (always has been), as he goes to church every Sunday.

R. H. Marshland and wife and some friends spent a few days fishing at Lake Poyigan. Bill reports a fine time and that the party really "honest to goodness" caught all the fish they could bring home. Bill says that he will furnish the photographs as proof.

Yardman T. J. Heaton, we are pleased to say, is back on the job again after a two weeks' vacation on account of injury.

Yardman O. B. Anderson was severely injured on the 16th while at work in the west yard. Hope to see you out soon, O. B., and that it will not be serious.

Don't monkey with the red lights, Yardman J. L. Fee did not have time to prepare one for himself and started to remove one from an excavation at Barclay and Chester street, but was stopped by one of the boys in blue.

We are doing our duty and doing it well:

Buying War Saving Stamps to put the Kaiser in—but what we started to say is that the Fourth Liberty Loan will soon be here and let us all right now get our shoulder to the wheel and boost her way over the top. Think long and talk loud so that when our boys over there need funds to keep them going, they will have them, and they will not be compelled to stop for want of funds, for it is up to those who can't fight to keep those who can supplied with all they need so when the drive is opened, give all you can, or think you can, and then give as much more, and you will not have done one-tenth part what our boys over there are doing.

George Higgins, who has been an employe of the Milwaukee for over twenty-five years and for the past nineteen years was stationer at the local freight was found dead in the bathroom of his home, heart trouble being the cause of death.

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A most remarkable BARGAIN in a 3-fold combination BILL-FOLD, PASS and CARD CASE. Made of genuine black leather, with secret bill fold at back, window with 12 monthly calendars, window for your pass, in all, 7 useful pockets. Measures folded 4 1/2 in. x 3 in. Will wear for years. **ONLY 60c POSTPAID** with your name in GOLD FREE. Extra gold stamping, 20c per line. Sold under our well known guarantee and direct only. **ORDER TO-DAY!**



BELT
Only 90c

Here is a belt boys, that will last a life-time. Just the kind R. R. men want. All genuine cowhide. Your name, or initials stamped in GOLD FREE. Be sure to mention size, or waist measure. Price **ONLY 90c POSTPAID.**

DO YOU CARRY MANY PASSES? We have the best case out. Will show 7 passes. Has extra pocket for cards. Made of genuine leather, measures 3 in. x 4 1/2 in. closed, and costs **ONLY \$1.00 POSTPAID.** Your name in GOLD FREE. Postage stamps accepted.

Satisfaction Guaranteed or Money Refunded

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To Ticket Agents
C. M. & St. P. Ry

Are YOU selling our
Accident Insurance
Tickets?

If Not, Why Not?

The Travelers
Insurance Company

Ticket Department
Hartford, Connecticut

MILWAUKEE RAILWAY SYSTEM

Al. Nagel, chief revising clerk, local freight office, has returned to work after a spell of sickness and operation performed at St. Mary's Hospital.

Walter Hoel, clerk in local freight office, left for Camp Custer on July 18.

Charles Zinselmeyer, former foreman House 11, local freight department, has been promoted to local freight claim agent, vice William Du Bois, resigned.

Milwaukee Shops Items.

H. W. Griggs.

Flag raisings are the order of the day, and each shop tries to excel the previous efforts of the other in patriotism. The coal shed had a flag raising June 22. W. Alexander and others were the principal speakers.

The colored colony of the shops had their dolings at the raised clinker pits east of the east roundhouse July 1 and for downright enthusiasm and loyalty, with fine oratory, beat anything yet so far. An orator from out of the city eclipsed anything that has been done. A professor gave a history of medical jurisprudence for the last one hundred years, and the services closed not only with "America," but with the Lord's Prayer. The chairman is foreman of the clinker gang, and his wife is a graduate of the Wisconsin University.

The affair cost \$50, \$35 of which was for the band, and the white people were not called on for a cent.

The car department north blacksmith shop had their flag raising July 3, but the rain rather cut short the ceremonies and the pictures came out poor.

The locomotive blacksmith shop, under Foreman Bennett, had their flag raising also July 3. Haze and threatening rain also prevented a good photograph.

The locomotive machine shop had their doings Wednesday noon, July 10, with the aid of the Jackies from the Great Lakes, and Colonel Watrous saluting. A. N. Lucas was the principal speaker. Charles Mayers sang a good baritone selection, "Long, Long Trail."

The boiler shop raised their flag July 13. The Jackies were there. Mr. Lucas spoke. Mr. Wandberg, general foreman, made the opening address. Mrs. Alex Young, wife of Major Young, in France, was on the platform.

The car department wood mill had their flag raising July 17. A. Zimmerman's shop, L. B. Jenson, passenger car foreman, was master of ceremonies. The navy boys raised the colors. Speeches were made by Employe William Mitten and Colonel Watrous. Charles Mayer sang a solo.

The Loyalty Legion drive is on at the shops, under the direction of Mr. Dewey and Secretary Wilson. Everybody is being rounded up.

Our janitor insisted on raising the main flag with the stars down the other morning and John Horan had quite a time in convincing him of his error. Simply tied it to the wrong loop.

The second war stamp drive for the shops rounded up a better sum than the former drive.

Many smiling faces were seen July 13 and 15 when we got our rate increase and January back pay, and now the boys are going to dig in for more war contributions.

H. N. Parkinson is in the drawing room during his University vacation. He is going in Government work soon.

George Bilty is a newcomer in the drafting room and is getting so he can "stretch" a tracing pretty good.

Miss Florence Wasecheck, in the valuation department, had a vacation to California in June.

Soldier specials to the extent of eighteen trains passed the shops week of June 24-29. For two or three days the whistles kept it up steady.

The following are notices of recent new appointments received: A. N. Lucas, superintendent of locomotive shops, June 15; R. W. Anderson, assistant superintendent motive power, June 15; H. K. Fox, mechanical engineer, July 8; E. J. Brennan, superintendent motive power in place of W. Alexander, gone to Government service. Mechanical Engineer C. H. Bilty has gone in Government service with the Regional Director in Chicago. George P. Kempf is engineer of tests. C. B. Skelton, motor car inspector, has taken a position with the Fairbanks Morse Company in Chicago. J. Huber, from Dubuque, takes Mr. Skelton's place.

James Norris, chief clerk to Superintendent Mo-

tive Power F. Rusch, was at the offices on business the 11th.

Charles Pfeiffer, of the Brick Arch Company called the 13th.

The car department are taking kodak snaps cars damaged in switching at the "Hump" as evidence to accompany the damage reports.

We have received a letter from W. F. Lynaug formerly head of the valuation department, who is in the hospital at Jefferson Barracks, Mo., slowly on the gain. He writes that he expects to be transferred to the engineering department in Virginia camp as soon as he is able to be around. His present address is Twenty-third Co. Post Hospital, Ward 9, Jefferson Barracks. We hope you will be out of that before this reaches you, W. F.

At a late date we learn of the death of Engineer J. F. Mills, of Madison, Wis., a veteran of the P. du. C. Division. Another good, oldtimer gone. They are slowly passing away.

Boilermaker Gray visited his son at Akron, O. the last week in June and later Columbus, O. Boilermaker Almonhede, with his family, visited his father in Eastern Indiana the first week in July and motored to Dayton and back.

Recent news from France brings more cheer from Major Alex Young, who has been in the hospital, but is feeling fine again. A new picture of Alex has been sent to the magazine.

The June items had the base hospital train "14 feet" long. This should have been 14 feet 6 inches or 14 cars!

The open air war views and moving pictures of our lawn up on Sycamore street is drawing the crowd Saturday evenings.

"Old Line-o-Types" Northern Division.

After doing several months' laborious of "hoggers, hams, shacks, and tallow-pots," A. S. Wilson, is again gracing No. 9 with his presence.

W. C. Zimmerman, is idling, angling, recuperating, berrying and vacationing at his "hill ol' shack" at Channing. En famille.

Fred Kreckow and Clarence Nummerdore of the superintendent's office, are now proud papas. Fred won a girl and Nummy a boy. Fred said "No suffragists in my family," while Nummy claim the junior, will pass the Standard Rules examination within a week or so, and fill Mayville first trick during the absence of Emil.

Note:—Lillian is spending quite a few week-ends at Waterloo. I wonder, yes, I guess I am right. You're wrong, nothing like that.

Emil Schwantes, Phil McEvoy, James Ryan, Henry Grady, Edward Hurst, James Whitty, Paul Bourbell, and Fred McEvoy are the latest additions to the National Army.

What a shock that was the 13th. Yes, a day before payday, too. Us bond holders, salaried officials, etc. Ask the "old-timer" how he squandered his.

Standard rules are so common place now, we are all turning for some other topic of conversation. We have talked war, back pay, Standard rules, and a few others to death. Now what?

Mrs. Edward Hawtrey is convalescing amidst the pines of Northern Michigan. Having suffered more or less with hay fever all spring.

Did you ever see Brakeman Waterman carrying signals down Grand Avenue? The funniest part of it is, that—who is following the gent?

Charles Spoor and his mother, chaperoned by Eddie, dined at the Station View Hotel at Richfield recently. Funny thing about Richfield. You send postal cards of the metropolis, first you see one of the station, then you find one with Charley Gout pulling in with No. 6, then the other one is M'ke Lyons pulling out on No. 7. Great stuff!

Lloyd Donald, escorting his wife through the wilds of Fox Lake, acquired a number of pet minnows, transported them to Milwaukee, cleaned them with the help of a microscope, and consumed them with chop sticks. As Nummy would say, from all indications, "it's a great life if you don't weaken!"

Sweet Marie, our village queen, visited and flattered, also created quite a sensation at Horicon with Flora.

C. & M. Division.

B. J. Simen.

Conductor Clarey has not made out the list of those who donated for flowers for Engineer Frank Horn. The list will appear later.

The graders have commenced grading on the new cutoff from Shermerville to Mannheim. They are starting the work out of Shermerville. Trains will run over the C. & N. W. Ry. from Shermerville to Mannheim, they will go through Desplains, crossing the Janesville Line of the C. & N. W. Ry. and the Soo Line at this point. For further information write to "Little Silver Top" Callahan, for he helped build the Northwestern cutoff.

If we could all have such luck as Fireman William Steubner who is working with Bob Scott on one of the Madison runs. While laying over at Madison the other evening he caught a five and one-quarter pound black bass in Lake Monona.

Engineer A. A. Grandy and family have gone to Wausaukee, Wis., where they will spend a few weeks on their farm.

Mrs. F. H. Guyett, wife of Operator Guyett of Rondout, is visiting friends in Michigan.

Conductor Henry Bond and Engineer H. Robbins are again on the fast ice train. Henry has his family at his summer home at Long Lake, and I think Hiram has his at Palm Beach.

James M. Calligan and "Chick" Flannigan have been running the main line way freights for a few weeks.

Conductor Jim Winkler has just returned from his farm at Warren, Wis. Jim makes a specialty of raising "French bullfrogs."

Conductor H. J. Calligan and Engineer "Happy" Toward are working together in France. They are behind the lines, on a narrow gauge, ten miles long, and there are no slow orders up.

Brakeman Harry Vantine entertained friends at his Walworth home, his company came from Chicago.

Conductor J. W. Hare and family are planning on a short fishing trip in the northern part of Wisconsin. Jean knows where to get the big ones (handed to him).

Conductor I. W. Wybourn spent a week in Ohio visiting his parents.

Christ Kinsella, brakeman with Conductor Dan Marlett for some time, left for Camp Lewis, Wash., where he will join an engineering corps for service abroad, when needed. Christ, we wish you good luck, and a safe return.

Conductor Billy King had an outing at Pine Lake, Wis., as the guest of Conductor Mitchell and family. We will let Billy tell about the big fish he caught and of the pine air he enjoyed in the forest.

Through the effort of Yardmaster Ray Miller, Rondout now has a fine flag floating over them. Contributions were made by the employes at Rondout and to this was added quite a generous donation made by train and engine crews of the C. and M., with the proceeds they were able to get a fine flag.

Conductors LaRoy, Mitchell and Wheeler attended a business meeting of the Old Vets on July 18th called by the secretary.

Conductor O. P. Taintor, of the Walworth Run, is taking his layoff as is his custom after working 305 days of continuous toil. We certainly think there is no one more in need of a good rest than "Patsy" after working as steady as he has and in all kinds of weather.

Conductor Arthur Slade is still off on the sick list. We have heard nothing from him lately.

Our Trainmaster E. A. Meyer, has been promoted to superintendent of the S. M. Division. We are sorry to lose him, as we were just beginning to become acquainted, but we are more rejoiced at this merited promotion. We congratulate him and wish him all the success in the world.

Conductor Billy Hill is feeling fine after his month's stay with Dr. Lonsberry at the Washington Boulevard hospital, Chicago.

Conductor James Sweeney took a much needed rest and spent his time at Tomahawk Lake with his son and family, enjoying the good fresh air and lots of good fishing. Northern Wisconsin is the only place for a good rest.

Conductor Bill Carr is on the job again after being off for some time with a sprained ankle.

Agent Spoor of Rondout, entertained Roadmaster E. E. Cush and family at his home at Libertyville in the latter part of June. Emil received a message while at Libertyville announcing the death of his wife's father.

Conductor Jim Plumb is relieving Ople Taintor on the Walworth run. Jim is very fond of butter-milk and here is where he gets his share. He spends his evenings motoring over Walworth

This is for

YOU

All C. M. & St. P. Ry Employes

When you left your home this morning was everybody happy and cheerful? Didn't that fact make you glad that you are living and give you some of the good old "pep."

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county with Taintor. It is a most beautiful drive along the shore of Lake Geneva and Delavan Lake. I do not blame Jim for taking the milk train.

Baggage man Charles Alberth, on the Walworth run, joined a party of fishermen and took a day at Delavan Lake, but from all appearances on his return home, all he did, was to join them, for there were no fish in sight.

Dispatcher C. E. Larson and family spent their vacation at the home of his parents at Fox Lake, Ill.

Operator Harold C. Cone, regular first trick operator at Rondout, is doing the relief work in the dispatcher's office in Chicago while the boys are taking their vacations.

I wish to thank my friend on the main line who is sending me some items and jokes that I would not be able to have knowledge of, if not furnished through this source. Keep coming.

Conductor Ray Ten Eck made a trip to New York in June to see his son start on his first trip as one of Uncle Sam's sailors. Ray has a kink in his neck from looking up at the Woolworth and Singer buildings.

R. & S. W. Division Notes.

H. J. Beamish.

We are all pleased to note the return of Brake-man John Gloven to the ranks. John has had a hard time of it, but is too good a man for the company to willingly get along without.

The Home Guard Military Company from Racine went our way the first of the month—special train both ways at Camp Douglas. Fred Voss played in luck going up but they stacked the cards on him on the return trip and he had to work.

Jim Victor blossomed out as a full fledged passenger man for the Fourth extra work. We are glad to see Jim's work recognized in this way—the company has no more faithful man in the service.

Charlie Dobbert shows symptoms of a "Home Guard" leaning. He made a few trips with McCarty on the ice run and may wind up as a full member of the Guards.

Kennedy is showing signs of stretching his wings. He did a few days' stunt on the Hook-and-eye and then subbed for Jake Myers for a few days.

The passenger business for the Fourth was not up to the usual standard. The weather was perfect but "Third Loan and W. S. S." seems to have left the public with a slight cramp in the purse. If you travel in a parlor car now you turn over the Old Homestead to Mr. McAdoo.

Engineer Blackford showed the proper "Help the Service" spirit this month when he took his train from Freeport to Milwaukee with a broken reverse lever. If she has two wheels left and the bell rings George will land in port.

Trainmasters Rossiter and Allard have changed divisions, by mutual consent. Mr. Rossiter making his headquarters in Beloit to afford his family the benefit of the superior schools.

Brakeman Nels Harrington again showed his zeal for the company's interest this month when he took the scoop and fired the passenger run out of Racine to avoid delay to the train.

Dispatchers Hoye and Manthey took their vacations this month. Mr. Hoye destroyed much gasoline in an auto tour while F. J. M. sought the wilds of the Mississippi—far from the foot of the trains and the rattle of brass.

Hardly an issue but what we could give Jack Gregg, Racine R. H. F., a boost. His last one was answering a hurry call to assist in clearing the derailment at Corliss the first of the month. Twenty-five minutes was his record this time.

No publication, unless it be Jim J. Jr., could do justice to the meeting between the "Watchful Waiter" of Racine, and "The Battling Brick Builder," of the H. G. S. We won't attempt it—it would never get by the editor—and might cause us to sport a dusky marker to compare with the Battler's.

Conductor Cunningham of the Kansas City Division, was a Racine visitor the first of the month. He found many old acquaintances of his early days along the Southwestern who were glad to see him looking so hearty.

Several of the cabooses on the division have been fitted up until they should be classed as

extra fare equipment. They say Horton had fit because his palace didn't have a fly-swat in it—while Hayes has asked for a porter.

We received a card from our former dispatcher M. H. Klugh, the first of the month, from Jap. Mark says he has gained twenty pounds, is fine and likes the life. We don't blame him, the photo we received was a fair sample. He sends his regards to all the boys.

If we ever discover what scoundrel was responsible for sending us the sample Ford this month, it will be a case of "What shall we with the body."

Former Agent J. A. Cotton died at his home in Rockford, July 18th. Mr. Cotton came to Milwaukee in 1857 and until he retired, a few years ago was in active charge of the Rockford station. He leaves a record of faithful service which merited and received the high opinion of his superiors and fellow workers.

Engineer John Hagedorn, one of the old runners on the division, died at his home, Freeport, July 8th, after a long illness. Hagedorn was on the Racine-Freeport passenger run for many years and was a competent and painstaking employe. The sympathy of the employes of the division is extended to the family.

The death of Conductor George O. Smith, who occurred July 16th, was a shock to the entire division. "Bug," as we all knew him, was in the prime of life—one of the young and most promising conductors of the division. He worked, it was apparently in the best of health, up to the night before his death—an operation being successful for a sudden attack of appendicitis. It is doubtful if there was a more popular man in the service on this division and his friends join with the bereaved wife and little ones in mourning his loss.

The End of the Steel Trail.

Bess G. Spinning.

R. H. Gould, manager accounting department returned to Tacoma to assume his responsibilities at the Ocean dock office. Mr. Gould spent five weeks visiting his mother at Newton Junction, N. H., who was seriously ill but is convalescing.

Miss Alice Emms, clerk, is planning a trip to San Francisco, Cal., for her vacation. Of course we all know the chief attraction is the navy yard at Mare Island, but that stall of taking a trip to San Francisco will pass this time.

Mr. Thiele, claim clerk, has moved his family to Tacoma from Ismay, Montana. Mr. Thiele has been with us since last winter and we are glad to hear that he is favorably impressed with our country and the work and has decided to remain here permanently.

Mrs. Whitefoot returned Monday of this week from her two weeks' vacation. Mrs. Whitefoot spent her vacation on Day Island and reports very enjoyable and restful vacation.

Miss Margaret Bolander has been with us acting as relief girl and is now filling the position of insurance clerk during Mrs. Mattson's vacation.

B. B. Bartells, chief bill clerk, celebrates his 22nd birthday the 16th of July. Of course we think it best not to mention his exact age, but anyway, he is a married man with a family. We wish him good health and prosperity throughout the year.

A great surprise met our eyes a couple of weeks ago, when the girls at the office were presented with candy and the men with cigars by Mr. McIntee who announced the arrival of a big, seven pound baby boy at his home.

The Monad Club gave a moonlight cruise over Commencement Bay Saturday evening, July 20th, and a bonfire and dance at Dash Point to complete the enjoyment of the evening.

Letters from the boys in the 91st Division inform us that they are well on their way to France, and our best wishes are with them in taking a part in winning this terrible war.

The news just reached us that Timekeeper O'Donnel's sister, Miss Irene O'Donnel, is to be united in marriage with W. G. Gordon of Tacoma. The marriage ceremony will take place in Seattle, July 17th.

This is the picture of our honored Chief Clerk Calvin Cheney as he was walking across one of our busy streets in Tacoma, Wash.

EMPLOYEES' MAGAZINE

Signal Department "Wig Wags" Lines West.

"Slim."

We have been "Motoring Up and Down the Rocky Mountain Division" the last few days on a gas car, mostly in the Three Forks neighborhood, and how any one can like such a mosquito-infested section is beyond understanding. (N. B. S. please note.—Editor.)

Our entire department is powerful busy getting ready for next winter and quite a few of the maintainers' sections are looking shipshape, with a coat of new white paint inside the cases, blades brightened up and other outside ironwork touched up.

Mallanny blew in after the Fourth and in his breezy way told us a lot of things, but will only mention a few as the party who handles the blue pencil and signs "Ed" may not pass all he said. One thing he did say that got us a bit puffed up, was that the "Wig Wags" was almost as good as "Motoring Up and Down, etc.," but he wouldn't say a word about "The Red Haired Girl." He has ten men in the crew wiring signals at Cle Elum. Material is arriving fast enough to suit him, another carload of relays having been received lately. Foreman Ness has fifteen men in his crew and they are moving fast, having all new signal foundations and impedance boxes in from Cle Elum to Cedar Falls. Another crew will be put on shortly to take out the old signals and put in the new ones. The first section, Cle Elum to Easton is now figured to be changed July 28th, and the next section, Easton to Hyak, August 10th. Aside from these few trifles, Jim says everything is moving nice and quiet in construction.

Due to press of other business, Dill had to postpone the launching of his new motor car from July 4th as previously announced, to a later date.

Speaking of "motor bugs," Harold Schutzman has mortgaged his back and future pay, and invested in a new Harley-Davidson, and all we hear around the laboratory now is a lot of jabber about speed records, carburetors, spark plugs, clutches, etc. Schutzky is keeping his weather eye out for the speed cops, and so far has succeeded in outpacing them. But some boat!

General Inspector Allen has been very busy

on new locations from Othello to Cle Elum and expects to go to the Trans-Missouri and Musselshell Divisions on the same work for new signals now authorized there.

Supervisors Crantford and Pettietew are busy getting men to fill places vacated by enlistments and draft. Supervisor Westermarck is in about the same fix.

Leo J. Fay, maintainer at Two Dot, Mont., has gone to the army, being relieved by B. F. Sautter. A. Ringhausen, maintainer at Maudlow, Mont., has also gone into the army, being relieved by Earl V. Wells, of Loweth.

E. C. Ripley, staff maintainer at Avery, Ida., has left the service, being relieved by H. J. Johnson.

R. C. Brainard, maintainer at Beverly, Wash., has left the service, relief not yet appointed, territory being covered by C. K. Milns from Kittitas, Wash.

Steed says the back payrolls are almost like the poor: "We have them with us most always." They came rolling back to the office in a roll July 3, and are rolling on their way once again and now CCS says he wants the following on his tombstone:

"When I am dead and laid away

I will not need my back pay,

But on my tombstone I want it wrote

This back pay business got my goat."

O. and W. Smith came in the office the other day, all out of breath, and asked Steed if he had seen the extra about the terrible epidemic at Camp Lewis. Of course, Steed was horrified and wanted to know all about it. O. and W. ducked out and just missed being hit by an ink well, when he said: "Four cases of Bevo." C. C. S. now carries a large gat.

N. E. G. spent the Fourth in Spokane and says it sure is some town, but later talk leaves a doubt whether it was the town or who she was with that gave her the impression.

The following is a letter from Floyd Eschelmann, who used to be Mr. Smith's stenographer, now regimental sergeant major in the 316th artillery, one the way somewhere.

"Somewhere" in Nebraska, July 1, 1918.

Just after breakfast.

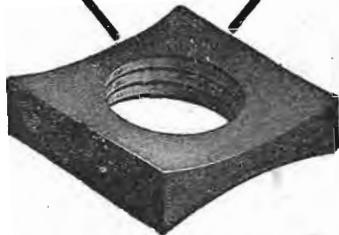
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---	--

12,000 TONS PER DAY

Dear Frank: Just a word from the front. We did not get to go over the Milwaukee, as I said. They have taken us through every state west of the Mississippi and a few that are not on the map. We just passed through that notorious town of Cheyenne. We all got out and jazzed around a bit to get up an appetite. Plenty of saloons, but they were not open to the soldiers. You may think I am drunk by the way I am hitting the keys, but I have a pretty good excuse. I am trying to write with the train traveling at about forty miles per hour on one of those sewing machines called a Corona. It only has about six keys and I can't hit the right combination half of the time.

This trip is not half bad, Frank. We have been on board for practically three days and we hardly notice it. Every day we stop for exercise and seeing that we are not connected with any company we take in the town for exercise. The people turn out and give us the glad hand and we get to shake hands, etc., with all the girls. Some time I would say. At LaGrande, Ore., the train broke down and we laid over for two hours and a half. Before we left we had bought out the ice cream parlor and drafted one of the natives into giving us a ride.

We have no kick coming at all on the way we are being treated. The other sergeant major and myself have a section in a Pullman and porter even goes to the trouble to shine our shoes over night. The only difference between the way they are treating the officers and us is that the former has to pay sixty cents a day for meals and we get ours off the government.

Well, Frank, this mill has run out of pep. I will write again when we land somewhere and let you know my address. Say hello to the rest of the bunch and tell them not to work too hard.

(Not Contributed by Slim.)

We were thinking of starting a contest as to who is the most popular man (with the ladies) in the signal department, but this honor has been awarded to F. F. S. (otherwise known as "Slim"), by popular acclamation, the decision being swayed greatly by the vast number of tinted and perfumed letters which he has been receiving for the last few months, and which are bringing protests from our overworked postman. Some Mormon, we'll say!

Railway Exchange News, Chicago.

B. H. Perlick.

Are you doing everything you possibly can for your country during the present national crisis? Check up and see if you are doing as much as some of the boys on the Milwaukee. The July issue showed plainly the extraordinary efforts that some of our boys are making to help Uncle Sam lick the "Hun." See if you have not overlooked something which it might be possible for you to do. Are you buying War Savings Stamps with all of the money you can spare? Our flag is now "over there" and we must back it up. 'Tis ever as Burton Hanson said in his Flag Day talk to the Milwaukee employes, "Our National Emblem stands for precisely the same things that our Government stands for, namely, liberty, justice and equality." The more War Savings Stamps you buy now and the more Liberty Loan Bonds you buy on the next drive the sooner will our flag return unbesmirched.

M. J. Larsen, formerly located in the Railway Exchange building, dropped in on us unexpectedly recently and we never saw him looking better. Same old smile! He looks at least ten years younger than when he left us to become superintendent of the S.-M. Division. Effective July 15th Mr. Larsen took over the superintendency of the S. C. & D. Division and his numerous friends wish him still greater success and congratulate him on his most recent promotion.

Miss Kathleen O'Neil of Assistant General Manager Nicholson's office, remembers the snow drifts of the past winter between Chicago and Elgin very well, she says. She has a special locker made at the Union Depot (one just like the brakemen have), where she keeps the following extras: one raincoat, two sets of furs, one muff, two pairs of rubbers, two umbrellas and a pair of snow shoes. The way the weather has been acting here in the past few months one can hardly blame her.

By the way, have you seen Reggy Brown, secretary to Assistant General Manager Nicholson,

lately? Have you noticed that far-away look in his eyes? Wife's been in the country three weeks now. Expects her back soon, though. Then watch him brighten up.

Bob Walker, our milk agent, introduced us to a new one the other day. He called it the milk something. Bob is always pulling off something new on us. Initiation fee is two dollars and dues are twenty-five cents per month—forever. Ask Bob about it.

Miss Bertha Melcher, stenographer in Mr. Whipple's office did not show up for work one recent Saturday. On her return we were informed that she helped her sister get married. We don't quite understand what help she could render her sister on that particular day. Please be more explicit Miss Melcher, and don't keep us in the dark that way again.

Ray Farmer, we learn, made a trip to Fox Lake July 4th. On this trip there was no trouble with the baggageman.

Harry Lynch, chief operator, invariably is carried by on Sundays and gets off the milk train at River Grove. Harry, you know, lives in Mont Clare. About the time train 35 reaches Mont Clare Harry is nowhere in sight. We are wondering whether or not these mistakes are intentional.

Mr. Whipple's office now boasts of a baseball team. It took some labor to get a good team together but it was finally done. The practicing is done in Grant Park and they can be seen practicing at that place almost any noon hour. The team consists of Val Kelly, Art Stock, Granger Smith, George Fisk, Harold Soule, Pat Kavanaugh, Ralph Holbrook, Walter Breinig, and another player whom Walter has not made me acquainted with as yet, but expects to within a short time. When he brings the cigars we will know.

Harry Fowler, chief clerk to Superintendent of Transportation Whipple is a great fisherman. A few Sundays ago he went fishing at Milwaukee. First time we heard about there being any fishing at Milwaukee. By the way, is Milwaukee still "wet"?

V. W. Reed did not make his usual July 4th run to Fox Lake this year. We are wondering whether he remembers what happened on that day a year ago.

Dan Grant, Treasurer Loomis' office, has accepted the position of assistant cashier at the Princeton Illinois Bank. Dan was one of the best men we have had the pleasure of meeting and we were surely sorry to lose him. However, best wishes from his friends in Railway Exchange go with him.

Sergeant Elmer H. Schroeder, formerly statistician in Assistant General Manager Nicholson's office is now located at Kansas City, being in the service of Uncle Sam. Mr. Schroeder is now an expert truck driver and mechanic and informs us in a letter that the life of a soldier is the life for him. No doubt a few lines from some of his old-time friends would make some of his dull moments interesting. A letter will reach him addressed as follows: Sergeant Elmer H. Schroeder, Co. G, Training Detachment, N. A., Sweeney Auto School, Kansas City, Mo.

We learn that John Phelps in Mr. Caldwell's office paid a visit to some one in Hartland, Wis., recently and intends making another trip soon. The last one was about the sixteenth trip he has made there so far this summer and we are inclined to believe that there is some greater attraction than mere fresh air. Tell us, John, so we can enlighten our friends in the next issue of our magazine. They may have gotten the wrong idea. And, John, do you remember the place across the hall?

Miss Loretta Kuehn, formerly stenographer to General Storekeeper O'Connor at Milwaukee Shops, has accepted the position of stenographer in J. W. Taylor's office.

A. H. Alberts, rate clerk General Agent Skillen's office, recently started (I said started) on a trip with his daughter to San Antonio. After much dilly dallying Mr. Alberts finally convinced Miss Alberts that she had better continue the trip beyond Kansas City alone. Al. came back alone. Why? Ask him.

Fred Douglas, new office manager Purchasing Agent Linn's office, is enjoying his back pay immensely. He has purchased several new suits, straw hats, bouquets for Nome, a new automobile and several other articles of minor importance.

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Miss Ethel Bernbrock, stenographer in General Agent Skillen's office, recently spent five weeks in Los Angeles on account of the serious illness of her mother. We hope that Mrs. Bernbrock is well on the road to recovery.

Robert Fleming, one of our most popular traveling freight agents, formerly assigned to the State of Pennsylvania, recently accepted a position in his home town, Pittsburg, with one of his old-time Pittsburg friends, who says he discovered a jewel when he found Bob. The Milwaukee was sorry to lose him and his many friends wish him luck in his newest venture.

Erwin Harding recently made a visit to Kanesville, Ill., traveling via our line to Elgin—Aurora & Elgin to Aurora—went sightseeing through the Fox River valley and returned via the same route. Must be some reason in his case, too. There's a reason for everything, you know.

Elmer Larson, formerly of Purchasing Agent Liun's office recently accepted the position of bill lading clerk in General Agent Skillen's office.

W. A. Crow, chief clerk General Agent Skillen's office, sometime ago spent about a week on his brother-in-law's farm at Springfield, Ill. He reports that the crops are doing fine and that he spent most of his time shocking oats, milking cows and general chores. That's the proper spirit, Bill. If more of us would spend our vacations in that way instead of rowing a boat around an endless lake and come back all burned and blistered up we would have this war cinched in less time than it takes to say "To Berlin."

John McDermott is now working in General Freight Agent Cull's office.

S. G. Grace, chief clerk to General Freight Agent Conley, recently paid a visit to his folks in Grand Junction. Mr. Grace reports having had a "swell" time and the folks are all well.

Miss Sadie Holland is the name of the new stenographer in Mr. Conley's office, fellows. I know you will be pleased when you meet her. Your correspondent was.

Have you noticed the nose decoration G. H. Jamieson of the Engineering Department is sporting? Jim says he intends to keep it there for a while. Don't have it trimmed yet, Jim. I'll bet your friends won't know you and your wife might refuse to let you in some night.

Following are the names of the "men-of-war" from Mr. Cull's office, who are now serving Uncle Sam, a star in the service flag for each of them: F. P. Moran, H. K. Speed, J. M. Feinen, E. J. Richel, C. L. Nelligan, Ray Ten Eyck, R. J. Prendergast, M. E. Connelly and John Hoffman.

Charlie Metzger (the man who wrestles the postage stamps) of Treasurer Loomis' office, is continually blowing about his war garden. This is his latest, and though it may sound windy, he can look right straight at you and never wink, and swear that he has the beans—ten one-gallon crocks. Charlie is a married man (that much to you, girls), and though he has not as yet passed around the cigars, he says he thought the best way of providing for the coming winter was to plant a war garden and salt down his beans. Here's how he does it: Pick the beans and put a quantity in an ordinary dish pan. Take a handful of salt and knead it into the beans—just like you would knead dough for bread. When the beans begin to ooze their juice put them into a crock or similar receptacle. Press down with a plate and put a brick on the plate to hold it down tight. The salty bean juice keeps out the air and preserves the beans. Use no water. And that's all there is to the recipe. It's a good one, so Charlie says, and there's no copyright on it.

Leo Killilea is another one of the boys from the treasurer's office who has joined the colors. Leo has during the past few months been in training at Camp Grant.

Your correspondent is having one helva time to get news for this here magazine and asks that you Railway Exchange fellers get busy and keep tab on what happens during the month. Correspondent will call at every office of the Milwaukee in the Railway Exchange building each month about the 15th or 16th and wants some brand new stuff handed to him. The magazine is what you make it and if you don't exert yourself just a little bit we won't have any news in this here good little book any more. You don't want to see that happen, do you? Get busy, fellers, when anyone makes a trip, gets married, scraps with his wife or dies, have him tell me about it when I come around. Better still, have your "dope" written up and I'll call

EMPLOYEES' MAGAZINE

for it on the 15th or 16th. Your correspondent can't do it all. He's only a little "guy."

Deer Lodge Shop Notes.

"Patsy"

Frank Sowerby, who was general foreman at Deer Lodge Shops, has been promoted to division master mechanic of the Trans-Missouri Division, with headquarters at Moberge, S. D. Mr. Sowerby has been employed at Deer Lodge in his present position for nearly three years and his fellow workmen regret very much that he is going, but are glad to see him obtain this advancement in recognition of his past services. In recognition of their good will towards Mr. Sowerby, the mechanical department presented him with a book of War Savings Stamps, a meerschaum smoking outfit and a combination purse and card case.

The position Mr. Sowerby is to fill is one recently created in line with the Chicago, Milwaukee & St. Paul Ry., doing away with district master mechanics and allotting the territory in smaller allotments to division master mechanics.

Miss Ethel Olson is taking the place of Miss Bertie Marvin as roundhouse clerk.

Electrician W. H. Robinson has returned from Avery where he was sent to relieve Electrician W. E. Brautigam who was recently married.

Speaking about weddings, we think July surely must have usurped the traditional June weddings. Those who have embarked on the matrimonial seas being: Missoula Division Fireman Carl Schreiber and Miss Ilda Grady of Deer Lodge; Rocky Mountain Division Fireman J. M. Allen and Miss Gussie Cardona also of Deer Lodge. Electrician W. E. Brautigam was also married, but we have not been informed who the girl was, but we understand she is from Avery, Idaho.

Miss Dorothy Fry, daughter of Chief Lineman J. W. Fry, was a recent guest of Miss Marie Bullwinkel, general foreman's clerk.

Lowry A. Smith is a recent addition to the D. D. M.'s office force.

W. I. Shiplett, formerly employed as clerk in the D. D. M.'s office, also as electrician helper at the Deer Lodge Shops, recently returned from Washington, D. C., where he had been attending the Bliss Electrical School. After a brief visit with home folks Mr. Shiplett went to Seattle where he enlisted in the Naval Reserve.

We are sorry to report the death of the young daughter of Missoula Division Engineer James Dunn and Mrs. Dunn last Saturday. The little girl had been burned severely on the Fourth of July by a fire cracker and died a few days later. Funeral services were held from the Catholic church. Mr. and Mrs. Dunn have the sincere sympathy of a large circle of friends in their bereavement.

Blacksmith Foreman John Nichols has returned from the coast. It is said that he went for the purpose of prospecting for a homestead.

C. E. Ade, formerly roundhouse foreman at Deer Lodge Shops has been appointed general foreman at Moberge, S. D. He goes to assume his new duties with the best wishes of his fellow workmen.

OBITUARY

The chief engineer's office was called upon to suffer the loss of one of its old-time members on July 8, in the death of E. S. Meloy, who had been a member of that department since 1886. He was located successively at Chillicothe, Marion, Milwaukee, Tomah and Chicago, in the latter city since 1893.

Mr. Meloy's services to the company were in the very important work of the maintenance of steel and other bridges and culverts, in which he had the confidence and esteem of Messrs. Whittemore, Bates and Loweth, who were his superior officers. He had a large number of friends among engineers and officials of other railway companies, as well as in the social and religious circles of which he was an honored member. The funeral serv-

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ice was conducted by Bishop W. O. Shepard of the M. E. Church between whom there had been a close friendship for more than twenty years.

Flag Raising at Western Avenue.

J. E. Bjorkholm.

The Day of the Bastille, the Liberty Day of France, was celebrated at Western Avenue with the raising of a flag by the employes of the Motive Power Department at that point, fitting ceremonies taking place in the afternoon and attended by a very large gathering. Adjacent to the flag pole was a very beautiful grand stand erected on the lawn on the Sacramento Boulevard, the Park Commissioners of the City having given their permission thereto. Decorated with flags in abundance, together with bunting, palms and roses, it was the cause of many flattering remarks by those who viewed it from the boulevard as well as from all those present at the ceremonies, and was a great credit to the men responsible for its erection.

The flag pole, made of wood and raised under the direction of Mr. Beasely, who never fails in anything he undertakes, is a monster pole and surely makes a fine appearance from the boulevard, one of the main arteries of Chicago's wonderful parkway system. At three-thirty in the afternoon, the large and beautiful flag was raised for the first time by three soldiers and sailors to the strains of the Star Spangled Banner, and in honor of the day, the Tri-Color of France was floating at the regulation distance from the Stars and Stripes.

Well chosen and patriotic remarks by the Chairman of the Day, Mr. Bennet Dolan, opened the ceremonies, after which followed recitations by little Miss Rettie, the talented daughter of Terminal Engineer and Mrs. Rettie; solos by Mr. D. Lewis and Mr. Peyton, and patriotic airs by the C., M. & St. P. Band that furnished the music, and surely did honor to the occasion. Patriotic addresses were made by General Supt. of Motive Power Warnock, the celebrated attorney, Mr. Frank Commerford, and Division Master Mechanic Bjorkholm, the speech of Mr. Commerford being a true masterpiece. A beautiful sun rendered true holiday spirit to the day, and everywhere the comment could be heard, that great credit was due those who had anything to do with the patriotic celebration.

Wage Increase.

The director general has ruled that for positions created since December, 1915, the salaries will be readjusted so as to conform to the basis established in general order No. 27, for positions of similar scope or responsibility, and where wages were increased through arbitration or other general negotiations, which cases were definitely closed out prior to December 1, 1915, but which for any reason were not put into effect until after January 1, 1916, the increase fixed by general order No. 27 will be applied to such basis of wages as if they were in effect in December, 1915. The regional directors have requested that close attention be given to the question of intensive flour loading. As an illustration of what can be done in this respect a certain flour mill recently loaded 38 cars having a marked capacity of 2,910,000 with 3,228,986 pounds of flour, or a percentage of 10.96 over the marked capacity.

Former Presidential Cabinet Official Recommends Nuxated Iron After Taking It Himself.

Action of Hon. Leslie M. Shaw Former Secretary of the Treasury Highly Endorsed by Dr. James Francis Sullivan Who Explains the Value of Nuxated Iron as a Tonic, Strength and Blood Builder.

"There are thousands of weak, nervous, run-down folks who need just such a preparation as Nuxated Iron to help build them up but who do not know what to take and Secretary Shaw's endorsement of this remarkable product will undoubtedly be the means of giving many people the very information they desire," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital. "Secretary Shaw is widely known and his good faith and integrity cannot be questioned. Therefore, his recommendation of Nuxated Iron in public print should inspire the greatest confidence among the public at large and serve as convincing evidence of the genuine merit of this preparation.



**Hon. Leslie M. Shaw
Former Secretary of the
Treasury and Ex-Gov-
ernor of Iowa.**

"The Formula of the composition of Nuxated Iron is now being widely published and a careful examination of it by any physician or pharmacist should convince him that it is of great therapeutic value, and one which we doctors frequently could prescribe with advantage to our patients."

Modern methods of cooking and the rapid pace at which people of this country live has made an alarming increase in iron deficiency in the blood of American men and women. For want of iron you may be an old man at thirty, dull of intellect, poor in memory, nervous, irritable, and all "run down," while at 40 or 50 in the absence of any organic ailment and with plenty of iron in your blood, you may still be young in feeling, full of life, your whole being brimming over with energy and force.

As proof of this take the case of Former United States Senator Charles A. Towne, who

at past 58 is still a veritable mountain of tireless energy. Senator Towne says: "I have found Nuxated Iron of the greatest benefit as a tonic and regulative. Henceforth I shall not be without it."

Then there is Former Health Commissioner Wm. R. Kerr, of Chicago, who is past the three score year mark, but still vigorous, active, full of life, vim and energy. Former Health Commissioner Kerr says he believes his own personal activity today is largely due to his use of Nuxated Iron and that he believes it ought to be prescribed by every physician and used in every hospital in the country.

Former Secretary of the Treasurer, Leslie M. Shaw, says: "I have been taking Nuxated Iron for some little time and feel justified in recommending it as a very valuable tonic."

Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in soil deficient in iron. If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while, have increased their strength and endurance in two weeks' time while taking iron in the proper form.

Manufacturers' Note—Nuxated Iron is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach. Nuxated Iron is not recommended for use in cases of acute illness, but only as a tonic, strength and blood builder. (In case of illness always consult your family physician and be guided by his advice.) If in doubt as to whether or not you need a tonic, ask your doctor, as we do not wish to sell you Nuxated Iron if you do not require it. If you should use it and it does not help you, notify us and we will return your money. It is sold by all druggists and general stores.

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