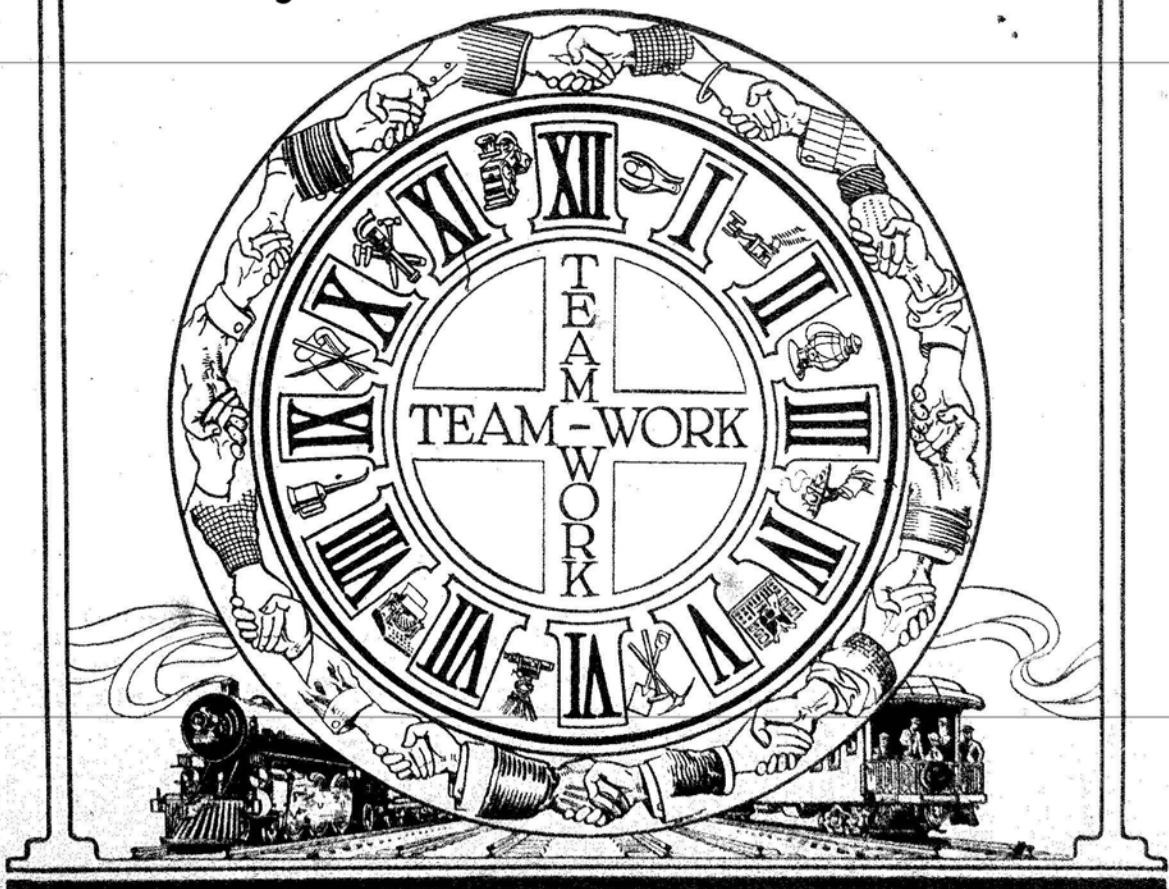


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

July

1918



VOLUME 6

No. 4

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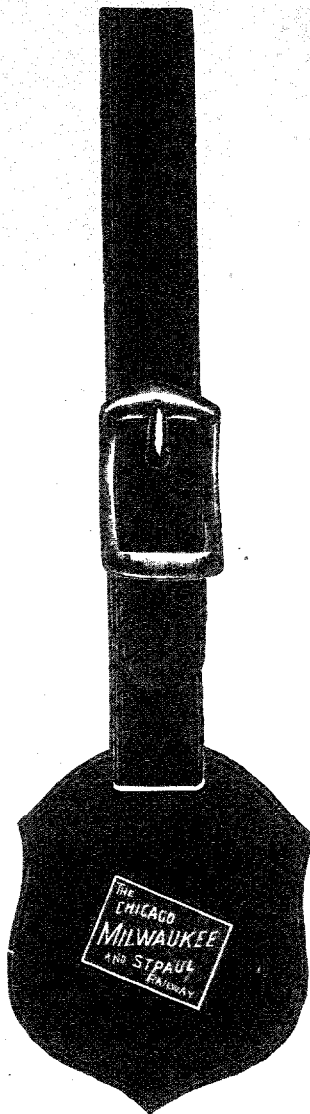
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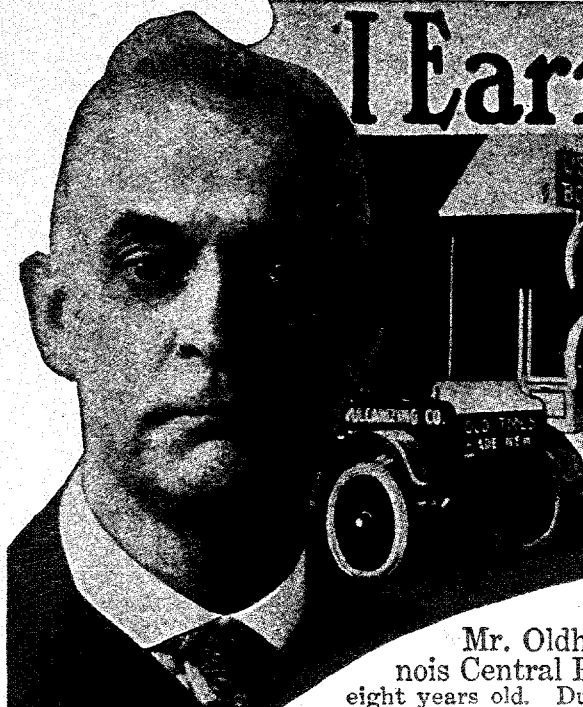
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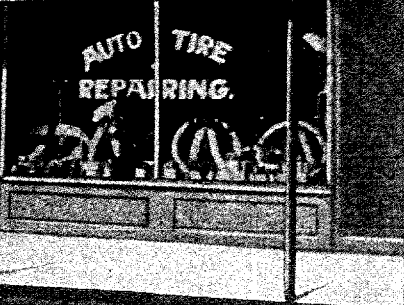
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# I Earned \$2200 IN FOUR MONTHS



USE THE HAYWOOD



## 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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I have a big interesting book to send you—a book about tires—it tells all about them—how they are repaired by the Haywood method—explains this business—gives inside figures and profit. Gives actual proof of success—letters of others who are now operating Haywood Shops and making big money. What these men have done you can do. \$2500 to \$4000 a year is conservative.

One machine will give you a start. You can see business around you—everywhere there are automobiles there are tires that need repairing. You know that. All you do is

open a shop—put out a Haywood sign, and auto owners will come to you, welcome you and the service you bring them. If you haven't seen the "Sign of the Man and Machine" there is a big opportunity awaiting you.

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# The Milwaukee Railway System Employes' Magazine

Railway Exchange Bldg., Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago Milwaukee & St. Paul Railway System.

CARPENTER KENDALL  
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VOLUME VI

JULY, 1918

NUMBER 4

## A Flag Day Talk

Burton Hanson's Address to Milwaukee Employes at Railway Exchange, Chicago

It is not necessary for me, my friends, or for any one, to tell you about our flag, its origin, or the things it stands for. The story of its birth, its growth and its trials, and, best of all, its victories, is known to all. It is, as you know, our national emblem, and stands for precisely the same things that our Government stands for, namely, liberty, justice and equality. Aside from being the emblem of a people united for the purpose of proclaiming and securing justice and equality to all alike, it represents not alone the traditions of a splendid and inspiring past, but is the glad harbinger of a splendid and inspiring future. That little flame of liberty which was started with the birth of our flag but a century ago, has continued to glow with increasing brightness, lighting the pathway of the peoples of all lands in their struggle for better and freer governments. Behold the transitions that have taken place! At the end of the eighteenth century, monarchical or worse forms of government ruled the world, with the exception of the United States, and the four little patches of earth occupied by the United Netherlands, the Swiss Confederation and the Republics of Venice and Genoa. Now, about four-fifths of the habitable surface of the globe, and three-fourths of the human race, are under govern-

ments not unlike ours in respect of the inherent rights of human beings. So, I say, our flag is the glad harbinger of a splendid and inspiring future. Just now, dark days may be round about us, and we may at times have misgivings about the final outcome of the terrible struggle that is now engaging the great nations of the world, but we have the assurance that comes to us continually, and in a thousand ways, that the better conscience of the entire world has decreed that Germany and its militarism are **wrong**, and wrong, my friends, has never yet gained a final victory, and if we are true to our flag, it never will. Wherever that flag is unfurled, every one knows that it is there to uplift and protect the people it serves, and this is why victory always has, and always will, follow that flag. Germany may win battles, but she will not win this war. Fate has decreed otherwise.

But the greatest lesson that our flag has taught, and during these trying days is teaching, is the lesson of self-sacrifice. Our flag was born of great tribulation, for our forefathers laid their all, their lives and their property, on the sacrificial altar. We of our day have known little of that sort of experience. For years, we have been too comfortable, and too indulgent, many perhaps too selfish. But now, this war

has brought a new vision to us all, and we see, as never before, the great, everlasting things that matter for a nation—duty and patriotism—and clad in the glittering folds of the red, white and blue, we see a new meaning in our flag—a new patriotism, richer, nobler and more exalted than the old.

### OUR FLAG

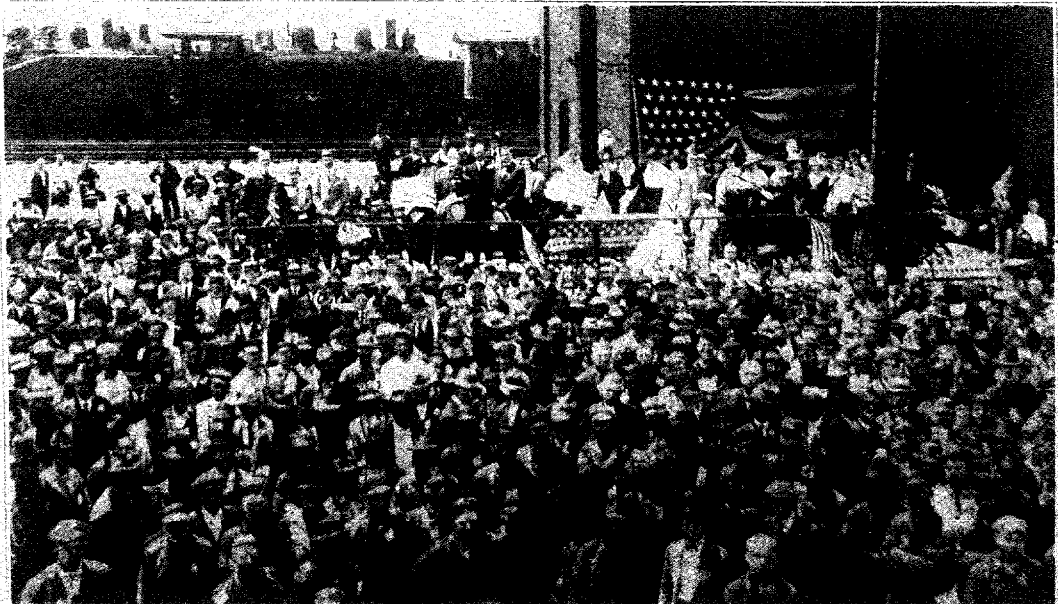
Flag Day—June 14th, 1918.

It's a wonderful flag, has a wonderful story  
 And chosen full well is the name, "OLD GLORY,"  
 And we love it! 'Tis the flag of a nation  
 Teaching humanity, hope, inspiration,  
 And according its peoples the freedom of living  
 In equality, justice and peaceful thanksgiving,  
 For 'tis the flag of our fathers who bled in the weaving,  
 Who fought for the right and perished believing  
 That this emblem, aloft, as the world's greatest token  
 Would build and maintain a country unbroken.

Then let's honor the flag, tell anew the great story  
 Of freedom and love and Columbia's glory;  
 Lift up your voices in paens singing,  
 For Liberty's bell in your heart is e'er ringing;  
 Humanity keeps "The home fires still burning,"  
 For autocracy's rule the freedman is spurning,  
 And the boys "OVER THERE," the banner's unfolding,  
 With its message of freedom, and the message upholding.  
 Then repeat o'er and o'er the beautiful story  
 Of our Wonderful Flag—Our beloved

"OLD GLORY"

—Daniel Delaney.



Flag Day Gathering at Western Avenue, Chicago.

UNITED STATES RAILROAD ADMINISTRATION  
Office of the Director General, Washington, D. C.

June 12, 1918.

## CIRCULAR No. 36.

I am deeply gratified to learn of the large number of railroad employes who have subscribed for the third issue of Liberty Bonds, and I desire to express my appreciation of the patriotism and loyalty they have exhibited in this time of National peril.

A large number of railroad employes will receive substantial amounts of back payments resulting from the increase of wages authorized by General Order No. 27. These payments will be made to employes by the respective railroads as promptly as the amounts for each of the months from January to June can be completed.

I earnestly urge upon every railroad employe who has thus secured increases in pay for the future and who will receive back payments from January 1, 1918, to invest as much as he possibly can in the War Savings Stamps issued by the United States Treasury. These War Savings Stamps are not only an investment of the safest and best quality, but they accrue interest at the rate of 4 per cent per annum, compounded quarterly. Every man who invests in War Savings Stamps can get his money back in full from the Government at any time upon ten days' notice, and with interest at a rate somewhat less than 4 per cent, if he requests payment before the maturity of the stamps. If he keeps the stamps until maturity, namely, until the first of January, 1923, he will receive his money back in full with interest added at the rate of 4 per cent per annum, compounded quarterly.

Our heroic boys are now actually fighting in the battles which are raging along the western front in France. They are dying for us, giving their lives freely and heroically that the liberties of mankind shall be preserved. Every man who buys War Savings Stamps is helping these boys, because he is helping to keep his Government provided with the money which it must have to enable those boys to fight victoriously or to die gloriously. I hope every railroad employe who can do so will invest to the limit of his means and ability in these War Savings Stamps of the United States Government.

W. G. McADOO,

Director General of Railroads.

## Office of the Regional Director

June 19, 1918.

The appointment of the following federal managers of the railroads of the north-western region is hereby announced, effective June 20, 1918:

H. E. Byram, Chicago, Milwaukee & St. Paul Railway; office, Chicago, Ill.

J. M. Hannaford, Northern Pacific Railway; office, St. Paul, Minn.

W. P. Kenney, Great Northern Railway; office, St. Paul, Minn.

A. W. Trenholm, Chicago, St. Paul, Minneapolis & Omaha Railway; office, St. Paul, Minn.

G. R. Huntington, Minneapolis, St. Paul & Sault Ste. Marie Railway; office, Minneapolis, Minn.

W. W. Walker, Duluth, South Shore & Atlantic Railway; office, Duluth, Minn.

The Federal Managers will have jurisdiction over all departments on their respective railroads, reporting to the regional director.

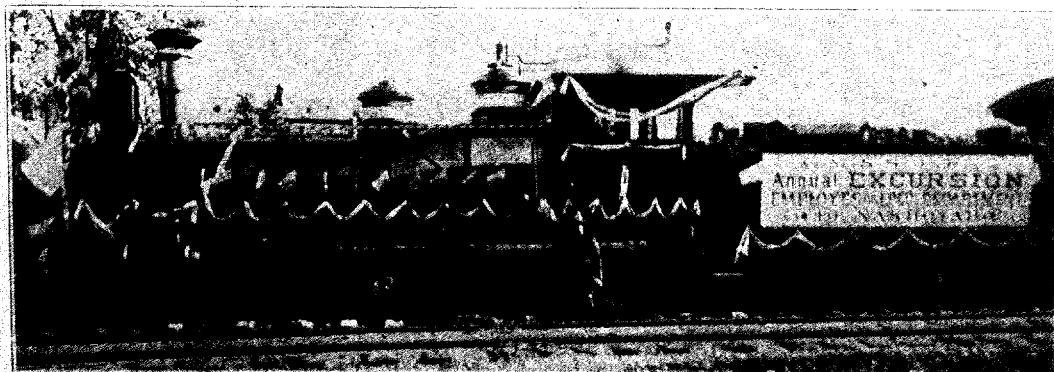
R. H. Aishton,

Regional Director.

Approved:

W. G. McAdoo,

Director General.



The Last Plmie Locomotive of the Milwaukee Shop Employees



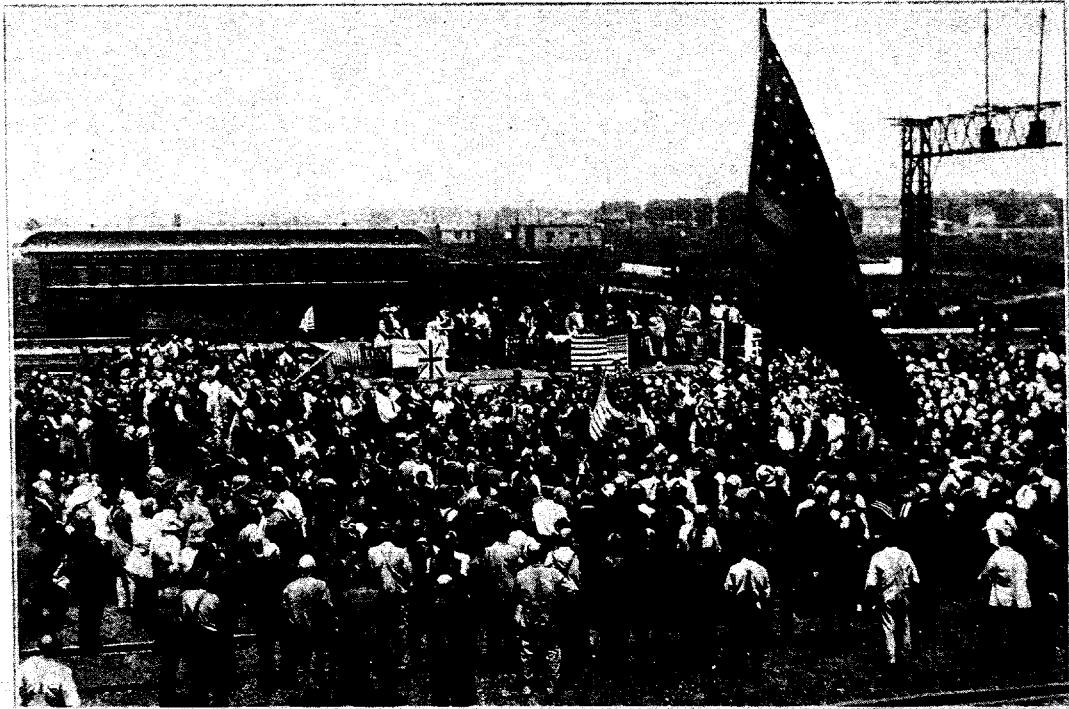
## Flag Day on the Milwaukee

June 14, 1918, was probably the most impressive Flag Day this country has ever had. It was more generally observed than ever before and likewise the services were fraught with deeper meaning and more serious intent than in the past.

Old Glory was raised, toasted and cheered, glorified and revered at every division terminal and other gathering point of employes of this system from Chicago to Puget Sound, reports from those in charge showing that over 35,000 employes participated in Flag Day ceremonies on the Milwaukee.

suggested in Federal Manager Byram's message of the 10th was very generally carried out:

1. Bugle calls—rally to flag staff.
2. Flag raising. As the flag rises the "Star-Spangled Banner" should be sung, either as solo or in unison.
3. Salute to the Flag, and pledge of allegiance to be given as song, chant, or spoken words: "I pledge allegiance to my Flag, and to the Republic for which it stands. One nation indivisible, with liberty and justice for all."
4. Americans' Creed to be said in unison: "I believe in the United States of America; as a Government of the People, by the People, for the People, whose just powers are derived from the



Raising the Flag at Galewood.

In spite of the shortness of time after the Bureau of Education at Washington made the request for a general observance among railroad employes, the business of organizing for a proper and creditable celebration was carried through without a hitch. In a number of towns where civic bodies had planned for Flag Day exercises, their programs were turned over to the railroad men's committees, while in other places our employes united with the civic bodies or with employes of other railroads in joint celebrations. But everywhere the spirit was the same and loyalty to Old Glory was a splendid expression of the will of the people to "carry on" until Imperialism, which Americans hate, but do not fear, is wiped from the face of the earth.

The following program for the exercises

consent of the governed; a democracy in a Republic, a sovereign nation of many sovereign states; a perfect union, one and inseparable, established upon these principles of Freedom, Equality, Justice and Humanity for which American Patriots sacrificed their lives and fortunes.

"I therefore believe it is my duty to my country to love it, to support its constitution, to obey its laws, to respect its flag, to defend it against all enemies."

5. Address, Four Minutes.
6. Song, "America"

Reports of meetings have come in as follows:

Two meetings were held in Chicago general offices, presided over by Assistant General Auditor "Jerry" Welch, one in the general auditing department on the twelfth floor and the other in the general freight department on the thirteenth floor. Both of these large rooms were crowded to capacity. The general program was followed and the speaker of the occasion in the twelfth floor meeting was Mr. Folds of Chicago, one of

the most eloquent of the corps of "Four Minute" speakers in the city. Burton Hansen spoke to the thirteenth floor gathering and his talk is printed on page 5 of this issue.

In the terminals there were five noon hour meetings, all of them very well attended. At Division Street A. H. Scharenberg was chairman and the addresses were made by G. L. Whipple, superintendent of transportation, and W. W. Proctor, assistant general freight agent. Four hundred and fifty were present.

At Union Street N. W. Pierce, chairman, 600 present. The regular program was followed. Music was furnished by a band and the speakers were Judges Newcomer and Dolan and Lieut. Walter Griffen, son of the chairman, who is in the aviation service, and located at Camp Still, Okla. The platform used was handsomely decorated and the flag was raised by Miss Myrtle H. Pierce, daughter of Agent Pierce. Through the courtesy of the Steger Piano Co., Baldwin Piano Co., and the Cable Piano Co. the meeting was supplied with books, for which thanks are extended. The committee also desires to thank Judges Newcomer and Dolan and Assistant State's Attorney J. P. O'Brien for their kindness in assisting to make this one of the most gratifying occasions ever given by the employes of the Milwaukee; also the bugle player and other musicians for their services.

At Manheim, J. Cowder, chairman, the address delivered by H. D. Roland, switchman, I. H. B. Railway. Two hundred present.

At Western Avenue, E. Summers, chairman. Address delivered by Engineer B. G. Dolan. Two hundred present.

At Galewood, W. C. Bush, chairman. Speaker W. J. Bjorkholm, Dist. M. M. About 1,400 present.

The C. M. & St. P. band furnished the music at Western Avenue, Galewood and Manheim, leader, J. L. Rippey. These meetings also were favored with vocal selections by Mrs. Bronkhorst, daughter of General Superintendent Weidenhamer. She was accompanied by Messrs. H. Weidenhamer and J. Erickson. General Superintendent Weidenhamer and wife attended the meetings and was enthusiastic over the success of them all and the spirit of loyalty prevailing among the employes.

Milwaukee went over the top with a grand joint meeting at the shops, attended, it was estimated, by over 10,000 employes, and an equal number of friends, including members of the families of most of the employes. A detailed account of the Milwaukee meeting is published elsewhere in this issue.

The Twin City Terminals held four meetings, one at Minneapolis local freight and passenger station employes' station, 350 being present. Twin City Transfer Platform had 150.

St. Paul local freight and yard office forces counted 275 employes in attendance. St. Paul freight house meeting was attended by fifty employes and all of these were characterized by a splendid expression of loyalty and love for Old Glory—the flag of a free and devoted people.

The meeting was held at Minneapolis shops and was attended by practically every employe there, and as Minneapolis shops are 100 per cent loyal the exercises were entered into with hearty cooperation.

When the request for Flag Day observance was issued, the different departments which had not already provided themselves with flags, immediately subscribed to a fund for purchasing a flag and these were raised for the first time at the celebration. The civic bodies in St. Paul and Minneapolis lent every assistance to the committees, provided speakers, buglers and other music, enabling the railroad boys to carry out their programs with utmost success.

Flag raising at Austin was held at the roundhouse, with about 500 present. P. L. Mullen, chairman. The flag was carried by veterans John Holstein, P. Reinhardt, A. B. Hartwell, Charles Hans, William Williams, Henry Herzog, Dan Paine, Michael Feeley. Short talks were given by Raymond Gainey, Miss Revord, Attorney J. N. Nicholson and Mayor George Hirsch. Committeemen in charge of program were: A. M. Lawrence, J. E. Ober, J. M. Plum, D. Twonbly, Richard Taylor, George Sprague, W. B. Crome and P. L. Mullen.

At Sioux City all departments participated in a joint meeting. A new flagstaff was placed at

the new roundhouse and a veteran flag of the Spanish war, purchased at that time by the shop employes, was raised to celebrate the occasion. A special train took downtown employes.

The flag was raised by five veterans, the only employes of the new shops remaining who were there when the flag was purchased. They were James Palmer, Frank Cosgrove, Bert Palmer, Nels Berquist and John Idde. County Attorney O. T. Naglestead gave the address. Five hundred present.

At Des Moines a joint meeting with employes of the Des Moines Union Co. was held, there being about 150 present. The Car Service Association also held a meeting, which was attended by a number of Milwaukee employes. Major H. H. Polk, recently returned from the front, made the address, which was very interesting. Music was furnished by a male quartet and buglers from the national army at Camp Dodge.

On the La Crosse division large meetings were held at La Crosse, Portage and Tomah. At La Crosse 400 attended, at Tomah 600 and Portage, 400. There was music and the regular program was carried out at all of these.

River division meetings were held at Red Wing, Winona, Wakasha and Hastings. At the three last named the railroad and civic meetings were held jointly. There were 500 at Red Wing and practically all employes from the other points named. Farmington held a meeting at which 100 were in attendance.

The I. & D. division held meetings at Mason City, Sanborn and Mitchell. At Mason City Colonel E. G. Dunn and C. H. McNider, chairman of Liberty Loan campaign for Iowa, delivered the addresses. There was music by the Eupyrrean quartet and the Boy Scout band. Two hundred and fifty present.

At Sanborn a large platform was erected and decorated. Addresses were made by Father Cooper, Revs. Juengel, CanCyle and Wookott, and the mayor of the city. The flag was raised by a Civil War veteran. Attendance, 250. The Sanborn band furnished the music.

At Mitchell, T. J. Spangier, company's attorney, made the address. Attendance 200.

The same general program was carried out at all of these meetings and flags purchased by subscription of employes were raised.

Dubuque division and Dubuque shops had large and enthusiastic meetings. The shops' attendance of employes alone was about 1,500, with a large number of friends and relatives also present. The regular program was carried out with music and addresses by employes and others.



Hon. Wm. H. Taft at McGregor Meeting.

Great was the enthusiasm at North McGregor when it was found that Ex-President Taft was passing through the city on his way to Waukon, and would address the gathering. Hearing of the celebration about to be held by the railroad employes, he generously added his bit by giving them a short talk, which was greatly appreciated and roundly cheered.

The chief meeting on the Rochelle & Southern was held at Ladd, where the general program

with a short talk by Attorney Paul D. Perona was carried. Three hundred present. Other meetings were at Mendota and Oglesby.

At Council Bluffs where the patriotic spirit runs high, there was a large meeting and enthusiastic gathering to do honor to flag raising and a fine program with music and addresses. A fife and drum corps and a quartet of colored singers gave a number of selections, and William Madsen, accompanied by the quartet, sang several songs. The brief talks were by Hon. J. T. Tinley, George Keeline, president of the Chamber of Commerce, Mayor Louis Zuermeline, and Agent W. L. Butler. The "Star-Spangled Banner" and the "Red White and Blue" were sung by a trio composed of Margaret Schmidt, Helga Schmidt Hackstock and Carl Schonberg. America was sung by all and the benediction was pronounced by Rev. C. J. Ringer. Attendance 600.

Illinois and R. & S. W. divisions held numerous enthusiastic meetings, the largest naturally being at the Savanna Terminal, where 1,800 to 2,000 people, composed of practically all the employes in the terminal, their families and other townspeople, were in attendance.

Superintendent Bradshaw was chairman. Music was furnished by the Savanna band and the principal address was made by State Senator J. D. Turnbaugh, who went to Savanna especially for the occasion. Superintendent Bradshaw also gave a short talk to the employes, impressing them all anew with the necessity of doing their utmost and of the need of sacrifice on their part to help win the war.

Each department marched from its headquarters to a large rostrum erected in front of the roundhouse, where the exercises were held. A large flag purchased by the mechanical department was raised during the ceremonies.

K. C. division principal meeting was held at Ottumwa, Superintendent N. P. Thurber, chairman. Music was furnished by a band and singing by a quartet led by Mr. Blake. Carl G. Strandberg was bugler. The speakers were Rev. Day, Hon. W. A. Hunt and S. J. O'Gar. The general program was carried out, a parade was held and a new flag bought for the occasion was raised. Four hundred present and everyone enthusiastic.

P. du Chien and Min. Pt. divisions held meetings in Madison and Janesville. At Madison a new flag was raised in front of the passenger station and there was music by a band, singing and addresses by Hon. Burt Williams, Superintendent Macdonald; a recitation by Mrs. John D. Wightman and the creed and pledge of allegiance to America repeated by the congregation. The committee in charge were W. J. Hogan, Henry Hoffman, Floyd Dunwiddie, John O'Connell, P. H. Hayes, W. J. Fagg, William Dunn, John Sikhart, A. Moore, John F. Conlin, John Potts, John Vanderhie, Robert Slightam, J. Lyne, Ollis Johnson.

At Janesville the ceremonies were joint with C. & N. W. employes and were held on the lawn in front of the Northwestern station. Over 400 were in attendance. W. H. Dougherty made the address, the flag was raised by Sergt. Alfred Grandem and Private R. O. Hougrath of Camp Grant. Professor Taylor's quartet rendered musical selections and led the congregational singing of the national anthem. Music was furnished by the famous Bower City band.

Large and enthusiastic meetings were held on the Iowa division at Marion and Perry, more fully reported by the division correspondents elsewhere

in this issue. At both cities the civic program was cancelled and citizens joined with railroad employes to make the occasion memorable in town and railroad annals. Business houses were closed during the lunch hour to give everybody an opportunity to attend the flag raising. Iowa division always goes over the top on these occasions and was in the front line as usual. Eight hundred present at Marion and 600 at Perry.

Superior division held meetings at Green Bay and Channing. At the former (reported elsewhere in this issue) 1,500 people attended; at Channing, practically the entire town joined with the railroad employes in the flag raising ceremonies.

H. & D. Division had large meetings at Aberdeen and Montevideo, with interesting programs at both places. Attendance at Aberdeen, 2,000. Attorney Porter made the address. There was music by the band and selections by a quartet. Mayor Burnit gave the talk at Montevideo and the flag went to the peak amid enthusiastic cheers. There was music and the regular program was carried through. Montevideo is 100 per cent loyal as was demonstrated at the Flag Day ceremonies. Attendance of employes, 150, with many townspeople in addition.

Successful and enthusiastic meetings were held in Kansas City Terminals, one at Coburg, which was addressed by Rev. R. M. Allen. Attendance, 235. At Liberty Street, Attorney H. S. Conrad was the speaker. One hundred present. Music was furnished by a quartet from the freight office and all appreciated the opportunity to honor the flag and participate in the services.

The Trans-Missouri division's big meeting was held at Mobridge, and the railroad employes were assisted in making it a grand success by the Mobridge people, who co-operated with Superintendent Campbell in the heartiest manner. An elaborate program was carried out with promptness and spirit. The meeting was held at the depot park, the flag was raised by C. H. Baker, the bugler was Ellis Bernard and the speakers were A. E. Newton, V. M. Graybill and Superintendent Campbell. Frank Williams was chairman and the committee consisted of V. M. Graybill, C. M. Bono, W. M. Bailor, Arvid Arvidsen. Father Lennon pronounced the benediction. Civil War Veteran S. A. Wolf and Spanish War Veteran R. I. Hall acted as color guard. Five hundred present. Other T. M. division meetings were at McIntosh, with 300 present, and Marmarth, 400 present.

Deer Lodge shops held their flag raising with 700 people in attendance. Music was furnished by a band and addresses were made by employes and townspeople. At Harlowton, stores were closed and practically the entire town turned out to honor the railroad boys' flag raising. A ladies' quartet led the singing. About 1,000 present.

Musselshell division held meetings at Melstone, Forsyth, Miles City, Mildred and Ismay. Total attendance about 700.

Northern Montana division meetings at Great Falls and Lewistown. At Great Falls E. H. Cooney, chairman of Dist. War Board, and Attorney W. H. Hoover made the addresses. Attendance, 75.

At Lewistown two meetings were held, one consisting of mechanical department and train and engine men, at which Attorney J. C. McGoeb was speaker. Attendance, 200, the other composed of passenger and freight station employes, was addressed by C. J. Marshall. Attendance, 75.



Honoring the Flag at Union Street, Chicago.

At Spokane Terminal a large meeting was held, reported elsewhere in this issue. At Spirit Lake the meeting was attended by 150 people; at Malden, 150 were present.

The Ste. Maries meeting was a rousing one in which the townspeople joined with hearty co-operation and the occasion was further enhanced by the presence of the headquarters company staff and band of the 63rd Coast Artillery, who arrived in Ste. Maries on their way east, in time to take part in the ceremonies. Judge Cromwell was speaker of the day, and Trainmaster Wiltrout, chairman. Over 1,500 people were in attendance. The artillery company, numbering 367 men, headed by their band, detrained and quickly deployed into the station yard, standing at attention during the flag raising and services. The company then graciously executed a portion of their army drill and the band treated them to several selections of martial music. The demonstration was an unqualified success, for which the local railway men and Chairman Wiltrout are entitled to great credit.

### Helping to Win the War.

As the summer months are just before us last year about this time we began to think what we would be doing on the battlefield of Europe in another year, and those who are over there and those about to go are taking a chance that hardly will come to most of us. Then should we not each day try to do something besides our daily work to help win the war? Should employes of railroads not make special effort for our President has said the railroads are the arteries of our nation. We who have a chance to talk with our patrons tell them how they, in addition, can help us to keep our trains and cars moving; with our stock shippers, make it clear how time and fuel is saved by having their stock loaded when the train is due; with the elevator men when they need a car and it is spotted, load it at once; it will keep the car moving and perhaps save some other crew from switching it. If they have coal sheds, that when unloading coal or other freight, do not let the weather stop the work, for if we were to stop account a little rain or snow, someone would be out of coal. With our dray men ask them to help by not wanting every drive car placed at a certain crossing just west or east of it, for it quite frequently takes a switch, and a switch takes time, besides fuel, and fuel is our most needed commodity. When I have a car of grain leaking I try to repair it; if this can not be done, set it out, for we have no grain to waste. But credit is due the boys along our line as there are no streaks of grain along our tracks, and with the business that we have had one can see that it is trying to win the war that keeps our trains running nearly on time each day, without any delayed cars. Wheat moves with us like a car of stock.

A. H. GREEN,  
Conductor S. C. & D.

Promise, S. D., June 8, 1918.

To the Employees' Magazine:

We know that on each and every division on our railroads that there has been a great many of our fellow workmen answered the call to the colors.

When I consider that the boys are sacrificing all for our freedom and liberty, the best we can do isn't half enough for the sacrifices they are making for us. I have bought two Liberty Bonds and have bought War

Savings Stamps, am economizing at home and doing without certain little dainties, and nothing goes to waste at our house. The same applies to my work—nothing goes to waste, and I make unusual efforts to do my duties with a feeling of true patriotism for the welfare of our country. I have a brother that I am afraid was lost on the Collier Cyclops after twelve years of service in the navy; another brother is at the Officers' Training School at Camp Dodge, and another is ready to go at any time. I have a family of my own and a dependent mother, but if the Government should need me across the water I am ready to go any minute.

Sincerely Yours,

J. J. KRUEGER.

B. & B. Foreman.

### "Things I Am Doing in Line With My Daily Work to Help Win the War:

O. F. Waller, D. F. and P. Agent.

Checking way bill racks at Aberdeen yard office, view locating delayed loads; if any found get after them to the end that car moves.

Same operation at stations in territory where freight trains have reduced tonnage.

If cars be held at a terminal, account car numbers on way bills and billing do not agree, ascertain if matter has had proper attention; if load be of a nature that it's liable to have marks on the contents, check them with consignee-consignor, and destination; if found to correspond send car along, thus avoiding a possible several days' delay.

Watch the rip tracks wherever they may be found in the territory, view speeding up repair work, along lines, of proper switching—to and from tracks, have noted two or more light repair cars standing at end of a stub rip track, marked O. K. with a heavy repair car standing in front of it, which would not be O. K. for day to three, causing delay to the light repair car—condition corrected.

Keep a careful watch of the embargo notices, view of having agents properly apply them.

Making all possible effort to see loads moved with promptness, both from terminals and loading stations.

Working with shippers and receivers of C. L. freight to hurry the release of loads.

The loading to capacity of all C. L. shipments.

Having the demurrage rules carefully applied and seeing collections made.

Working with operating department to see correct reports made by conductors as to C. L. shipments delivered at non-agency stations, view of seeing demurrage charges protected.

In so far as possible, assisting in way of properly loading, and unloading of merchandise shipments—at times a way freight brakeman or conductor will not use good judgment in handling freight at a way station: a kindly word, with brief explanation, usually has desired effect.

Special attention to loading and handling of foodstuffs to prevent waste and claims.

Working with agents to more closely observe Western Class rules 7 and 8 concerning



the acceptance of freight which is not properly placed in condition for shipment—with a more close application to these rules our damage claims would, I believe, show a material decrease, at least on shipments handled locally.

Attention being paid to the matter of proper refrigeration when needed to protect foodstuffs, thus securing the food, also preventing claims.

Aim to carefully watch the running gear of a passing freight train rather than look at the car bodies, looking for some part of the running gear to be dragging, which might cause a wreck, destroy foodstuffs, government materials; also cost the company a considerable amount for damaged property, and possibly a life may be saved.

A defect in the running gear, including a hot box, can easily be signaled to train crew on the hind end.

In traveling about the territory be cheerful, talk with every one, and go as far as possible to keep them thinking along the proper lines.

If contact be had with a rank pro-German, step carefully, but after being sure of the ground, take the proper steps to stop him.

Buy all of the "Liberty Bond Issue" that you possibly can; assist all Red Cross moves to limit of your ability.

To maintain a satisfied shipping community put yourself out if need be to give transportation information at all times; while we can not solicit, we can help win the "war" by keeping people moving along right lines, as regards transportation matters, having them feel that everything is all right, and being done for a great common good.

There is but one line of business in the old "U. S. A." at this time—that is to "win the war."

If we all go carefully—watch our step—we are sure to avoid a large percentage of mistakes and bad errors, but if once they are made, they usually prove to be costly to the company and hence to the government, thereby tending to weaken our efficiency.

Railways are the main arteries of war, transportation figures a high percentage.

Any employe, ever so humble in position, can at all times be doing something to help win the war by placing into practice immediately, if not previously done, the slogan, "Efficiency," follow instructions closely, be on the "JOB," and when all instructions have been followed look about you wherever you may be, and see if there is not something you can do which will add to your personal efficiency. Get away from the idea of six o'clock and pay day—there is not one of us who can not let out another hole in his belt and go just a little way further.

In short, do everything possible to curtail—both in your personal habits as well as in handling your job—become more efficient, more vigorous; be strong—and come to "Attention" when called or directed by a superior.

It's an honor to be a private, cause he is the fellow who usually goes over the top and GETS 'EM.

To direct is most essential, but without hearty co-operation and manly execution, with an aim to accomplish the desired end, all must fail.

Those of us who cannot go to Europe and follow Old Glory against the Hun, must be contented to remain at home, and if permitted, take good care of the rail position to which we have so many years been entrusted, always with the feeling that if we are good soldiers on the job, we have done our bit—if we have slighted that duty, then we have failed to execute orders which virtually come to us, from the chief of the nation, and a guilty conscience will pronounce the verdict.

The President of the great "U. S. A." and his able assistants have a burden to carry at this time, never before known to man, and they rightly expect us to go with them—they can't well succeed without us.

Let's give our best—and all of it—to them.

### To Sister.

*Sted.*

"Dear Sis," he wrote. "I've got a hole, they laid me up a spell; the Bushers took a plug at me—this war spells death and hell; but Sis, don't worry over me, my wound is just a scratch: say, Sis, the noble Red Cross nurse, there's none with her can match.

"She does a lot of gruesome work, but smiles and sees it through; there's nothing for our comfort, Sis, but that's she's staunch to do; she's patient, brave, and full of cheer, God bless those girls in white; she's stern and firm, but when she is, you know she's doing right.

"Our fight was just a little dash, but big enough at that, to send me here to rest a spell, a bullet hit me "spat." It caught me in the shoulder, and I must have swooned away; when I came to, yes, she was there—'twas just at break of day.

"She talked to me, how good she was; her words were cheer and joy; she said: 'They'll never lay you out, for you're my Yankee Boy. And I have lots, they're just like you; they all are getting well; your wound is just a little scratch,' then told me she was 'Nell.'

"And then I dozed away again, and had a jolly snooze; when I awoke, another nurse was bathing me with booze; at least it seemed to smell like that—she smiled and winked at me—say, Sis, I'm getting well too fast, the Red Cross girl, say, Gee!

"She's just a bunch of sunshine, of hope and joy and cheer; my wound at first seemed almost death—there's nothing now looks drear. That Cross of Red, the Gown of White, the Face with eyes of Blue—say, Sister—join the Red Cross Crew and pull the sick ones through."

Joe Conrad and wife of Mitchell, S. Dak., who were at Wausau to attend the funeral of the late Frank Conrad have returned to their home. Mrs. Ed. Callahan accompanied them and will remain with them for about two weeks.

Irene Tracy, daughter of Engineer D. J. Tracy, is visiting with relatives at Chicago.

# OUR HONOR ROLL

The following names include employes joining the colors before March 1, 1918. Those who have gone later, will be included in a succeeding list.

## From the Electrification Department.

Name	Headquarters	Occupation	Title	Location
Leo G. Dandler	Seattle	Mat'l Checker		
Lawrence Wiley	Seattle	Draftsman		
J. L. Busselle	Butte	Foreman		
D. H. Miles	Cedar Falls	Inspector		
H. S. Peck	Seattle	Inspector		
A. B. Van Dusen	Seattle	Draftsman		
G. G. Miller	Seattle	Inspector		
Chester McSpadden	Seattle	Rodman		
A. D. Shaw	Seattle	Timekeeper		
C. H. Daniels	Seattle	Mat'l Checker		
Frank Brownell	Seattle	Timekeeper		
Bob Bullwinkle	Seattle	Timekeeper		
E. P. Dean	Seattle	Stenographer		
H. W. Guenther	Seattle	Inspector		

## From Musselshell Division.

John Papich	Thurlow	Sec. Foreman		
Philip Dimitroff	Carterville	Sec. Foreman		
Pinia Sevinsky	Carterville	Sec. Laborer		
Arlie Booth	Vananda	Sec. Laborer		
Robert Booth	Vananda	Sec. Laborer		
Chris Jim	Thebes	Sec. Foreman		
Dewey Haddon	Bascom	Sec. Laborer		
Fred Stockfish	Westmore	Sec. Laborer		
V. L. Ganleany	Mildred	Sec. Laborer		
Elmer Wilson	Terry	Watchman		
F. C. Clemens	Kinsey	Sec. Laborer		
A. J. Mineau	Miles City	Brakeman		
R. H. Grant	Miles City	Brakeman		
J. L. Markey	Miles City	Brakeman		
H. B. McCray	Miles City	Brakeman		
C. O. Ellinson	Miles City	Conductor		
H. Bakken	Miles City	Brakeman		
C. C. Cousins	Miles City	Brakeman		
O. S. Woodman	Miles City	Brakeman		
N. Jordae	Miles City	Brakeman		
O. V. Dutton	Miles City	Brakeman		
Joe Echer	Miles City	Brakeman		
J. G. Jorgensen	Miles City	Brakeman		
A. E. Swank	Miles City	Brakeman		
H. Olson	Miles City	Brakeman		
M. Carne	Miles City	Brakeman		
D. F. Morrison	Miles City	Brakeman		

## From the Accounting Department.

F. P. Werner	Chicago	Clk. T. A.'s Office		
W. J. Carrow	Chicago	Clk. T. A.'s Office		
Jas. T. Carney	Chicago	H. Clk. Int. B.		
A. G. Petzold	Chicago	H.C.S.S.D.F.A.O.		
H. R. Collins	Chicago	Clk. I. F. Acct.		
Paul Roettgen	Chicago	Clk. I. F. Acct.		
A. L. Pattock	Chicago	Clk. I. F. Acct.		
W. E. Prehler	Chicago	Cor. F. A.'s Office		
F. F. Grabenstein	Chicago	Head Clk. F. B.		

## From Minneapolis Terminals.

Clarence V. Croner	Minneapolis	Clerk F. H.		
Wm. A. Wright	Minneapolis	Bill Clk. F. H.		
Fred M. Ahr	Minneapolis	Collector F. H.		
Clifford Luce	Minneapolis	Messenger F. H.		
Henry Rudd	Minneapolis	Disp'n Clk. F. H.		
Fred B. Johnson	Minneapolis	Ass't Cash. F. H.		
Charles Gee	Minneapolis	Messenger F. H.		
Henry F. Haugen	Twin City Trans.	Rate Clerk		
Martin F. Thori	Twin City Tran.	Bill Clerk		
Ed Knoke	So. Minneapolis	Yard Clerk		
Chas. Connor	So. Minneapolis	Switchman		
Jack Sullivan	Ass't Bill Clerk	Stenographer		
Carrie Merrick	St. Paul	St. Paul		
Arthur Miller	So. Minneapolis Y.	Yard Brakeman		
Chas. J. Davis	So. Minneapolis Y.	Yard Brakeman		
Jas. R. Knight	So. Minneapolis Y.	Yard Brakeman		
L. Donaghur	So. Minneapolis Y.	Switchman		
Delbert L. Stafford	So. Minneapolis Y.	Switchman		

## From the Freight Department.

Ralph S. Tompkins	Chicago	Clerk		
R. V. McAllister	San Francisco	Clerk		
Carl L. Phil	Minneapolis	Ass't Rate Clerk		
H. R. Shields	Philadelphia	Stenographer		
Norman K. Quandahl	Mason City	Chief Clerk		
A. I. Thams	Minneapolis	C. P. A.		
R. O. Anderson	Davenport	Clerk		
R. B. Behnyler	Omaha	T. F. A.		

## MILWAUKEE RAILWAY SYSTEM

Name	Headquarters	Occupation	Title	Location
David N. Jones	Duluth	C. Clerk		
Jay E. Fox	St. Louis	C. F. A.		
Lyle W. Scoville	Minneapolis	C. F. A.		
John J. Kehoe	Chicago	Clerk		
Robt. T. McSweeney	Chicago	Accountant		
<b>From the Coast Division.</b>				
R. R. Reeser	Seattle	Clerk F. H.		
Roy Jackson	Seattle	Clerk F. H.		
J. M. Caskill	Cle Elum	Switchman		
Paul Wilson	Tacoma	Ass't Agent		
Earl Williams	Tacoma	Record Clerk		
Wm. Woodward	Tacoma	Record Clerk		
Arthur Powelson	Tacoma	Record Clerk		
A. H. Phillips	Tacoma	Record Clerk		
Ray Powells	Tacoma	Timekeeper		
O. T. Tamany	Tacoma	Brakeman		
Preston Harris	Tacoma	Yard Clerk		
S. W. Holtum	Everett	Clerk & Trucker		
Wilford C. Delle	Seattle	Clerk		
Delbert F. Wells	Seattle	Bill Clerk		
<b>From Trans-Missouri Division.</b>				
B. K. Doud	Mobridge	Brakeman		
C. A. Fowler	Mobridge	Brakeman		
D. Morrison	Mobridge	Brakeman		
Ted Brown	Mobridge	Brakeman		
Earl Kelley	Mobridge	Brakeman		
E. J. Krueger	Mobridge	Brakeman		
E. A. Harper	Mobridge	Brakeman		
C. E. Coutts	Mobridge	Brakeman		
W. S. Morse	Mobridge	Brakeman		
Geo. Heitkamper	Mobridge	Brakeman		
G. C. Tunnell	Mobridge	Conductor		
M. B. Lindsay	Mobridge	Baggage man		
Evan Ellhoff	Mobridge	Trackman		
Louis Eyanoff	Mobridge	Trackman		
Kere Bunkoff	Mobridge	Trackman		
Sam Gykin	Mobridge	Trackman		
Geo. Paul	Mobridge	Trackman		
Evan Deon	Mobridge	Trackman		
J. S. Mullins	Mobridge	Sec. Laborer		
Geo. Kallerte	Mobridge	Sec. Laborer		
Christ Nuloff	Mobridge	Sec. Laborer		
C. W. Goplin	McIntosh	Sec. Foreman		
F. R. Doud	Mobridge	Train Dispatcher		
Ed Pearson	Mobridge	Cashier		
<b>From D. R. I. &amp; N. W.</b>				
Paul Logan	Bettendorf	Car Clerk		
Emmett Quinn	Davenport	Bill Clerk		
Carl Larson	Moline	Trucker		
Leroy Peterson	Davenport	Fireman		
Joe Boyle	Davenport	F. H. Clerk		
<b>From Northern Division.</b>				
Lyle Leach	Hartford	Warehouseman		
N. M. Schantz	Hartford	Rate Clerk		
Emil Kreger	Horicon	Coal Man		
Edwin Kreger	Horicon	Coal Man		
Clarence Steeves	Fond du Lac	Sec. Laborer		
F. W. Sawtelle	Horicon	Roadmaster		
Ira Griffin	Pardeeville	Sec. Laborer		
Ace Lafler	Pardeeville	Sec. Laborer		
Edw. Lamosnke	Markesan	Sec. Laborer		
Albert Hefske	Oshkosh	Sec. Laborer		
Frank Stockinger	Oshkosh	Sec. Laborer		
Wm. Kline	Oshkosh	Sec. Laborer		
Ray Ashley	Beaver Dam	Sec. Laborer		
Thos. O'Brien	Washburn	Sec. Laborer		
Peter Jochem	Schlesingerville	Sec. Laborer		
Ray Staats	Richfield	Sec. Foreman		
Ernest Otto	Richfield	Sec. Laborer		
Lloyd Baum	Milwaukee	Brakeman		
Albuis Krueger	Milwaukee	Brakeman		
John Ryan	Milwaukee	Brakeman		
Wm. Schlafer	Menomonee Falls	Laborer		
<b>From Columbia-Idaho Division.</b>				
Chas. Ragnar	Spokane	Fireman		
Robert Bridewell	Spokane	Fireman		
Henry Rekdahl	Spokane	Fireman		
Chas. E. Mitchell	Spokane	Fireman		
Wm. Plybon	Spokane	Fireman		
Edward Kalinoski	Spokane	Fireman		
Wm. E. Taylor	Spokane	Fireman		
Leon Barlan	Othello	Fireman		
Wm. J. Van Deursen	Othello	Fireman		
Earl R. Berkey	Othello	Fireman		
Wm. Garrett	Spirit Lake	Fireman		
William Regan	Othello	Eng. Dispatcher		
Earl A. Smith	Ste. Maries	E. C. Timekeeper		
Alfred S. Nash	Spokane	Engineer		
Archie Crane	Malden	Engineer		
John Melsterek	Othello	Engineer		
James T. Bulch	Othello	Engineer		
Gamble Bryan	Malden	Fireman		
Frank J. McDowell	Othello	Fireman		
P. G. DeMonnin	Ste. Maries	Fireman		
Pelix Schumacher	Malden	Fireman		

Name	Headquarters	Occupation	Title	Location
J. H. Lewis	Malden	Fireman		
Tesla K. Orchard	Spokane	Brakeman		
Albert J. Atkeson	Spokane	Brakeman		
John P. Bevins	Spokane	Brakeman		
A. J. Bevins	Spokane	Brakeman		
Hugh Spetz	Seattle	Brakeman		
W. G. Webster	Malden	Frt. Brakeman		
Arthur Kanatscher	Spokane	Frt. Brakeman		
Phil C. Westling	Ste. Maries	Frt. Brakeman		
Herman Danz	Ste. Maries	Frt. Brakeman		
Cecil Hundley	Malden	Frt. Brakeman		
Walter Swift	Ste. Maries	Timekeeper		

## From South Minn. Division.

F. J. Buck	LaCrosse	Brakeman		
Chas. Wiegler	LaCrosse	Brakeman		
Burt McGee	Madison, S. D.	Brakeman		
M. O. Quarstad	Madison, S. D.	Brakeman		
Elsworth Graves	Madison, S. D.	Brakeman		
George Damm	LaCrosse	Brakeman		
A. W. Simpson	LaCrosse	Brakeman		
Frank Kriz	LaCrosse	Brakeman		
Lyle E. Tate	LaCrosse	Brakeman		
T. P. Horton	LaCrosse	Dispatcher		
F. E. Burg	LaCrosse	Operator		
F. R. Bloom	LaCrosse	Operator		
M. Mikkelsen	LaCrosse	Operator		
M. B. Marr	LaCrosse	Operator		
W. J. Keller	LaCrosse	Operator		
L. A. Schendal	LaCrosse	Operator		
M. J. Vaughan	LaCrosse	Operator		
F. Langen	LaCrosse	Operator		

## From River and I. &amp; M. Division.

Wm. Stemers	Minneapolis	E. T. Dispatcher		
J. M. Moudrey	Northfield	Operator		
N. B. Harris	Austin	Frt. Brakeman		
H. Dwyer	Faribault	Frt. Brakeman		
C. T. Lenahan	Austin	Frt. Brakeman		
M. D. Dorr	Austin	Frt. Brakeman		
F. C. Winn	Calmar	Pass. Brakeman		
G. A. Webb	Minneapolis	Pass. Brakeman		
A. E. Thompson	Austin	Switchman		
H. M. Reed	Wabasha	Brakeman		
H. J. Lang	Minneapolis	Brakeman		
Geo. Baker	Minneapolis	Bridge Carpenter		
Carl Jorgensen	Bixby	Laborer		
R. Woolhouse	Kasota	Sec. Foreman		
Ernest Merry	Bixby	Sec. Laborer		
Jno. Simon	Bixby	Sec. Laborer		
Leo Greenmeyer	Bixby	Sec. Laborer		
M. J. Fleming	Bixby	Sec. Laborer		
Jno. Langenfield	Bixby	Sec. Laborer		
Casper Bilm	Bixby	Sec. Laborer		
R. E. Kenyon	Minneapolis	Dispatcher		
J. H. Marion	St. Paul	Operator		
J. I. Popejoy	Farmington	Operator		
J. H. Fraser	Rosemont	Operator		
W. C. Pliss	Austin	Brakeman		
A. W. Haseltine	Austin	Brakeman		
O. Cambern	Austin	Brakeman		
L. Newman	Winona	Brakeman		
F. R. Murphy	La Crosse	Brakeman		
Karl Steutzel	Farmington	Brakeman		
R. B. Gillespie	Minneapolis	Brakeman		
B. F. Petersmeyer	Minneapolis	Brakeman		
J. J. Seleski	Hastings	Switchman		
S. F. Ostrum	Wabasha	Brakeman		
Marius Nelson	Austin	Bridge Carpenter		
Chas. Halloran	Decorah	Sec. Laborer		
Thomas Lyseth	Decorah	Sec. Laborer		
John Johnson	Lime Springs	Sec. Laborer		
Andrew Sorlien	Austin	C. H. Foreman		
Howard Bein	Wabasha	Sec. Laborer		
Levi Lane	Wabasha	Sec. Laborer		
Henry Herger	Menomonic	Sec. Laborer		
Carl Akeson	Frontenac	Sec. Laborer		
Norman Stephens	Minneiska	Sec. Laborer		
Fred Parapet	Lamolle	Sec. Laborer		
L. Harrison	Lamolle	Sec. Laborer		
T. E. Collins	Farmington	C. H. Foreman		

## From Dubuque Division.

John Woodward	Lausling	Sec. Laborer		
Henry Gilbertson	Preston, Minn.	Sec. Laborer		
Geo. Pew	Preston, Minn.	Sec. Laborer		
Claude Durst	Preston, Minn.	Sec. Laborer		
W. S. Stone	McGregor	R. M. Clerk		
Edward Lee	Dubuque	Conductor		
Wesley Kinder	Dubuque	Brakeman		
Anton Meyers	Bellevue	Bridge Carpenter		
Fred Klein	Bellevue	Bridge Carpenter		
Walter Barrett	Bellevue	Sec. Laborer		
Leo Hillkins	Dubuque	Sec. Laborer		
Geo. Pillard	Dubuque	Sec. Laborer		
Edw. Manhart	Dubuque	Sec. Laborer		
Fred Boyer	Dubuque	Sec. Laborer		



MILWAUKEE RAILWAY SYSTEM

Name	Headquarters	Occupation	Title	Location
Nick Yunk	Specht's Ferry	Sec. Laborer		
Walter Henkels	Specht's Ferry	Sec. Laborer		
Henry Jaeger	Waupeton	Sec. Laborer		
Jacob Bechler	Turkey River	Sec. Foreman		
Edw. Schneider	Guttenberg	Sec. Laborer		
Leonard La Trough	Harper's Ferry	Sec. Laborer		
Henry Schobert	Lansing	Sec. Laborer		
Wm. Gaynor	Waterville	Sec. Laborer		
Wm. Kletzke	Brownsville, Minn.	Sec. Laborer		
Clinton Young	Harmony, Ia.	Sec. Laborer		
Carl Markstad	Preston, Minn.	Sec. Laborer		
Roger Schwartz	Preston, Minn.	Sec. Laborer		
Arne Hille	Preston, Minn.	Sec. Foreman		
Glenn Rowley	Mitchell, S. D.	C. C. Sup't Office		
Martin Galvin	Dubuque	Brakeman		
C. F. Johnson	Dubuque	Brakeman		
H. F. Smith	Dubuque	Brakeman		
Peter Schilling	Dubuque	Brakeman		
Carl Grether	Dubuque	Brakeman		
Norbert Loble	Dubuque	Brakeman		
Oscar Nelson	Dubuque	Brakeman		
A. C. Hart	Dubuque	Brakeman		
Carl Haas	Dubuque	Brakeman		
<b>From Kansas City Terminals.</b>				
Joseph Lieberman	Coburg Yard	Yard Clerk		
Frank Murphy	Coburg Yard	Switchman		
Claude H. Bradbrooke	Coburg Yard	Switchman		
C. V. Hill	Coburg Yard	Yard Clerk		
W. B. Bateman	Coburg Yard	Yard Clerk		
Frank Gurney	Kansas City	Carsmith		
Clifford Marchant	Kansas City	Carsmith		
Leslie Edmondson	Kansas City	Carsmith		
Harry Raymond	Kansas City	Carsmith		
Chas. Townsend	Kansas City	Fireman		
James Weatherston	Kansas City	Roundhouse		
Newton Appleby	Kansas City	Roundhouse		
E. W. Keefner	Local Frt. Office	Rev. Clerk		
D. D. Devol	Local Frt. Office	Stat. Clerk		
Ralph Francisco	Local Frt. Office	Bill Clerk		
Augustus Hewitt	Local Frt. Office	Claim Clerk		
Robert Searce	Local Frt. Office	Counter Cashier		
R. S. Potter	Local Frt. Office	Record Clerk		
<b>From Bellingham and Northern.</b>				
H. S. Bertell	Bellingham	C. A.'s Office		
E. Roman	Bellingham	Cashier T. F. Off.		
Ed Johnson	Bellingham	Bill Clerk		
<b>From Willapa Harbor.</b>				
Edward Spielgelberg	Loco. Fireman	Raymond, Wash.		
<b>From Treasurer's Office, Chicago.</b>				
Leo W. Killelea	Chicago	Ass't Receiv. Clk.		



Ambassador Sharpe and Officers of a Railway Regiment Somewhere in France.

**WEDDING BELLS**

Miss Mary Lucile Marshall, daughter of Superintendent and Mrs. C. H. Marshall, and Lieut. Hubert Byam Deming of Terre Haute, Ind., were married June 8, at Long Branch, N. J. The bride was born and raised in Marlon, graduating from the high school in the class of 1907, later completing a course of study at the University of

Wisconsin. Mr. Deming is attached to the Signal Reserve Corps, U. S. Army, Long Branch. He is the son of Mr. and Mrs. F. G. Deming of Terre Haute, Ind.  
The news of the marriage will be of much interest to a large number of employes of the Milwaukee system who will join most heartily in wishing Lieut. and Mrs. Deming much joy and a long happy life.

# Safety First

*A. W. Smullen, General Chairman*

From Bureau of Safety:

Dates on which Safety Committee meetings will be held on various divisions in the future.

DIVISION.	LOCATION.	DATE.
Illinois	Savanna, Ill.	2nd Wednesday beginning June
R. & S.	Ladd, Ill.	3rd Wednesday beginning June
Kansas City	Ottumwa, Ia.	4th Tuesday beginning June
Dubuque	Dubuque, Ia.	4th Thursday beginning June
I. & D.	Mason City, Ia.	3rd Tuesday beginning June
S. M. Div.	Madison, S. D.	1st Tuesday beginning June
La Crosse	Portage, Wis.	3rd Wednesday beginning June
Milwaukee Shops	Milwaukee, Wis.	4th Wednesday (every month)
Milwaukee Terminals	Milwaukee, Wis.	3rd Wednesday beginning July
Chicago & Milwaukee	Chicago, Ill.	3rd Tuesday beginning July
Prairie du Chien	Madison, Wis.	4th Thursday beginning July
Wisconsin Valley	Wausau, Wis.	2nd Tuesday beginning July
Kansas City Ter.	Kansas City, Mo.	3rd Thursday beginning July
Iowa	Perry, Ia.	4th Tuesday beginning July
Chicago Ter.	Chicago, Ill.	2nd Thursday beginning July
Sioux City & Dakota	Sioux City, Ia.	2nd Tuesday beginning July
Des Moines	Des Moines, Ia.	1st Tuesday beginning July
Minneapolis Car Shops	Minneapolis, Minn.	4th Monday beginning July
Locomotive Shops	" "	2nd Tuesday beginning July
Minneapolis Ter.	" "	2nd Saturday beginning July
River & I. M.	" "	2nd Monday beginning July
I. & D.	Mitchell, S. D.	3rd Tuesday beginning July
H. & D.	Montevideo, Minn.	3rd Friday beginning July
Trans Missouri	Mobridge, S. D.	1st Tuesday beginning July
Musselshell	Miles City, Mont.	2nd Tuesday beginning July
Northern Montana	Lewistown, Mont.	3rd Tuesday beginning July
Rocky Mt., Missoula & Shops	Deer Lodge, Mont.	4th Tuesday beginning July
H. & D.	Aberdeen, S. D.	3rd Friday beginning Aug.
Columbia	Spokane, Wash.	1st Tuesday beginning Aug.
Puget Sound & Willapa Harbor	Raymond, Wash.	3rd Sunday beginning Aug.
Coast	Tacoma Wash.	2nd Tuesday beginning Aug.
Tacoma Shops	" "	3rd Tuesday beginning Aug.
Superior	Green Bay, Wis.	2nd Tuesday beginning Aug.
Northern	Horicon Jet., Wis.	2nd Thursday beginning Aug.

A safety first committee meeting was held at Othello on June 3, 1918.

The following committeemen were present:

F. G. Hill, chairman.

M. F. Hogan, division safety inspector.

T. McFarlane. L. C. Losinger.

A. F. Manley. Frank Larson.

T. E. McFadden. Floyd Clark.

The minutes of the previous meeting were read and approved. Calling the roll, Chairman Hill asked that the committeemen not present please report the cause of their absence in writing.

It was stated that in the future meetings would be held every other month beginning the first Tuesday in August, and that it is the desire of the company and of the government that employes that have been elected to the safety committee interest themselves to the full extent in this work and attend committee meetings regularly.

M. F. Hogan, district safety inspector, addressed the meeting and informed the employes that the only part of the work that he was interested in was in helping the employes to prevent injuries both to themselves and fellow workers.

The meeting adjourned at 3:30 p. m.

On June 4 the Coast Division Safety Committee held their meeting in Seattle. In addition to the committee being present, about fifty employes attended.

The minutes of the last meeting were read

and approved. Superintendent Sawyer opened the meeting with an impressive talk conveying to the men the importance of discouraging carelessness and appealed to the employes to practice careful movements, which afford protection to themselves and to their fellow employes.

Most of the suggestions that were offered at the meeting previous to this one were reported favorably and the employes were assured that the new ones made at this meeting would be investigated, and if they warranted attention, the same would be given.

Meetings on this division will be held every other month, the next one being the second Tuesday in August.

A Safety First Committee meeting was held on May 24 at Sioux City. The following committeemen attended:

F. L. Richards, chairman.

J. F. Kane, division safety inspector.

R. C. Larson, freight inspector.

H. C. Snow, agent.

C. H. Dummler, agent.

C. H. Curtis. E. Jeffersou

J. H. Sutherland. W. S. Penrod.

C. O. Vollmer. F. C. Mason.

C. Charrar. F. W. McManus.

Owing to a derailment of Passenger Train No. 1 on this date, which necessitated the absence of the officials, the meeting was adjourned after reading the minutes of the pre-

vious meeting and their approval by the committee.

The next meeting will be held on the Sloux City division, the second Tuesday in every other month. The first being on the second Tuesday in July.

The River & I. M. Division Safety Committee met at Minneapolis on Monday, June 10. The following members were present:

W. J. Thiele, chairman.	
O. N. Harstad.	F. Larson.
A. S. Willoughby.	F. K. Baier.
C. D. Taylor.	F. B. Smith.
A. Murphy.	H. E. Brock.
C. Carlson.	J. W. Kizershot.
D. J. Woelker.	A. Kurzejka.
F. E. Rice.	Joseph Schmidt.
L. W. Smock.	W. C. Blase.
A. C. Hoard.	G. Amundson.
S. Johnson.	J. Wagner.
P. Sanborn.	M. T. Skewes.
H. G. Dimmitt.	J. Ostrom.
T. J. Regner.	W. S. Bratt.

All of the matters which had been brought up at the previous meeting had been taken care of with the exception of providing a shade for the electric light wire over the fire road across the tracks leading to Hart's yard at South Minneapolis. This will receive further investigation and no doubt will be reported favorably at the next meeting. One of the committeemen asked that the cable hanging from the roof of the roundhouse where the engines enter on to the turntable. This will be taken care of immediately.

Committeeman Kizershot called attention to the platforms on both elevators at Lonsdale being too close to the track. This will be taken up with the owners of the elevators for their attention.

Committeeman Dimmitt again called attention of the committee regarding switching being done in the heavy repair yard at South Minneapolis during the lunch hour, citing cases where employes were seen crawling through the cars on account of passageway being blocked. This matter will be taken up with Superintendent Van Dyke to see if the switching cannot be done at some other time.

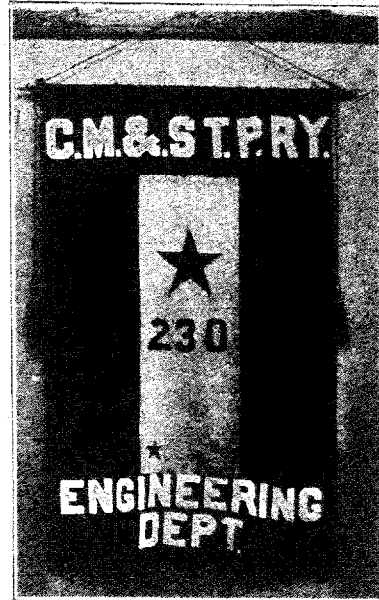
Many other suggestions were offered which will be investigated and reported on by chairman at the next meeting, which will be held on the second Monday in July, and on the same date every other month thereafter.

### The Engineering Department's Service Flag.

One of the most appropriate ways of expressing our interest and sympathies in the struggle "Over There" is by the use of the service flag—a silent reminder of the absence from their usual activities of many of our friends, and their engagement in preparation for, or participation in the great struggle which means so much of hardship, danger and pain to them and to us.

There has recently been unfurled in the main office of the engineering department in the Railway Exchange (a gift of Chief Engineer Loweth) a service flag three by five feet in size, placed there in honor of the 230 and more of the employes of that department who have entered the service of the United

States in the army or navy. Our information in regard to some of the men in the service is not complete, but of those whom we have a definite record, 119 entered the service of their country as volunteers and some of the remainder who were accepted under the draft, had previously been declined as volunteers. Of those recorded, eighteen are in the navy and 149 in the army, and quite a number in both branches of the service are now in France and some are on the firing line.



On account of the high grade technical education necessary to engineers, and the great importance of that art in war, a large proportion of the men entering the army from this department entered as officers. We have record of thirty-seven below and including the rank of major, but of the rank of a large number of the men we have not been informed.

The number of stars on this service flag will have to be increased from time to time. Only one at present is a gold star, that one being for Geo. A. W. Gustafson, who went from the Minneapolis office, and died in camp, of pneumonia, March 28, 1918.

The number on the flag does not fully represent the men who were employes of the engineering department, and in whom we are much interested. There are quite a number of men who were at one time employes of the engineering department of this company, but who entered the service of other companies before entering military service. There are also a number of men from this department who are now in various branches of the government's service other than the army and navy, and who are doing splendid work for their country in various capacities. These men are not included on our service flag. The number on the flag represents those who entered directly from their work in this department to military service.

## Claim Prevention Bureau

*C. H. Dietrich, General Chairman*

The general committee on claim prevention wishes to report that for the month of April, 1918, our loss and damage to freight amounted to \$171,860.71. The freight revenue for this period amounted to \$7,470,857.34, the ratio of loss and damage being .0230.

Loss and damage to freight for April, 1917, amounted to \$122,343.66, which indicates an increase in this account for April, 1918, over the same month last year, of \$49,517.05. The ratio to freight revenue is also increased to the extent of .005.

The claim payments made during April indicated in the preceding paragraph reflect to a considerable extent the bad conditions prevailing during the closing months of last year and the early part of this year, but our record of claims received during May shows no evidence of any falling off except with respect to claims on live stock. The total number of claims registered during May was 16,208, amounting to \$412,202.95. This is a sure indication that our payments for the month of May will be excessive.

The importance attached to loss and damage by the railway administration was clearly indicated by the regional director in an address made by him to the freight claim agents of this region last week, in which he called attention to the necessity of every freight claim officer and all others connected with the handling of freight giving the matter of claim prevention his best efforts during the coming year and indicating that the administration would not be satisfied to allow the loss and damage account to run into such money under government operation as it has heretofore.

During the past three weeks this office has had innumerable cases called to its attention of agents accepting perishable freight for shipment and forwarding same in common box car equipment and many other cases of perishable freight loaded in refrigerator cars which reached destination with ice bunkers entirely empty, and the result has been a large number of heavy losses on butter, cheese, etc., becoming overheated. These are damages that are preventable and we can offer no reasonable excuse to our management for permitting this condition to continue.

The "Selling Day Plan" of forwarding LCL merchandise has gone into effect at several of our large loading stations and by the end of this month practically all of our stations will be operating under the new tri-weekly service schedule. This method of handling merchandise contemplates a heavy reduction in the amount of freight to be unloaded by way freight crews and a large increase in the amount of freight that will

be set out at destination stations. There should be an immediate reduction in the number of over, short and bad order reports on LCL freight from this improved loading schedule and agents are urgently requested to notify this office promptly of any cars arriving at their stations badly loaded under the new plan. Reports of this nature will be acted upon instantly and steps taken to correct the conditions at loading point.

The best possible method of preventing claims on LCL freight is to accept from shipper only such freight as is plainly marked and packed in substantial containers. In other words, the place to prevent claims is at the receiving door of the shipping station and every agent receiving any considerable amount of merchandise for transportation must have this thought impressed upon his receiving clerks if we expect to get anywhere with this campaign. There need be no hesitancy about calling matters of this nature to the attention of shippers, as in most cases the shippers will be glad to have such matters brought to their attention and will co-operate in remedying any bad conditions.

During the month of May, this office received 11,205 short reports, 9,789 over reports, 7,671 bad order reports, also 663 concealed damage and loss reports. The number of reports received aggregated less than during the preceding month. However, our records indicate that this is due to some extent to the failure on the part of a number of agents to render these reports to this office. The work in this bureau depends altogether on our receiving a report in every instance where freight checks over, short or bad order and, as explained heretofore, the preventive value of this bureau hinges largely on the co-operation in this respect of local agents.

An analysis of the over and short reports during May indicates that a large percentage of these overs and shorts result from carrying freight, plainly marked, by its destination or unloading it short of its destination. This, together with loading freight into the wrong car at shipping point, is the cause of approximately 95 per cent of our overs and shorts and with ordinary supervision these exceptions can be eliminated. It is true that a great many packages originally checking short finally reach destination, and likewise packages that check over are forwarded to correct destination or revenue billing, but a great many others do not reach destination and result in claims. If we can, by closer supervision and better loading, eliminate these exception reports, the loss and damage account will automatically take care of itself.

C. H. DIETRICH, F. C. A.



**"What Am I Doing to Help Win the War?"***F. J. Allenan.*

Being above the age limit, and therefore unable to participate in the conflict now raging on the battlefields of France, and which according to all indications will continue for many months, and possibly years, in which millions of our best young men will be engaged; and no doubt many thousands of them will give up their lives before democracy will finally triumph over Prussian autocracy; the question which every red-blooded American will naturally ask himself is, "What am I doing to help win this war?"

The average American probably does not realize to just what extent each one of us can and must fill his or her place in this vast machine, in order that the work might steadily proceed, and that foodstuffs, ammunition and supplies might be produced and moved across the Atlantic, not only to our own boys in France, but also to our noble allies, who, for four long years have been fighting the battle for freedom, and who, together with our American boys already at the front, are putting up such a splendid fight at this time to hold the Hun hordes at bay until this country can get a sufficient number of men across the Atlantic to turn the tide of battle and win the war, and thereby put an end to Prussian militarism for all time to come.

Having been born in Switzerland, and coming to this country at the age of thirteen, I fully realize the many opportunities available to each and every citizen, no matter where born, and deeply appreciate my duty to the flag that stands for freedom and equality to all and not for the few, and I am making an honest endeavor to do my bit in this vast machine.

Being in the transportation end of the work, and located at the Western terminal, where rail meets sail, and where the majority of the freight to and from the Orient handled by this country is interchanged with the Osaka Shosen Kaisha, and where we are now handling so many commodities necessary in winning the war, especially food products, we are making every effort to move this freight as promptly as possible, and wish to say that with very few exceptions, all employes are assisting loyally in this work, and a great many of them at a financial loss to themselves on account of the lower wages paid by railroads as against other commer-

cial concerns, especially the shipyards, who are able to pay such attractive wages, and have taken a number of our men away from us; and I wish to take this opportunity to express my appreciation to each and every company employe who has remained with the organization, and I am sure that the question of wages will be adjusted satisfactory to all. Do not overlook the fact that this is a pretty big country, and that a question which concerns so many millions of men cannot be adjusted in a few days, or even months, but feel assured that this government is making an honest endeavor to give every employe a square deal.

I am also very proud of the fact that my son is in training at Camp Lewis, having enlisted in the Masonic Ambulance Corps, and expects to leave for France shortly, and while he will probably do no actual fighting, I am sure he will do his part towards relieving the wounded, and removing them from the battlefield to the hospital.

Let us each and all consider this matter, "What am I doing to help win this war?" more seriously than we have heretofore done, and let us not overlook the fact that we are fighting a foe that has been preparing for this for years, and has built up a military machine that will require the combined efforts of all the allies to break up the same, and make this world a safe place to live in, and let us remember that to just the extent that each individual does his part in this noble work, to just such an extent will we succeed and hasten the end of this awful conflict.

Let each and every one subscribe as liberally to the fourth Liberty Loan, which will come up in the near future, or any future loans, and buy as many thrift stamps as we possibly can, not only as a patriotic duty, but as a saving investment for ourselves, and remember the noble work the Red Cross is doing throughout this war, and give every financial assistance we possibly can, for it may be your or my son that may be badly wounded in one of the hospitals in France, and what a comfort it will be to know that he will receive tender treatment from one of those angels of mercy who are doing fully as much for their country as the man that fights on the battlefield. Let us do all we can to see that they are properly supplied with all the modern appliances for taking care of these wounded boys of ours. Let us all pull together, as "United we stand, but divided we fall."



All That Was Left of Roundhouse at Calmar, Ia., After the Cyclone.

## General Order 27

On May 25 the long expected general order directing the raise in wages and the rates to be applied was issued and railroad "folk" are now enjoying its benefits. It gives us all substantial increases in salary, enabling us to pay the butcher, the baker and the candlestick maker with something left over for Bonds, Thrift Stamps, Red Cross, and all the other worthy causes, to which we wish to contribute to help our boys at the front, to aid the stricken peoples of Europe and to bring this terrible and bloody war to a quick and victorious finish.

The necessities of life are constantly increasing in price and the advance in pay is and will be much needed. We shall have to continue to conserve if we would do our patriotic duty. Let the slogan be—Cut out extravagance and practice economy. A good thing to do is to begin laying by a little in anticipation of the next Liberty Loan and put some in the savings bank for the "rainy day." Every little bit—you know.

The following interpretations of General Order No. 27 are printed for the information of all concerned and not otherwise informed.

### The Back-Pay.

Since June 1st the office forces in all departments, and on all divisions, have been busily engaged in preparing pay rolls for amounts due as back pay since January 1, 1918.

A meeting of timekeepers of Lines East was held in Chicago June 2nd, and about two hundred persons attended, and general instructions as to application of the order were given. Thirty-five special men were then sent out from Chicago to the various division offices to assist the local offices in the preparation of the back pay rolls. Special pay roll forms were printed and very good progress has been made in the work.

When you consider that there are over sixty thousand employes on this system, and it was necessary to determine the pay of each in December, 1915, also their current rates, and then apply the new rates under General Order No. 27, you can realize that it has been an enormous task to get the back pay rolls prepared.

Many questions have arisen as to the proper application of the order, and every effort has been made to interpret same liberally.

It is expected back pay checks for the month of January will be sent out early in July, and checks for subsequent months, just as soon as prepared.

Employes should take all of these things into consideration, and be patient, as everything possible is being done to expedite the settlement of back pay.

### Bulletin No. 3.

Chicago, June 17, 1918.

To All Concerned:  
Supplement No. 1 to General Order No. 27, 18

sued June 10, by W. G. McAdoo, director general of railroads, reads as follows:

"The following will be added as general rules to Section F, Article 11:

"(14) 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.

"(15) 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 increases fixed by General Order No. 27 will be applied to such basis of wages as if they were in effect in December, 1915."

G. J. BUNTING,  
Comptroller.

### Bulletin No. 5.

Chicago, Ill., June 20, 1918.

To All Concerned:

Interpretation No. 1 of General Order No. 27, issued June 14 by W. G. McAdoo, director general of railroads, reads as follows:

"The following recommendation of Railroad Board of Adjustment No. 1, in the matter of construction of General Order No. 27, relating to the bases of pay for yard engineers, yard foremen, yard conductors, or foremen, and yard brakemen or helpers, is approved and will be observed in the application of rates of pay under said order:

"Referring to your letter of this date transmitting a communication from the chief executives of the four organizations, asking for a construction of General Order No. 27, in so far as this order relates to the basis of pay for yard engineers, yard firemen, yard conductors or foremen, and yard brakemen or helpers.

"As these four classes of employes had a guaranteed minimum day's pay, irrespective of how expressed in schedule, it is the judgment of this board that the increases granted by General Order No. 27 should be applied to such employes upon the guaranteed minimum day's pay of December, 1915, in view of Paragraph 5, Section F, Article 2, of that order, which reads as follows:

"Reduction in hours between December 31, 1915, and January 1, 1918, are not to be regarded as increases in pay."

"The increases for these classes of employes should, therefore, be computed upon the table given in Section B of Article 2 of General Order No. 27, and it is recommended that it be so ordered."

Please be governed accordingly.

G. J. BUNTING,  
Comptroller.

### Bulletin No. 6.

Chicago, Ill., June 20, 1918.

To All Concerned:

Interpretation No. 2 of General Order 27, issued June 14 by W. G. McAdoo, director general of railroads, reads as follows:

"All persons employed in any capacity, and receiving less than \$250 per month in salary will receive the increases named in Director General's Order No. 27, unless specifically excluded therein.

**PASSENGER SERVICE:** All conductors, baggagemen, flagmen and brakemen paid on the mileage basis and performing more than the minimum daily mileage will be paid under the provisions of Section E, Article 2.

All conductors, baggagemen, flagmen and brakemen paid on the monthly basis will be paid under the provisions of Section A, Article 2.

**LOCAL FREIGHT SERVICE:** All conductors, engineers, firemen, flagmen and brakemen paid on the mileage basis will be paid under the provisions of Section E, Article 2.

Local freight conductors, engineers, firemen, flagmen and brakemen paid on the monthly basis will be paid under the provisions of Section A, Article 2.

**THROUGH FREIGHT SERVICE:** Conductors, engineers, firemen, flagmen and brakemen paid on the mileage basis will be paid under the provisions of Section E, Article 2.

Conductors, engineers, firemen, flagmen and brakemen paid on the monthly basis will be paid under the provisions of Section A, Article 2.

**WORK TRAINS:** Conductors, engineers, firemen, flagmen and brakemen paid on the mileage basis will be paid under the provisions of Section E, Article 2.

Conductors, engineers, firemen, flagmen and brakemen paid on the monthly basis will be paid under the provisions of Section A, Article 2.

**SPECIFIED TRIP RATES:** In passenger, through freight or local freight, the increases in trip rates shall take the percentages applicable to each class of service respectively.

**SPECIAL ALLOWANCES:** All arbitrary or special allowances, previously paid on the hourly basis, will be paid at the new hourly rate.

Arbitrariness or special allowances, previously paid on the basis of mileage, will be paid on the new mileage rate.

If the schedule amount bears no relation to miles or hours, such arbitrary or special allowances will be increased in accordance with the percentage shown under Section E, Article 2.

Engines which have come into the service since 1913, on which rates have been applied—for the purpose of computation under General Order No. 27, consider such rates as being applicable December 31, 1915, and apply appropriate increases from January 1, 1918.

The negotiated rate since the arbitration of the Engineers and Firemen in the East and West, for transfer service—for example, the \$4.50 rate for engineers and the \$3.00 rate for firemen in the Western territory shall be increased under Section B of Article 2. Where through freight rates apply to transfer service, the increase under Section E, Article 2, will apply.

Where the guaranteed daily minimum is an arbitrary rate, and is not based on hours or miles, engineers and firemen will be paid the rate under the provisions of Section 2, Article 2. Where the guaranteed minimum is based on mileage, engineers and firemen shall be paid under the provisions of Section E, Article 2."

Please be governed accordingly.

G. J. BUNTING,  
Comptroller.

### Appointments.

The following were effective May 15:

Mr. Mott Sawyer is appointed superintendent of the Coast Division and Tacoma Eastern Railroad, with offices at Tacoma, vice J. F. Richards, assigned to other duties.

F. G. Hill is appointed superintendent of the Columbia-Idaho Divisions, with office at Spokane, vice Mott Sawyer, transferred.

W. C. Ennis is appointed superintendent of the Musselshell Division with office at Miles City, vice F. G. Hill transferred.

J. W. Ross is appointed assistant superintendent of the Rocky Mountain Division with office at Three Forks, vice Mr. Ennis, promoted.

A. O. Veitch is appointed trainmaster of the Musselshell Division, vice J. W. Ross, promoted.

J. P. Phelan is appointed trainmaster of the Trans-Missouri Division, vice A. O. Veitch, transferred.

T. E. McFarlane is appointed trainmaster of the Columbia Division, vice J. P. Phelan, transferred.

Effective June 15.

H. L. Biggs is appointed assistant trainmaster of the Superior division vice S. A. Eddy, resigned.

R. J. Middleton is appointed assistant chief engineer of the Puget Sound lines, with office at Seattle, vice E. O. Reeder, who after many years of faithful service has resigned on account of ill health.

### The Little Workshop of the Gros Caillou.

*An Interesting Work and Worthy Charity.*

When we look about us, here, three thousand miles from the battlefields of the great war, and note altered conditions of life, the many changes in habit and thought that have crept upon us, even away over here where there is no sound of war's alarms, do we "stop and think" enough of the unfortunate people of stricken France, people thrown out of employment, bereft of kindred and homes and cast into a whirlpool of misfortune and agony? Everyone here is anxious to do his or her bit, making the bit as big as possible too, and here is a charity, new to some of us, which will appreciate any help that may be extended to it. It is "The Little Workshop of the Gros Caillou" and its object is to aid helpless women and children of France who have suffered and lost in the ravages of war. The Little Workshop is located at 180 rue de Grenelle, Paris, and there, devoted women are devising ways and means to extend aid to the mothers, wives, sisters and little children who have never had to accept charity, and to whom it comes hard to be compelled to do so, now.

This medium was organized at the outbreak of the war in 1914 with the object in view of supplying work for French girls and women suddenly deprived of employment. Since then, however, a hand knitted sock industry has been added in order to help the old grandmothers of the quarter, otherwise dependent and helpless, and so also to supply socks to the soldiers at the front. In addition, the devoted women in charge of these undertakings, have felt the necessity of doing something to care for the refugees pouring into Paris, particularly the children. Since the last German drive the need for further funds has been particularly imperative.

One of the most active workers in America in furnishing the aims of this appealing charity has been Mrs. Walker D. Hines, wife of the assistant general director of railroads, who has been devoting herself energetically and unselfishly toward securing funds for this purpose. While it is realized that everyone nowadays is appealed to through many avenues for assistance, it is hoped that all our readers can spare a dollar or two to help the women of France, who, by their wonderful devotion have illumined the history of that country during the past four years most gloriously.

Contributions forwarded to Mrs. Hines at 122 East Seventieth Street, New York, will be gratefully received and acknowledged. Every dollar will be expended to the best possible advantage in relieving the distress of the grandmothers, mothers and the children of France. Don't let this appeal go unheeded. Send your contributions now.

T. H. Strate is appointed valuation engineer with office at Chicago, vice R. J. Middleton, promoted.

E. B. Crane is appointed valuation engineer with office at Chicago.

## At Home

### For Uncle Sam and "Him."

*Sted.*

A Yankee lad across the blue, is fighting for mankind; he's fighting with the strength of youth—the old are left behind. When dining at your home-side board, forget the old-time whim, and hark a thought for Uncle Sam, and save a bit for him.

It's Uncle Sam that's asking you to cut the old things down, he's banking on his Yankee Boy to crush the German crown; and if you bank on Uncle Sam, help boost him o'er the rim, by cutting home-side rations down, and save a bit for him.

The lad must have his wheat and meat to win this world-wide fight, it's up to you to push him through, so do the thing that's right; whenever you dine just think of Sam, and help sustain his vim, by eating daily on the square, to save a bit for him.

### Canning the Products of the War Garden.

The May showers and sunshine have been at work in the garden. Already the pea vines are giving promise; the spinach, the radishes, the lettuce and the little young beets are coming onto the table, saving the meat bill and cutting down on the grocer's profits. I am sure every Milwaukee employe who owns or could beg a little patch of ground has his own garden and is or soon will be enjoying the pleasures of fresh vegetables. Our experiences of last summer in the garden gave us the taste for that fresh stuff which is so immeasurably superior to the huckster's wagon and the green grocery. As these come on we must prepare to can the surplus. The splendid results of the Cold Pack Canning Method and the comparative ease of the process turns every home kitchen into a canning factory for home consumption. Although instructions on Cold Pack Canning were published in this department last year, I am giving them again, in order that the fullest possible use may be made of our surplus garden produce.

Those engaged in canning should start with clean hands, clean utensils, clean, sound, fresh products and pure, clean soft water. No vegetables which are withered or unsound should be canned. If possible, only fruits and vegetables picked the day of canning should be used. Wash the cans thoroughly and, if glass or crockery jars are used, they should be placed in a vessel of cold water over a fire to heat. Wash all grit and dirt from the vegetables or fruit. These are the necessary preliminaries. Now the cold pack procedure is to place your vegetables in a cheese cloth bag and lower them into a kettle of boiling water or put them in a colander and set over a vessel of boiling water, covering all as tightly as possible. This is called blanching. Different fruits and vegetables

require different lengths of time for the blanching, which is given in the table herewith. As soon as the product is removed from the boiling water or steam it should be plunged into very cold, clean water and immediately removed. Then pack into your previously sterilized and heated jars as quickly as possible. Then fill the jars to the brim with boiling water or, if canning fruits, with boiling sirup, adjust the rubbers and screw down the tops tightly, then give them one back twist to loosen them a trifle. Place the cans in your tray, if you have a cold pack canning outfit, and set down into the hot water bath ready for the cooking process. In this process the water must completely cover the cans, and the time for cooking any given product is stated in the table below. Immediately after the cooking process, while the cans are still hot, they must be sealed. Jars are then placed in a tray upside down to cool and examine for leaks. If leakage occurs, the covers should be tightened until they are completely closed. If you use Economy jars, covers are put in place and immediately sealed with the clamp. Small fruits and berries do not require blanching.

If directions are carefully followed the results of the Cold Pack Method are marvelous and your vegetables and fruits will come out of the can next winter like the fresh article. The United States Department of Agriculture publishes full instructions with valuable illustrations of the methods of procedure in this canning in Farmers' Bulletin No. 839, which will be sent upon application to the Department of Publication, U. S. Department of Agriculture.

#### Time Table for Canning Vegetables.

Use Table No. 1 and Table No. 2 or Table No. 1 and Table No. 3 together (but not No. 2 and No. 3 together.)

Name	Table No. 1 for Blanching	Table No. 2 Time for cooking in		Table No. 3 Vegetables in jars. In water- seal canner
		boiling	water	
Asparagus	3 to 5 min.	1½ hrs.		1 hr.
Beans, Lima	3 to 5 min.	1½ to 2 hrs.		1 to 1½ hrs.
Beans, String	3 to 5 min.	1½ hrs.		1 hr.
Beets	3 to 8 min.	1½ hrs.		1 hr.
Cabbage	8	1½ hrs.		1 hr.
Carrots	5 to 8 min.	1½ hrs.		1 hr.
Cauliflower	3 to 5 min.	1½ hrs.		1 hr.
Celery	3 to 5 min.	½ hr.		1 hr.
Corn	8 to 10 min.	3 hrs.		1½ hrs.
Dandelion	15 to 18 min.	1½ hrs.		1½ hrs.
Egg Plant	1 to 3 min.	1½ hrs.		1½ hrs.
Kohl-Rabi	3 to 5 min.	1½ hrs.		1½ hrs.
Onion	3 to 5 min.	1½ hrs.		1½ hrs.
Parsnip	5 to 8 min.	½ hr.		1½ hrs.
Peas	3 to 5 min.	1½ to 2 hrs.		1 to 1½ hrs.
Pepper	3	1½ hrs.		1 hr.
Pumpkin	3 to 5 min.	1½ hrs.		1 hr.
Salstfy	5 to 8 min.	1½ hrs.		1 hr.
Spinach	15 to 18 min.	1½ hrs.		1 hr.
Squash	2 to 3 min.	1½ hrs.		1 hr.
Sweet Potato	5 to 8 min.	1½ hrs.		1 hr.
Tomatoes	Until skins are loose	12 to 15 min.	10 min.	
Turnip	5 to 8 min.	1½ hrs.		1 hr.
Swiss Chard	15 to 18 min.	½ hr.		1 hr.



Soft Fruits and Berries.			
Apricots	1/2 min.	16 min.	12 min.
Blackberries		16 min.	12 min.
Blueberries		16 min.	12 min.
Cherries		16 min.	12 min.
Currants		16 min.	12 min.
Dewberries		16 min.	12 min.
Figs	1/2 min.	16 min.	12 min.
Gooseberries	1/2 min.	16 min.	12 min.
Grapes		16 min.	12 min.
Huckleberries		16 min.	12 min.
Peaches	1/2 min.	16 min.	12 min.
Plums		16 min.	12 min.
Raspberries		16 min.	12 min.
Strawberries		16 min.	12 min.
Citrus Fruits		30 min.	20 min.
Fruits without sugar			
sirup	1/2 min.	12 min.	8 min.
Hard Fruits.			
Apples	1/4 min.	16 min.	12 min.
Pears	1 1/2 min.	20 min.	12 min.
Quinces	1 1/2 min.	20 min.	12 min.
Windfall apples			
(ple filling)		12 min.	10 min.
Quartered apples (salad)		12 min.	10 min.
Whole, apples,			
pared and cored		16 min.	10 min.
Apple sirup		15 min.	10 min.
Fruit juices		15 min.	10 min.
Preserves, after preparation and filling		20 min.	15 min.

**What Illinois Division Is Doing to Help Win the War.**

"Doing everything possible to reduce the loss and damage claims by making full and complete reports to claim agent, and making special report to superintendent, when the case shows same could have been avoided, thereby giving the superintendent a chance to take up and get better service."

"E. J. JOHNSON,  
"Agent Pt. Byron."

"With reference to what we at Elgin are doing to help win the war, will say that every employe under me is a member of the Red Cross and a subscriber to one or two of the Liberty Loans; and a subscriber to the Patriots Fund. Our Patriots Fund is a local organization whereby everyone in the city contributes a certain percent of his or her weekly salary to the fund. For example, the 3,500 employes of the Elgin National Watch Co. contribute one-half hour's work each week. The object of the fund is to eliminate subscriptions for the Red Cross, Y. M. C. A., or any other organization. The money thus raised is distributed by a committee of representative business men who pro rate the amount and make allotments to the different societies, according to the nature of the work they are engaged in and the necessity for such expenditures.

The city is, in this way, raising and disbursing about one hundred and forty thousand dollars per year, and thus far have been able to fill our quota to the Red Cross, Y. M. C. A. and other organizations, without any soliciting. This plan is in favor among factories and business men generally, as under the old plan of soliciting, employes were delayed in their work by having solicitors going through the different shops.

"We are flying a 100 per cent flag at this station."  
P. S. SAWTELLE,  
"Agent."

"My main efforts at Savanna station have been to keep in touch with the men doing all work, endeavoring to see that they handle the company's property and freight in company's possession in process of transportation in such a manner that the least possible loss and damage may occur. I have talked to the men in the different places and I have talked to some of them individually as the occasion required, and by so doing have tried to impress on their minds that the work performed by each and everyone, if performed correctly and conscientiously, is helping to win this war for us.

"I feel that I have been successful in creating a feeling among most of the employes that they are not doing their bit unless they put the best that is in them into their work, regardless of what they may be doing. Another thing I have tried to do, is to speed up the work a little—that is, try to get a little better results out of the forces than what they have done heretofore. I called them together and put the matter before them in the light that if each man would do a little more now than he has ever done before, it will mean that the work can be done with a man or two less, and each man so saved would



The above is Engineer Chas. Shafer of LaCrosse, with Master Bernard Horton, little son of Captain T. P. Horton, 13th Engineers (Rv.) Master Bernard is saluting the flag at the recent raising in LaCrosse, while his picture is being taken for his "Dad's Magazine." Engineer Shafer swung the lad up on the pilot so that his surroundings in the picture might give his "Dad" a little home railroad "atmosphere" when he sees the picture in the Magazine.



Captain Herbert A. LaRoy, Son of P. du C. Conductor "Andy" LaRoy. Captain LaRoy is in command of Co. D., 7th Regt., U. S. Engineers, and this picture was taken somewhere in France.

be available for other necessary work. So far as my personal attitude toward this subject is concerned, I am anxious at all times, to do all in my power, regardless of personal comfort or time necessary to do it in; to help in every way, shape or form to bring about desired results, and I will give my hearty cooperation to any plans or suggestions that will aid in the successful prosecution and ending of this war, with victory for us and our allies.

"A. J. REINHER, Agent."

"I am doing all I can to have cars loaded and unloaded promptly and get them moved as promptly as possible when ready to go forward; also to have bad order cars set out and repaired and moved again with promptness.

D. SULLIVAN,

"Agent, Harper's Ferry, Ill."

"I am saving all I can in stationery supplies and labor, by doubling up the sheets when not full to take impressions, put extensions on indelible pencils to use them up; blow out switch lights in the morning; work to get freight in and double up when it can be handled cheapest and quickest; watch for bad orders and prevent accidents and wrecks.

"C. A. ADAMS,

"Agent, Rapids City, Ill."

"The one hour more of daylight was one big help, as it gives more time to work in my garden. I have forty rows of potatoes, 60 feet long, besides lettuce, radishes and most all other kinds of truck. Last year I got ten bushels of tomatoes out of the garden to can before frost killed them, and this year I hope to double this. All that we get out of the garden will keep us from buying off the shelves at the store. I do not expect to have to buy a single spud the coming winter. My wife and four of my children have bonds, while the younger children have stamps. We are all members of the Red Cross, and my oldest boy, who is 19 years old, joined the navy in June.

M. W. ROBBINS,

"Agent, Ontarioville, Ill."

"Have postponed writing on this subject because I wished to learn how, from others, who would have good articles in the Magazine, from older heads, from the general manager down, that we small agents would have a chance to read, learn and improve. But alas, I see it's to come from the fields and not the home base. I have not thought much of what I have done to help win the war, but I have thought what I can do and what would be best for me to do. As Sherman said: "War is hell," and I believe personally, that regardless of everything else, we should back Uncle Sam to the limit, and if we can't win, we'll all go up Salt Creek, or straight up, together. Pershing says Germany can be whipped and Germany will be whipped, so why not spank the old kaiser so completely that he will think Germany is a big enough country for him to be general manager of in the future. We are raising provisions, buying bonds and encouraging everybody to do the same.

"E. L. S., Algona, Ill."

"Have bought \$800 Liberty Bonds for myself and family, and contributed to the Y. M.

C. A., Red Cross and to the War Fund in several societies, and organizations, and living consistently. All the money I can spare will go to help win the war.

"JAMES BAILEY,

"Engineer Illinois Division."

"About all I can say is that I have \$1,000 Liberty Bonds and subscribed for \$1,000 more through the railroad company. Bought \$83.20 worth of War Savings Stamps, contributed \$110 to the Y. M. C. A. and am paying \$5.00 a month into the War Chest Fund. The Red Cross has just started another drive in this vicinity. Expect to help in that and will continue to assist in any way I can as long as necessary.

"H. C. M'NEAL,

"Watertown, Ill."

"Myself and family of six have complied with the Food Administration requirements and have observed meatless and wheatless days. We are members of both Red Cross drives, also have taken out two Liberty bonds of \$100, each of which are deducted from my salary each month, and my three children have Thrift Stamp books, which is about all one wage earner for a family of six can do.

"J. W. KELLY,

"Conductor, R. & S. W."

"What am I doing to help win the war? I am employed at the repair yards in Savanna and have been steadily working there for nearly three years. Have a family of five. We have religiously followed Mr. Hoover's directions in regard to food conservation. I bought one \$50 bond of second issue and one of third. Have contributed to Red Cross, Y. M. C. A., as far as my ability would allow; have encouraged enlistments, in fact, have done everything in my power so far as I could see, to help win the war, feeling it was my duty as a law-abiding patriotic American.

"GEORGE W. ASHFORD."

"I have some bonds and some War Saving Certificates; have donated to Red Cross and Stephenson County War Relief, and am willing to donate more should circumstances require it. Was placed in fourth class by the local board and probably will not be called in the near future, but am ready and willing to go whenever called. Am farming railroad land, about two acres, and expect a big crop of potatoes. This is about all that I have accomplished, individually, to help win the war.

LEE W. COLVILLE,

"Agent, Davis, Ill."

"In compliance with your request asking employes to inform you as to what they were doing to help win the war, I have to say that I am a member of the state council of defense, county council auxiliary of Stephenson County, Freeport, Illinois. I am chairman of the committee on industrial labor, and chairman of the committee on Savings Stamps. So far I have been instrumental in selling a great number of bonds and Savings Stamps. Personally, I bought two hundred dollars' worth of the first Liberty Loan Bonds, one hundred of the second, and five hundred dollars' worth of the third Liberty

Loan Bonds. I have also given freely to the Red Cross, Y. M. C. A., Knights of Columbus, Salvation Army and War Chest Funds.

"LEWIS M'GOVERN,  
"Agent, Freeport, Ill."

"The necessity for Circular Letter No. B-8 seems to indicate that 1196 per cent of the Milwaukee employes are simply modest; for it cannot be said that all of them are just recently married, or have purchased oxen or real estate that they must needs go and see, and have thereby been prevented from accepting the several invitations for them to let their right hand know what their left has been doing to 'help win the war.'

"At the beginning, I outlined a practical system of economy in living expenses, and have found it not to be a hardship, but a pleasure; instead of humiliation, I find contentment in wearing a coat of vintage of 1915 when I reflect, that like wine, its intrinsic value has been enhanced by age; and there is something greater than contentment in the realization of the fact that these many little self-denials have enabled me to purchase and provide for the payment of \$1,000 in Liberty Bonds and permitted my Red Cross offerings to associate with the highest local contributions—and this town has exceeded its allotment by 100 per cent.

"I have improved every opportunity to kindle the fire of patriotism within the better natures of my younger associates in the service, that they, too, may be encouraged to enlist with the forces of liberty and justice and continue to fight the battles of humanity and democracy until victory has been achieved.

"C. E. BUZZELL,  
"Agent, Leaf River."

#### Strict Conservation Supplies.

##### Officers and Employes:

The great increase in cost of train and engine supplies, in fact, material of every description, in the past few years and the added difficulty experienced in obtaining from the manufacturer materials in sufficient quantity to supply the demand that is made upon the storekeeper, is evidence of the need of conserving the materials now available to properly equip this railway.

The responsibility of every employe handling supplies is clear. New material must not be ordered or drawn until absolutely necessary, and when that is done, the old material must be turned in, as it may be possible to repair it for further use.

Remember the storekeeper is now receiving orders for more material than he is able to furnish and unless your assistance is obtained in conserving what you now have, the service is sure to suffer, and this, I know, you will prevent when you understand the situation and handle all materials that come under your charge with the care that the war makes so necessary in conserving usable materials of every description.

H. E. BYRAM,  
Federal Manager.

#### Ten Rules Regarding Application of Tincture Iodine to Wounds.

(Compiled by Dr. William N. Lipscomb, Field Representative, American Red Cross.)  
Reprinted from "Safety Engineering" Magazine.

1. Keep tincture of iodine (preferably one-half strength, diluted with alcohol) in a rubber-stoppered bottle to prevent evaporation.

2. Control bleeding or wait until it begins to stop and the iodine will penetrate the wound spaces better.

3. Keep handkerchiefs, fingers, water, and other dirty material out of the wound. If the part is greasy, flush wound with gasoline, benzine, or kerosene before applying iodine.

4. Do not soak the dressing with iodine—simply put on a dry, sterile, surgical dressing after the iodine dries. Do not bandage too tight.

5. Apply iodine directly into the wound for about an inch on surrounding skin. Be sure that it reaches all parts of a cut, punctured, or lacerated (torn) wound.

6. Do not "mix drinks." Iodine should be used alone by the first aider. Avoid drug combinations generally except on physician's advice.

7. Do not apply iodine too often. Once a day is usually more than enough, regardless of how many times the dressing needs to be changed.

8. Do not apply iodine on section exposed intestine, in eyes, or entirely over bruises (except where blood spots show on skin).

9. Use iodine and apply dressing as soon as possible. Remember that iodine is considered 100 per cent efficient if used within thirty minutes after infliction of injury. Sterile dressings are important.

10. Remember that the small wounds which are too often ignored frequently result in severe local or general "blood poisoning." Regard them with respect and fear and treat early by all means.

The best way to treat any injury is to prevent it.

#### All Patriots.

"I and my family are doing all in our power to help Uncle Sam. I keep my train on time as far as possible to expedite the transportation of mail, express etc., which may contain government matter. Have purchased Liberty Bonds and contributed to various war fund campaigns. Work every day; am conserving food as much as possible, particularly wheat flour, beef and pork. I have four children who are helping U. S. They each have a Liberty Bond, buy W. S. S., contributed to the different war fund campaigns. The girls do a great deal of Red Cross work, while my only son is hard at work in a war garden. My wife is equally patriotic. She owns a Liberty Bond, conserves food and helps the Red Cross workers. If any other way arises in which we can help Uncle Sam we will not hesitate to do so.

"J. H. CAVEY,  
"Conductor, R & S W."



Ten Thousand Patriots at Milwaukee Shops Celebration.

## Flag Day at Milwaukee Shops

Chas. Petran.

With an attendance of over 10,000 enthusiastic, patriotic employes, with a band of 30 men, a chorus of 30 voices (all shop men), an ideal day, the beautiful ceremonies of our Flag Day were observed.

The stand surrounding the flag was occupied by the band, chorus, speakers, color guards and the master of ceremonies. The entire arrangements were handled by the following committee: Chairman of band, Max Schwartz; chairman of chorus, J. B. Neese, color guards; Miss Kuhn, Miss DeCamp and Miss McDonald; bugler, Frank Eckes; master of ceremonies, Chas. G. Juneau; soloist, Chas. Meyer; chairman general committee; W. A. Alexander. The general committee members were: H. J. Culbertson, J. C. Mill, Chas. Petran, J. F. Mott, H. Hudert, J. Lew, L. B. Jenson, A. Zimmerman, W. Crossett, W. H. Murphy, J. Gaynor, H. E. Brownell, W. B. Hinrichs, W. Joost, W. C. Kenney, A. N. Lucas, O. Just, H. Mendlik, J. B. Neese, E. Heidel, F. J. O'Connor, E. Killian, J. Killian, B. F. Hoehn, and J. Vyvoda.

The following program was carried out. The master of ceremonies, Chas. G. Juneau, in opening, said:

Fellow employes, ladies and gentlemen: We have gathered here today to commemorate a day in our Nation's history, the birthday of Old Glory. What more fitting tribute could we pay than to gather here under the noonday sun to show our appreciation and respect to our "flag?" He gave a short history of the making and adoption of our flag, and asked all present not to forget, while honoring it, the brave boys who stand ready to give their lives to help spread democracy over the entire world.

During the bugle call by Bugler Eckes, the color guards, Misses Kuhn, DeCamp and McDonald, hoisted the American flag to the peak of the flag pole. The ladies were all dressed

in white and made a very pretty appearance. The Star-Spangled Banner was sung by the entire audience, the band leading.

The pledge of allegiance was repeated and then a genuine treat was given the vast throng when our soloist, Chas. Meyer, sang, "The Long, Long Trail." The song was repeated. Some voice, Charles. Now the master of ceremonies was not satisfied with having all repeat the Pledge of Allegiance; he was going to make sure of his audience, so he asked all to repeat America's Creed.

Well, after that, the master of ceremonies, not to tire out his hearers, had the shop men's chorus sing that very popular song, "Over There." The thunders of applause from those present compelled the chorus to sing overtime. Rodger W. Trump, the speaker of the day, gave a stirring and patriotic address, after which the 10,000 spectators sang, with the assistance of the band. The surprise of the day, was the introduction of H. R. Henderson, the railway national organizer, who gave a rip-snorting address, bringing the enthusiasm of the vast assemblage to fever heat.

The exercises closed with several selections played by the band. Sixteen coach loads of employes were brought out from the Milwaukee, Chestnut Street and West Yards terminals. All departments had their men lined up before their buildings in squads of four, over thirty flags were in the parade. Promptly at 12:30 the men started from Shop No. 29 and the mill, the two lines of march meeting at the roundhouse where the line was doubled to eight abreast. Here, headed by the band, they swung around the north side of the roundhouse, making a pretty appearance, which was certainly noticed by the numerous crowd before the grandstand, with thunders of applause greeting the 4,000 of the car department, men



and women, as they marched to their respective places at the speakers' stand.

Forty ladies, employed in the paint department, carried a large American flag, which not only constituted one of the features of the car department parade, but collected \$116.15. The foundry employes, carrying a similar flag, collected \$4.35 for the Red Cross fund.

### BUSINESS IS STOPPED TO OBSERVE FLAG DAY AT MARION, IOWA.

Flag Day was most fittingly celebrated in Marion Friday with the local officials and employes of the Milwaukee Railway as leaders in the demonstration. Following the suggestion of President Byram of the system, a local committee, assisted by the Commercial Club, planned for an hour to be set apart for observance of the day.

At 2 o'clock, when the roundhouse whistle was blown, the Milwaukee force, about three hundred strong, formed in line, with Superintendent C. H. Marshall and Trainmaster L. A. Turner leading, and marched down town. At the library corner they were joined by business men, High school cadets, the G. A. R. and W. R. C. With the band leading the way, they marched down Seventh Avenue, north on Tenth Street, west on Eighth Avenue then south on Ninth Street, east on Seventh Avenue to the park. Large American flags, a huge Red Cross banner showing the entire Milwaukee system to be 98 per cent in Red Cross memberships, and a service flag representing trainmen in service, headed various groups. The men were all in their working clothes.

The Rev. James Lee opened the exercises with prayer, followed by the raising of the flag by Superintendent Marshall, during which the band rendered "The Star Spangled Banner." The American creed read by all, preceded a short original poem by D. R. Kinley. The Rev. H. G. Finney made a brief patriotic address and the band closed the program by playing "America." James W. Bowman presided over the exercises which, though brief, were very impressive, and the Milwaukee company are to be commended for their leadership in the affair.

### Flag Day at Spokane and Vicinity.

*Sted.*

Flag Day was patriotically observed the whole length of the C. M. & St. P. Ry. The ceremonies at the Union Station, Spokane, were attended by the combined forces of the C. M. & St. P. Ry., the Union Pacific System and the Union Station.

R. O. Cowling, assistant superintendent of the O. W. R. & N., Spokane, was master of ceremonies and the short program under his able guidance was carried out to the letter, and then some. After an opening talk by Mr. Cowling the bugle call was sounded by George Brenner of Agent W. W. Cutler's office, which was followed by the raising of the Stars and Stripes, Miss Annie Sauers pulling the rope that floated Old Glory over the viaduct west of the Union Station Building. After this solemn ceremony had been finished "The Star

Spangled Banner" was sung and all present joined, following the notes as Mr. Brenner played them upon the cornet. I observed more than one handkerchief travel to the eyes while this air was being played and sung. The salute to the colors and the Pledge of Allegiance was followed by the American's Creed. All present to the number of 400, composed of nearly every nationality, responded with fervor, and displayed a loyal spirit of patriotism.

George H. Crandall, one of the most prominent Four Minute men of Spokane, delivered a short address in which he, with a few well chosen words deep in significance, told those present what, at this serious time, was their duty to do for their country and home and the aid of the Allies. He also expressed in vigorous terms his personal and the general American idea of Germany at the present time. It was a short talk, but rang with loyalty, and shows that right now the Four Minute man is a valuable asset to the nation. He was generously applauded many times as his shots hit the mark, and when he left it was with the best wishes and friendship of all present.

Mr. Brenner again played an accompaniment and the auditors joined in the singing of America. It was thoroughly demonstrated that we are here to do our part and that the Americans are going to back the Allies to the last trench, and it was also noted that our foreign railroaders are staunchly with us in the idea of maintaining freedom for mankind.

The meeting at Spirit Lake, Idaho, was attended by 150 railroad workers, and Malden, Wash., turned out a crowd of 115. St. Maries, Idaho, had a banner crowd with 1,500 present, which included 231 soldiers from the 63rd Coast Artillery en route East.

America will win.

Roadmaster Clark F. Allen of Plummer has entered the services of Uncle Sam and will be located somewhere in the Cascades north of Seattle, building a railroad to the spruce districts, to hurry the shipment of material to the shipbuilders.

### Maximum Car Loading—Saving Cars.

The average load per car of LCL merchandise freight for the month of May, 1917 and 1918, as forwarded from the larger stations, was as follows:

Station.	Av. Ton. Per Car.		Cars Saved.
	1917	1918	
Aberdeen .....	11,600 lbs.	16,400 lbs.	500
Chicago .....	14,177 "	19,256 "	600
Galewood .....	17,367 "	20,884 "	632
Kansas City.....	8,427 "	16,057 "	177
Milwaukee .....	15,000 "	19,100 "	646
Twin C. Transfer.	14,228 "	18,016 "	734
Total.....			3,280

These six stations by increasing the average loading per car saved 3,280 cars. All stations must save cars on their LCL merchandise loading in order to increase the number of cars available for the transporting of governmental and commercial freight.

COMMITTEE ON MAXIMUM CAR LOADING.

# 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.

**J. L. STIFEL & SONS**

*Indigo Dyers and Printers*

Wheeling, W. Va.

Copyright, 1917, J. L. Stifel & Sons

- |  |                                      |
|--|--------------------------------------|
| New York.....266-242 Church St.          | St. Joseph, Mo.....Saxton Bank Bldg. |
| Philadelphia.....1023 Chestnut St.       | St. Louis.....924 Victoria Bldg.     |
| Boston.....31 Bedford St.                | St. Paul.....238 Exchange Bldg.      |
| Chicago.....223 W. Jackson Blvd.         | Toronto.....14 MacIntosh Bldg.       |
| Baltimore.....Coca-Cola Building         | Winnipeg.....400 Hammond Bldg.       |
| San Francisco.....Postal Telegraph Bldg. | Montreal.....Rue 500 Real Bldg.      |
|  | Vancouver.....508 Marquette Bldg.    |

**Marching to Berlin.**

*(Tune Marching Through Georgia.)*

Oh, Kaiser Bill has heard the call,  
That Uncle Sam sent out,  
For a million men or more,  
And none have got the gout,  
They're coming fast and landing safe,  
Far from the good old shore,  
And now we are marching to Berlin.

**CHORUS.**

Hurrah! Hurrah! We'll find the way to win,  
Hurrah! Hurrah! We're going to Berlin,  
For Pershing gave his orders,  
And will never halt his men,  
While we go marching to Berlin.

Now Germany has passed the buck,  
To Russia's weakened State, "Jack,"  
But Mr. Bill you can't fool "Jack,"  
He'll say you're just too late;  
We've got a man to fight you now,  
Who never says "Retreat"  
As we go marching to Berlin.

Now Bill you've done some awful things,  
To still claim kin with "Gott,"  
Our good ship Lusitania  
Was a victim of your plot,  
Submarine and Gas Attacks  
Can never be forgot,  
That's why we're marching to Berlin.

If you'd been on the square Old Chap,  
You'd never see "Black Jack,"  
Now he's here to teach you Bill,  
Just how to make back tracks,  
You never told us Bill, just why  
You sank those neutral ships,  
That's why we're marching to Berlin.

It's up to you to pack your kit,  
And softly leave Belgique,  
You sure belong across the Rhine,  
And don't you dare say "Nicht"  
For Wilson has his dander up  
You'd better "Parti" quick,  
And we are marching to Berlin.

So make your peace with "Gott" and man,  
Before the victory comes,  
I tell you Bill the Allies are  
Not training just for fun,  
They'll get you sure as fate "Old Hun,"  
Now just put up your gun,  
For we are marching to Berlin.

Oh, Pershing's fighting soldier boys,  
Are here for work, not play,  
Till the light of freedom shines,  
In every land each day,  
Then there'll be no need of wars,  
For peace will come to stay  
No need of marching to Berlin.  
(Words by Capt. V. H. Hagelbarger, Company B,  
13th Engineers (Ry.) U. S. A., A. E. F., January  
25, 1918.)

**Germany Will.**

*Sted.*

"Tonight I'm feeling fit," say, Sam, "I'd like to punch a Hun, they're just a lot of Bushers, while we haven't yet begun; I tell you Bill, we've got their goat, there'll sure be hell to pay when the Yankee Bunch starts battling, in this game of kill and slay."

"Sam! Sam, I'd think you had the glooms the way you bark and bite, but on the square I feel the same, I'm dying for a fight; I love to shoot the Germans down for what they've said and done, what once seemed a game of horror now bears signs of sport and fun."

"Well, get your mask and helmet on, your razor and your gun, we'll take a hike to No Man's Land and catch them on the run; if we can strike a smallish batch that's yearning for the end, we'll plug at them with aimful thought and speed that don't trend."

So Sammie Boy and Billie Boy set out to meet the foe, their pose was light and airy and their eyes gleamed deadly woe; they bumped into a barbed wire stretch and out and hammered through, then ran slap bang into two Hunns and Bill said: "Sam, they'll do."

But Sam he wasn't sure what Bill had meant by such a phrase, he raised his gun and bagged them both and blessed his lucky days; and then asked Bill if what he'd done compared with what "they'd do," and Billie chuckled soft and low: "Say, Sam, you spiked the two."

"It's now my turn, and there's a trench somewhere in this sweet space, let's look it up and pull some stunt to kill the world's disgrace; let's spot a bunch, for only two don't last but just a bit"—there came a flash, a deadly spat, and Bill laughed: "Sam, I'm hit—"

"Don't worry though, it's light and high where blood is flowing thin. I'm primed for five or six tonight, say, Sam, the glow grows dim; let's push ahead and find the Hun who took this swipe at me, those stars are getting wobbly, Sam, it seems I cannot see."

Sam laid Bill down and opened up his shirt and found the hole, the wound was just a minor scratch and dear old Bill seemed whole; Sam bathed Bill's feverish temples, made a pillow of his coat, then took a sneak for No Man's Land to catch a German goat.

It was rough and deadly scouting, but he gouged his way along, heard voices in some trenches and commenced to hum a song of the grand Star-Spangled Banner, of the dear Red, White and Blue; then set his gun to spitting fire for Yankee Doodle Doo.

It was a short encounter, but 'twas fierce and woeful sweet to Sammie in the Bad Lands, for the Germans beat retreat, and Sam stood there and biffed them out while thinking of old Bill, his aim was good, he cleared the Top and backed them off the hill.

He hastened back to where Bill lay, dear Bill was filled with joy, he'd heard and read the shots and prayed for Sam, the Yankee Boy; then Bill got up and Sam and he worked slowly back to camp, where Bill told all that Sam had done and Bill's bright eyes glowed damp.

The Boys gave Sam a blow out then they frisked old Bill to bed, they said they hadn't made a start and needed old Bill's head; if he'd lay up and save his blood that trickled from that hole, then Bill he laughed and said his wound had reaped a fearful toll.

Dear Bill got well and Sam and he are shooting side by side, with Yankee Boys just like themselves our Nation's joy and pride; that German impulse with its strength is now already spent, and Sam and Bill and all the rest, ask: "Who will pay the rent?"

**Des Moines Division News Items.**

*C. S.*

Thurston Hakes relieved Agent Houghtaling at Gillett Grove the fore part of this month, account Mr. Houghtaling joining the national army.

F. R. Emerson has been appointed day leverman and James Chamberlain night leverman at Fonda Tower.

"Max" is acting as trick dispatcher while First Trick Dispatcher G. R. D. is away on his annual vacation. At present writing he is looking after his "laid yesterday" egg farm. Incidentally, he is looking for Belgian hare eggs as he wishes to try a setting in his incubator as soon as he receives his back pay.

Mrs. Lenore Allen, steno. in the division freight and passenger agent's office, was recently a visitor in Chicago and Fort Dodge. While in Chicago she visited our old friend, Mabel Wakefield, and reports having had a very pleasant visit with her.

C. E. Bestor, our city ticket agent, and wife spent the week-end in Milwaukee.

Mrs. Virgil Johnson has been a frequent visitor at Lytton during the past month. We hear that her War Garden is progressing nicely.

Division Freight and Passenger Agent C. E. Hilliker was in Chicago on business this month.

D. A. Myers, agent at Waukeo, was relieved by Relief Agent Kirtley while away on a short vacation.

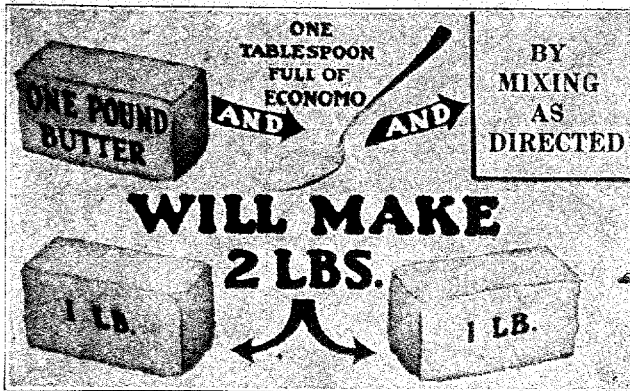
W. W. Kee, agent at Granger, has returned from the West after an extended leave of absence. We are glad to hear that his mother is very much improved and hope for her speedy recovery.

W. J. Black, agent at Sac City, is taking an extended vacation. During his absence Relief Agent Kirtley is taking charge of the station.

# Cut Your Butter Bill in Half!

## "ECONOMO" Will Do It

*The World's Greatest Food Achievement*



### 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.

### 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

### 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 .....



## On the Steel Trail

### Milwaukee News Gatherers.

According to the replies received from the membership there will be no meeting of the club nor any more dues collected until our country has passed through the war clouds and all can again settle down to work with a feeling that they can again gather together for a pleasure meeting knowing that all men are enjoying a lasting peace. On account of so many of our correspondents being transferred from time to time, it is possible that when we do meet, different rules will be adopted so that every correspondent will be a member of the club and the annual dues will be the amount spent by such members as attend whatever meetings are held. The club is anxious to have every correspondent a member and as every correspondent will not be able to attend all meetings there is a feeling that those who cannot attend should not be assessed to pay for the pleasure of those who were fortunate enough to attend. The funds on hand will be disposed of satisfactorily, at our first meeting, by those who contributed the same to the club. This notice is food for thought for all correspondents and when the opportune time arrives and our vice-president (One T. P.) has returned to his own, we hope to meet every active correspondent for the Magazine and have one gala day and settle the future of the club to the satisfaction of all.

Yours truly,

GUY E. SAMPSON, Pres. M. N. G.

### Wooden Shoe Doings. Superior Division.

The principal topic of conversation this month, except the weather and Green Bay Flys, is the back pay. "How much?" and "when" have been worn to a frazzle and castles in Spain look like log huts when compared to our dreams of spending the aforesaid. Just the same, it is a much welcomed "boost" and much of it will, without doubt, go as Mr. McAdoo advised. What's left will help fill the coal bin, please the butcher and delight the grocer.

Among the recent casualties in the matrimonial market appears the name of Conductor James Hanahan, who was shot through the heart by Dan Cupid. No hope was held for the young man from the start and on Monday, June 17, he passed out of bachelorhood into the realms of the benedicts. We wish him much joy in his new life. Almost forgot to mention her name, formerly Miss Lil Mayo.

Effective June 24, J. T. Dinwoodie is appointed chief dispatcher at Channing, vice M. M. Harrington, transferred to Wausau, as chief dispatcher of the Valley division. M. M. H. was born and brought up on the old Woodenshoe and worked his way from operator to chief dispatcher on the division. We all hate to see Mike leave and wish him nothing but success in his new home. J. T. Dinwoodie needs no introduction, as he is also one of our home men and his popularity can be gauged in a small manner by his political success at Channing, which is about 100 per cent, this with his undoubted ability as a dispatcher, assure him success in his new position.

Shorty Bauman, it is reported, has grown two inches during the last month, cause? "One baby boy—Ask Shorty about him, some kid."

George LaFebvre, who has been chief clerk in the Green Bay freight office for a number of years, has accepted a position with the Northern Paper Mills.

The Division Safety First meeting was held at Channing on June 11. There was a good attendance and many topics of interest were discussed.

Sam LaValley's smile is broader and more pleasant than ever these days—brand new baby boy at his place, and Mrs. and baby doing fine.

Harry Shields is another new daddy on the division. Haven't heard what the gender of the little one is yet, but that doesn't make any difference to Harry. He's tickled to have it anyway.

Engineer Otto Putzke is building a home at Channing and expects to move his family shortly to that point.

The marriage of William R. Feak to Miss M. Kallender was performed at Green Bay, May 17. Mr. and Mrs. Feak will make their home at Channing. We extend our congratulations to them.

Among our recent select men is Engineer Frank Cormier. Now if they can only make Frank believe that the Germans are ducks, he will clean up a division by himself.

Conductor Frank Dubois has returned from Florida and resumed his run on 9 and 10.

The ore season opened May 18 and is making up for its late start. Hill job ore to be discontinued and ore from Crystal Falls and Iron River to be had in place of the Iron Mountain ore.

A special train, carrying the general officials after many postponements and delays, finally passed over the Superior division. Engineer P. M. Gavin and Conductor Ed. Coughlin were in charge south of Channing, while Engineer Ed. Redline and Conductor William Donovan took the special north of Channing. The train was handled in fine shape.

Clarence Tenent, formerly day caller, has been promoted to machinist helper days. Clarence is ambitious and this is his first step up the ladder towards the President's chair. The new call boy, while a mighty nice boy, will have to learn to say "No, honest, not an extra man left," as though he meant it, especially Saturday night and holidays.

### Items from S. C. & D. Division. Blanche Manley.

Fireman John Berkemeier has left the railroad service to fight for Uncle Sam.

Engineer W. J. Hopkinson has taken several trips recently to Rochester, Minn., on account of Mrs. Hopkinson's health.

E. A. Patterson, superintendent telegraph, paid us a visit recently.

Porter J. W. DeMoss, custodian of car 127, spent a day in Chicago. Says he might have stayed longer, but the money did not hold out.

The new terminal at North Riverside is now occupied, all concerned having moved out there on the 15th of May. Haven't had time to make an inspection trip as yet, but have had several invitations.

Fireman C. F. Johnson left for Fort Leavenworth recently to join the latest railroad regiment being inaugurated at that point. Word has been received from him that he has been transferred to Indianapolis and expects to leave for France shortly.

Fireman L. H. Smith is another of our employes to join the forces of Uncle Sam.

W. E. Loomis has returned from Mendota, Ill., where he has been employed as dispatcher, to take third trick at Sioux City. This is the old trick that Dispatcher Loomis used to have, and it seems good to see him back again, at the old job.

Elsie Brevik, clerk in the superintendent's office, spent Sunday in Ames, Iowa, recently visiting a brother there.

Fireman M. R. Landon has joined the army and gone to Seattle, Wash.

Operator Chester Elder has gone to Mendota, Ill., to work as dispatcher. We surely hate to see him go and will miss him. Here's luck to you.

Car Foreman C. S. Swaby has resigned his position at Sioux City on account of ill health.

Our two timekeepers, G. W. Adams and E. H. McCabe were in Chicago recently on the new raise and back pay, and came home all tired out. As we understand the meeting was not very strenuous, they must have done some "traveling" on their own account.

Not only is news scarce, but the writer of said news is so busy that it is a hard proposition to find and write such news. We hope things will improve in the near future, and that our items will be more interesting.

**Breezes From the Windy City.**

*F. E. Kuhrt.*

B. H. Perlick, our former correspondent and college chum, has left us to accept a position in the office of M. Nicholson, assistant general manager. The car and freight efficiency bureau has lost one of its best men and we wish him the best of success in his new position.

Game wardens at Ellis Junction had better get their tape lines ready—Hey, Ben?

H. L. Stahl, assistant chief clerk in Mr. Christoffer's office, and F. J. Zopf, timekeeper at Division street, are now in the service of Uncle Sam. Roy, when last heard of, was at Jefferson Barracks, while Frank is at Battle Creek, Mich. Sam Messina, a foreman in the track department, has made an offer to work two months for either one of the boys that brings back the kaiser, and Frank hopes to return to claim his bet. Best luck in the world to both of the boys. (I'll bet Sam is feeling nervous already and I don't blame him).

Have you seen that little fellow around the Galewood freight house wearing a big broad smile? Perhaps you would not know him now, as he has lost the eyebrow off of his upper lip—well, that's Wylie Kuns, chief sealer at Galewood, otherwise known as Charlie Chaplin. He is smiling because his wife presented him with a twelve-pound baby girl recently. No wonder he smiles, Hey? Many returns Wylie.

Allen Kelly, entry clerk in the foreman's office at Galewood transfer, has undergone a serious operation at the Washington Boulevard Hospital, and he is reported as getting along fine. Some of the boys paid him a visit to cheer him up and found him still wearing his sunny smile.

Frank Bartel, formerly employed as a machinist at the Boulevard roundhouse, has joined Uncle Sam's sailor boys at the Great Lakes and we feel sure he will make good, as he certainly gave a good account of himself while he was with us.

Corporal Willard C. Nelligan, 646 North Lockwood avenue, formerly employed as a caller at Galewood, was reported as severely wounded in France. He is a sharpshooter with a camp record of 98 out of a 100, which is some record. He enlisted in the marines on May 7, 1917, and is

one of four boys from his family now in the army. He is a splendid example of the kind of men we have fighting for our noble cause.

Joe Charleston, the champion lightweight, and Jean Knott, player from Franklin Park, has issued a challenge to play anybody for the championship of Bubbly Creek, but so far no one has accepted his challenge. Are you fellows conscious?

Bob Graves, our blonde timekeeper, and Fred Kuhrt, the Gander Boy wizard, have stopped eating lately—nuff said—we bet there's women in the case again. What!

Flag Day, Friday, June 14, was celebrated with great enthusiasm in which every employe in the Chicago terminals participated. Programs were arranged at several of the stations, including Western Avenue, Galewood, Mannheim and Division Street, and reports from these places show that larger crowds attended these demonstrations than any of their kind ever held before. At Western avenue the attendance was about 1000 and everybody had a good time. One of the features of the program was an elaborate address by Mr. Dolan, which was well suited to the occasion and met with great applause.

Mrs. Bronkhorst, daughter of our general superintendent, sang "Keep the Home Fires Burning," assisted by a chorus which was very inspiring to the audience.

The Star-Spangled Banner and America was sung by the audience at the close of which all present swore allegiance to our flag.

Miss Brady and Miss Graham became so interested in our program that they forgot to eat their lunch and they stayed on the train all the way to Mannheim.

Ten-thirty a. m. at Western avenue—everything peaceful—phone rings in the roadmaster's office. A little boy's voice on the wire, "Maurice, there is an envelope at home, it says WAR on it." Exit Maurice puffing and sweating. Five p. m. Maurice returns all smiles. Hoopay, the worst of it is over; he is in Class 3-B.

Mr. Schilling certainly has his hands full lately. Back time seems to be the reason for his sorrow. Cheer up, Oscar, you can do the work and Tommy will take care of the E. & P. end.

## This Clock Makes Its Own Electricity

**Lights the room.  
Calls the maid or the nurse.  
Calls YOU—and gets you, never fear.  
Reminds you when to go to the yards.  
Is a dependable timepiece.**

*And it's yours for thirty days' and thirty nights' trial on your simple request, without a cent in advance. Just sign and mail the coupon below, and we'll send the Nitelite direct from the factory to your home.*

If, at the end of thirty days, you are willing to part with it, send it back at our expense; otherwise remit **\$1.46** the first month, and a dollar a month for six months—**\$7.46** in all.

That's the way we feel about it. That's our notion of how a manufacturer should stand back of his goods.

Oh, yes, the Nitelite is beautiful as well as useful. The wood case has a rich mahogany finish, is 9 inches wide high. It makes its own current and can be used anywhere. The current is generated by a dry battery encased in the clock, which should last at least a year and can be renewed at trivial expense.

Safe delivery guaranteed. We take all the chances. So sign the coupon today and rush it to the mail-box.

**QUAKER VALLEY MFG. CO.**  
Mill and River Sts., Aurora, Illinois





See the time at night—in fact, see any object in the room by simply pressing the button



Calls the maid to any part of the house, or the nurse to the sickroom



Will get you up in the morning sure for the automatic alarm and good night; leave the rest to Nitelite.

**Quaker Valley Mfg. Co., Aurora, Ill.**  
You may send the direct from the factory to my home for 30 days' and 30 nights' trial a Nitelite Electric Clock No. 244. I owe you nothing but express charges on arrival. If outside, please I will remit \$1.46 in 30 days and a dollar a month for six months thereafter, \$7.46 in all; otherwise I will return it within 30 days at your expense.

Write your name in full here: \_\_\_\_\_

Write rural route or street and number here: \_\_\_\_\_

Write town and state here: \_\_\_\_\_

**Accelerative Accounts by the Accounting Editor.***Sted.*

The following accounts may be acceleratory, but I cannot account for the accelerative title.—The Editor.

**Maintenance of Way and Structures**

Account 201 C.

Roadmaster Edward McGee, of Lind, who was confined in the Sacred Hospital in Spokane during the early part of May, has now recovered and is again on the job.

**A GIRL.**

On the morning of May 21 Stenographer Janosky came to work with a box of cigars in one hand, a box of matches in the other and a big, happy smile on his face. He announced the arrival of a pretty little girl at his home with everybody doing fine. The office force extends congratulations.

**HAPPINESS.**

On the same day Brakeman C. J. Hutchison came into the office with a half-scared look, passed around the cigars and requested a pass for Mrs. C. J. Hutchison. Then Chet confessed. On May 20 he and Miss Emily Folson of Malden were married at St. Maries, Idaho. They will make their home in Malden. May that smile always live with both of you.

**MORE HAPPINESS.**

On May 11 Fireman J. R. Crowell and Mabel Jean Nye of Malden were united in marriage at St. Maries, Idaho. We extend congratulations, Reuben.

Account 202 C.

Yard Foreman James McGarvey of Malden and his men mowed weeds off the right-of-way inside the grass lines outside the yard limits during a few hours in May.

Mrs. C. A. Davis, wife of Engineer Charlie Davis, has been a patient at the Sacred Heart Hospital in Spokane. She underwent a serious operation but is now recovering.

Railroad laborers are a scarce article right now. There seems to be plenty of idle men out this way, but they seem too proud to work.

Account 206 C.

Yard Foreman James Donley placed a watchman at a tunnel on the west end last month.

Engineer J. C. Crown of Malden has been laid up with tonsillitis. That is a horrible sounding word, but we hope the thing is not very serious.

Account 220 C.

Extra Gang Foreman Otto Korpe relaid rail on the Idaho main line the latter part of February, 1908, between Tacoma and Raymond.

Operator Rollin Tapley of Malden has applied at Seattle for enlistment in the aviation corps. Another brave American lad. Hope he downs the German fliers.

Agent Frank L. Kinney of Malden is off duty account of severe illness. We hope he will soon recover and be back on the job.

**Transportation—Rail Line**

Account 373 C.

The windows of the various station buildings at Malden have been bathed.

The many friends of Engineer Harry Calehan will be pleased to learn he has been promoted and is now traveling engineer on the Idaho and Columbia divisions.

Traveling Engineer Thomas McFarlane has been promoted to the position of trainmaster on the Columbia division, with headquarters at Malden. Here's good luck and best wishes, Tom.

Account 376 C.

The truckers at Spokane unloaded a car freight last month.

Material Clerk H. Ray Gates, local correspondent for the Magazine and material clerk, has resigned his position to accept work with the Standard Oil Co., in Spokane.

Account 379 A.

Jose Pedricoffsky of Malden burned one of the fingers on his left hand while trying to light a switch lamp in the main yard along in the middle of the night last summer.

Account 402 A.

Conductor William Curtis made a requisition for stationery supplies for use in freight service last month.

friends at Corliss.

Conductor Stiles and family took a trip to Oklahoma the last of May. Nick Hermes relieved him.

It's a funny thing what combinations code messages make at times. Gene Fraser left a message the other day that informed the Chicago officials that he was going to Beloit to "Blow Wealth." He declined to take us along—in spite of the fact that he has a "swindle sheet."

A small derailment at Burlington, May 20, caused a two-hour delay to 24 and 48.

Engineer Callahan was an Elkhorn visitor May 23. We don't see Denny very often since he took the dispatching job.

Engineer Hagedorn is very sick at his home in Freeport and reports are not very encouraging for his recovery. John has been on this division a great many years and his friends hope for better news.

Joe Larkin relieved Howland on 35 and 36 and then took Cavey's run the first of the month. Both are now back at work.

It's awful to be in the big-money business. Horton went "over the top" on his income and contributed an extra five spot to his Uncle for not being sufficiently exact. We asked for the particulars of the matter a few days ago and he got so excited that he registered four times—twice on each book.

Dispatcher Lane, wife and Beverly, were guests at Darien the last of the month.

Superintendent Bradshaw was a business caller at Racine May 28.

Engineer Blackford is back in the ring after a period of dispatching in Milwaukee.

Martin Roth came down to give the boys on the HGS a little exhibition of speed, the last of May, relieving Gillen on the night patrol. No getting away from the fact—Martin is a real pace-maker any place you put him.

Vacation season has started in the Savanna office, Mr. Pietsch taking the first two weeks—Mr. Manthey acting chief.

A mixup in instructions caused Bolton and Rossmiller to report for the same run (the passenger) the other Sunday. While the dispatcher was trying to decide the merits of the case Denny McCarty came into the office at Corliss and howled, "Tell one of those High Salaried Passenger Conductors to shed his shirt and come out and brake for me—I'm short a brakeman." And an unfeeling dispatcher did just that.

F. C. Miller, one of C. H. Bush's assistants at Racine, was married to Miss Laura Reins of Chicago, June 5. A trip to Minneapolis for a few days and they returned to make their home at Racine. We extend hearty congratulations. Eddy Crissey has threatened to pull the same stunt for several months and must make good before long or come across with the smokes, anyway.

Operator Sweeney is back on the job at Freeport after several weeks' illness.

Robert Archibald Cletus Morrissey of Delavan is the latest addition to the R. & S. W. family, and is another of "the finest babies in the world."

Operator Casey was a Milwaukee visitor June 13.

Lyons added another to its long list of derailments May 30, when extra east Voss derailed nine cars just west of the town. Traffic was tied up for about twelve hours and all passenger trains transferred around the gap.

May 27 was a big day in passenger trains on this line. Three troops specials besides several trailers off the Janesville line were run our way. Hayes, Voss and Carrier had the soldiers and Brown and Bolton acted as pilots for the detoured trains.

The change in time, June 2, puts on the Racine and Delavan Sunday run and brings 30 and 36 into Corliss later. Practically the same connections are made at all junctions as before.

J. A. McKee was transferred from Racine to Savanna, as general yardmaster, June 1. "Mac" made many warm friends down at this end and we all wish him every success in his new field. Rudolph Sieb takes the Racine and Corliss yard and gives evidence of being a happy selection. He is an old-timer around Racine and justly popular with his associates.

John Garrity assumed the duties of roadmaster to the east end June 4, relieving Milo Gaylord. Mr. Garrity has been with the Milwaukee about a year, coming to us from the H. & D. division. We hear the best of reports of his ability and find him a most agreeable gentleman.

**Notes R. & S. W. Division.***H. J. Beamish.*

Conductor F. Murphy of the Illinois division was a Racine visitor May 30 and greeted old

# Which job can YOU fill?

**WANTED!**  
**Office Men**  
 Auditors, Accountants, Office Managers, Credit Men, Cashiers, Bookkeepers and Cost Clerks—\$1,200 to \$7,500.

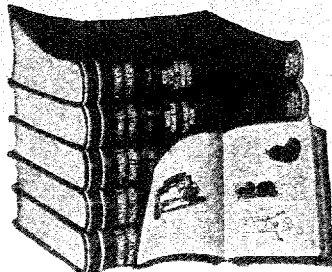
**Factory Men**  
 Electrical and Mechanical Engineers, Factory Managers, Superintendents, Foremen, Designers and Draftsmen—\$1,500 to \$12,000.

**Construction Men**  
 Civil and Structural Engineers, Transmitters, Construction Superintendents and Foremen, Estimators, Designers and Draftsmen—\$1,200 to \$10,000.

**Trades**  
 Machinists and Toolmakers, Auto Repairers, Electricians, Stationary Engineers, Firemen, Plumbers, Carpenters, Pattern Makers and Telephone Men—\$1,200 to \$2,000.

**A**LL these positions were advertised in a single issue of a Chicago newspaper. Which one of them could you fill? If you haven't the knowledge necessary to break into the **big-pay class**, decide to get that knowledge **NOW!** Any one of the sets listed below will quickly fit you for a well-paid job—at home—in your spare time.

These books were written by experts in plain, everyday language. They are free from puzzling technical terms and numerous illustrations, diagrams and tables make difficult points as simple as A-B-C. Handsomely bound in half or full leather (except Law and Practice, which is bound in law buckram), and stamped in gold.



## Home Study Books at Cut Prices

	Vols.	Pages	Size of Page	Illus.	Reg. Price	Spec'l Price
<b>Civil Engineering</b> <i>Prepares for Civil or Structural Engineer, Transitman, Estimator, Designer or Chief Draftsman.</i>	9	3900	7x10	3000	\$45.00	<b>\$29.80</b>
<b>Architecture, Carpentry and Building</b> <i>Prepares for Architect, Contractor, Construction Superintendent, Carpenter Foreman, Designer or Chief Draftsman.</i>	10	4760	7x10	4000	50.00	<b>24.80</b>
<b>Accountancy and Business Management</b> <i>Prepares for Certified Public Accountant, Auditor, Office Manager, Accountant, Credit Man or Bookkeeper.</i>	10	3680	7x10	1987	50.00	<b>24.80</b>
<b>Electrical Engineering</b> <i>Prepares for Electrical Engineer, Power Plant Superintendent, Substation Operator or Electrician.</i>	7	3000	7x10	2600	35.00	<b>19.80</b>
<b>Automobile Repairing</b> <i>Prepares for Garage Foreman, Automobile Mechanic or Chauffeur.</i>	5	2400	5½x8¾	2000	25.00	<b>17.80</b>
<b>Telephony and Telegraphy</b> <i>Prepares for Telephone Engineer, Wire Chief, Exchange Manager, Trouble Man or Telegrapher.</i>	4	1728	7x10	2000	20.00	<b>12.80</b>
<b>Machine Shop Practice</b> <i>Prepares for Machine Shop Superintendent or Foreman, Foundryman, Pattern Maker, Tool Designer or Tool Maker.</i>	6	2300	5½x8¾	2500	30.00	<b>18.80</b>
<b>Heating, Plumbing and Sanitation</b> <i>Prepares for Sanitary Engineer, Heating and Ventilating Engineer, Master Plumber or Plumber.</i>	4	1600	7x10	1600	20.00	<b>14.00</b>
<b>Mechanical and Architectural Drawing</b> <i>Prepares for Architectural or Mechanical Draftsman.</i>	4	1720	7x10	1037	20.00	<b>12.00</b>
<b>Motion Picture Work</b> <i>Prepares for Motion Picture Operator.</i>	2	600	7x10	300	12.00	<b>6.00</b>
<b>Law and Practice</b> (with Reading Course) <i>Prepares for all Bar Examinations.</i>	13	6000	7x10	24	72.00	<b>39.80</b>
<b>Steam and Gas Engineering</b> <i>Prepares for Stationary, Marine or Locomotive Engineer or Fireman.</i>	7	3300	5½x8¾	2500	35.00	<b>19.80</b>
<b>Fire Prevention and Insurance</b> <i>Prepares for Counterman, Rate Clerk, Inspector or Agent.</i>	4	1500	7x10	600	20.00	<b>15.80</b>
<b>Practical Bookkeeping</b> <i>Prepares for Bookkeeper or Cost Clerk.</i>	4	1840	7x10	800	20.00	<b>12.80</b>

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## 7 DAYS' TRIAL!

We'll gladly send you any set for seven days' examination. Don't send us a penny; just pay the small shipping charge when the books arrive. Examine them carefully—use them at your work for an entire week. At the end of that time, if you feel they aren't worth far more than we ask, return them at our expense. If you keep them, pay the bargain price on the easy terms explained below.

**50c a Week** Yes, if you decide to keep the set you have selected, send \$2 within seven days and then \$2 a month (50c a week) until the present low price has been paid. Have you ever heard of a more generous offer?

Remember, you take no chances whatever—we send the books for examination and you are not obliged to keep them if you do not care to buy. This offer is open to every man living within the borders of the U. S. and Canada. Mail the coupon now—before you turn the page.

**AMERICAN TECHNICAL SOCIETY**  
 Dept. X-7763 CHICAGO, U. S. A.



Mr. Gaylord goes to the S. C. & D. division as roadmaster and his many friends wish him all the success in the world.

Conductor Muckerheide had another hard luck day June 14, which nearly cut him out of our bappy family. In some manner he was caught between a switch and a moving car at Delavan, and received injuries that will keep him in the hospital for several days. We suspect that Bill was born on the 13th of the month—and probably Friday—as he has more close calls than anyone.

June 17 the Savanna offices were moved from their old quarters to the ground floor of the Gydeson Hotel. In making this change the telegraph offices of the passenger station and dispatcher's office have been consolidated and conductors get their orders there and bulletin boards are located in the same office.

At this writing the June number of the Magazine has not reached us, due to labor troubles in the printing office. Gee, with the country hardly able to wait from one month to the next for this column it seems as though they might arrange to get this much out and let the unimportant part follow when matters have been adjusted. Or perhaps they are striking in sympathy with Billy Wilcox—as he seems to have deserted.

### News of Fullerton Avenue.

*Sis Hopkins.*

On the strength of the increase Mr. Mauch is wearing a new straw hat. Also Mr. Hackett has a hair cut.

Carl Meier who has long been with us, has entered Uncle Sam's service. One by one they are going.

Another star has been added to our flag. Mr. Jones writes he is a real soldier and wishes to be remembered to the office.

Ed. Hoy is away on a vacation. He expects to visit the sailor boys at Great Lakes.

The mileage department recently enjoyed a picnic in the woods of Deerfield, Ill., through the arrangement of Carl Knigge, a hay rack greeted us at the station which landed us on the banks of the river—or course the most important part was eats. Well, I am positive Pinkie drank five cups of coffee. Peg fell in the mud and William went in bathing up to his knees. We landed home safely, very tired, but happy, and sorry that some were unable to attend. Will say they missed a good time.

June 14 was Flag Day. A beautiful flag now waves o'er the Fullerton Avenue Building. The employees of this office gathered together and held a short program. The assembly call was given and immediately our flag was raised while all sang "The Star-Spangled Banner," with salute to the flag. Short addresses were made by our E. A. Murphy and former Major C. W. Wilkinson, a touching poem, "Old Glory" (which was written by Mr. Delaney, an employe), was read. After singing "America," three cheers were given, then each one resumed his work, feeling it a day long to be remembered.

We received a very interesting letter from Sergeant Emil Noffs, who invites us to have a cup of coffee made in the new percolator after the war is over.

Four jolly lads went out one day

Upon a fishing trip,

They caught a fish, but sad to say,

One of them lost his grip.

'Twas on train one, three, seven,

On June the eighth, at four,

The traveling bag was taken,

Filled with good eats galore.

If the party who accidentally

Picked up this traveling bag,

Will return it to this office

He'll make the loser glad.

Or call Lincoln fifteen forty three,

Ask for Local Eighty nine,

You'll surely have no trouble,

The owner's name to find.

Boys, here's where you learn a lesson,

When on a fishing trip,

Cast your eyes not on fair maidens,

But always on your grip.

### Scraps From the West End (Delayed).

*I. A. B.*

Mercy Monday—Everywhere in America.

With Mr. Earling, Dr. Bouffier and the rest of the officials heading the procession, the Great Red Cross drive is on.

Somewhere on Second avenue Mr. R. F. Weeks was arrested for joy walking and fined \$1.00 for the Red Cross. Suppose he saw a Red Cross nurse going by and forgot where he was going.

R. R. Long is very busy separating the operating department employes from at least a day's pay while Mr. Sorgel before he even started declared the traffic department was 100 per cent over the top.

Earnest McCarthy, our cheery messenger boy, said he guessed he could look at the Red Cross girl all he wanted to, as he had given \$1.50 for the privilege.

The odd part about it all is, WE LIKE IT. Therefore, fellow soldiers in the first line of defense, if by any unkind chance of Fate you do go cold or hungry it won't be because we haven't tried to prevent it.

And before I write another line I must make a complete and thorough apology to Mr. Sorgel. (He won't give me a minute's peace until I do.) The service flag I mentioned as belonging to Mr. Borgen's office, is rightfully the property of Mr. Sorgel's office. So far as we know, Mr. Borgen had a service flag, while Mr. Sorgel had, has, and is going to have one, with two stars on. There, we hope he is satisfied.

Also the car service department is proudly displaying a service flag with three stars. There, Mr. Winters, I got that right, anyhow.

And, by the way, Mrs. Sorgel is away on a visit. When, simply to make conversation, Mr. Sorgel was asked where he had been the evening before, he was heard to reply:

"In the moonlight I went swimmin', with a lot of crazy wimen." (Sounds like Kipling, don't it?)

He then waited around for Miss Hammerslaugh to invite him out to lunch. She privately states the only reason she didn't do it was because she did not think they would look well going up the street together. Just where is Mrs. Sorgel any way, and does she realize what she is doing?

Miss Sheble and Miss Bouldin went slumming the other day, visiting Hoyt's do-nut factory in search of strawberry shortcake. The shortcake was there, but the price was too rare, and thus the poor ladies got none.

Mr. Kellogg (All right, Miss Stedman, you are safe for another month) is summering at Faunteroy. He takes the six o'clock car home at night and is thus able to meet himself coming down to work in the morning. But on Sundays when he does spend a few hours there, he says it is glorious.

Dick Lindstrom, our energetic file clerk, in addition to other important documents, such as Circular No. 8, and supplements thereto, is busy filing away a goodly number of Liberty Bonds and War Savings Certificates.

The Eighteenth Engineers' dance was a great success both financially and socially. Mr. Barkley was there in person, seeing that everyone had a good time and we also understand the electrification department was well represented. Miss Braun, Miss Johnston, Mrs. Valle and all the rest of the ladies and gentlemen who worked so hard selling tickets surely deserve a great deal of credit.

Mrs. Charlotte Winona (Jesse) James, formerly of the superintendent's office, Tacoma, is now laboring in the vice-president's office. As she seems to be quite a good sort, we have decided to overlook the fact she is from Tacoma and give her the privilege of helping us collect news items. Come across, Mrs. J.

And while we are speaking of Tacoma, we will mention that yesterday being payday, the girls from Superintendent Sawyer's office decided to furnish a little revenue to the company and came over to Seattle on No. 18, eating their dinner on the diner, and returning on No. 15. Had we known of their coming we would have been down to the station with a full orchestra, composed of three combs and two Jew's harps to bid them welcome. See what you missed, girls.

Mr. Barkley had a picnic the other Sunday. Spent the day in the woods, temperature 43 degrees below zero, rained and blew 63 miles an hour continuously. A wonderful time was had by all those present.

Harry Merrill of the purchasing department has hit the trail for New Hampshire. He has to pass through several states that are not dry and says his fingers are crossed. In his haste he left behind a large bundle of collars, and his thoughtful office force are much concerned lest he be roaming around our larger Eastern cities without that necessary article of gentlemen's wearing apparel.

After a strenuous winter Roy Hayes of the claim agent's office has packed his grip and taken a trip to that dear old California. We admit we are wondering if he has accepted a position with the FAMOUS PLAYERS Company, and if we had time would go right down and see. Leslie Newman and Miss Sells are now laboring to keep the game going until Mr. Hayes gets back.

F. J. Calkins is in Chicago and during his absence his wife is busy singing in recitals for the benefit of the Red Cross.

Letters have been received from Fred Bates of the Fifteenth Balloon Company and Byron Inslee of the signal corps, both gentlemen appearing to be well and happy, and very much interested in their new lines of work.

Who is the Queen Vampire of the Milwaukee offices, anyway? Two young ladies very anxious to know also whether soldiers prefer blondes or brunettes. In reply I would say yes to both questions.

My gracious, bulletin just out that Mr. Currie and Henry Williams arrested for Jay Walking. My goodness, what do you know about that. I really must go and stand on the corner and watch the excitement.

**Wisconsin Valley Division.**

*Lilly Ann.*

Little cubes of sugar,  
Little grains of wheat,  
Save them with the bacon  
And other kinds of meat.

Ill-fed fighters weaken,  
Ill-fed nations yield;  
It's up to us to keep our allies  
Strong to take the field.

Every dinner table,  
Wherever people eat,  
Will help decide the verdict—  
Victory or defeat.

Edward Weiland, freight usher at the warehouse, entertained a number of his friends at his home in honor of Walter Pradel, who left for Camp Grant recently. Games and music were enjoyed during the course of the evening and a splendid dinner was served at a late hour.

Tom Callahan is on the sick list. Farewell parties and late hours do not seem to agree with you, do they Tom?

It is with sincere regret that we report the death of Engineer William Gleis, who was killed in a wreck which occurred June 21, near Sprague. Mr. Gleis was one of the oldest engineers on the W. V. division, having been in continuous service since 1880, and the entire division extends deepest sympathies to the bereaved family.

H. L. Crandall, chief dispatcher for a number of years past, has accepted a position as superintendent for the M. D. & W. Ry. with headquarters at International Falls, Minn. It is needless to say that "Linn" will be greatly missed among all the employes and we all regret that he deems it advisable to withdraw from our midsts. However, we are confident that even through our loss the M. D. & W. Ry. Company will gain a trustworthy and conscientious superintendent and all join in wishing him abundance of success in his new field.

Miss Esther Lehrbas, daughter of Conductor F. Lehrbas, entertained at a delightful dinner party in honor of a classmate, recently. Several readings, and musical selections were rendered during the evening and a very pleasant time spent by those present.

Peter Hollinshead, one of our oldest and most faithful conductors, celebrated his 73rd birthday on May 19. Congratulations and hope that we may be able to mention this fact many more times in the future.

Chief Timekeeper Alpheus Van Norman and Helen Conklin were called to Chicago to attend

# 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. M., Wichita, Kans.



Patented button-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 6-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.

a meeting in connection with the increase wage commission. Their return was anxiously awaited as we expected to receive some information so as to relieve the suspense in regard to the very much discussed subject, but our suspense has not as yet been relieved.

Robert Randow, engineer, was injured while trying to put out a fire. He was brought to Wausau by a special train and taken to the hospital. He received internal injuries and a gash over the eye. It is reported that he is resting easier, but it will probably be some time before he will be able to be on duty again.

G. F. Rease and J. W. James were laid up a few days with the Rubellas. This might sound sort of like a picnic, but it isn't, is it?

Enlisted—The fifth soldier boy joined the regiment of Mr. and Mrs. Anthony Goebel. The little newcomer made his appearance on May 29, and promises to be some fighter.

After watching "pretty women" for the past two months or so, we've decided that our young women take first place at any show. They are pretty, they are nifty, they are classy, that is true; there are no nicer girls a boosting for, The Red, The White, The Blue. There are quite a few in number. There is Pearl, the stenographer upstairs, who flirts with each and every trainman, she'll land someone yet, I swear. Then Helen, the trainman's time allower, she's the kind that is hard to beat. Her troubles are not fellows, but it's slippers for her feet. And Mildred, who is file clerk, is squally as nice, she is cunning and attractive, movies are her only vice. Then May, who makes the vouchers out, is not to be forgot, she's a peach, although they say she trifles, but I think that's "aber not." Next comes Lilly Ann, the editress, who works right down the hall, and when it comes to style, Oh, Boy! she's right there with them all. The R. H. Foreman's clerk, Miss Flora, a new addition to our force, has got poor Van a "going some" and 'twill cause Lenora keen remorse. The other boys we'll let off easy, for there are only two or three, and I dare not call them down too hard, for one of them is Me.

Louis Wilcox attended the graduation exercises at the Mayo Hospital at Rochester, Minn., a sister of Mr. Wilcox being a member of the class.

H. H. Ober, superintendent, and R. C. Hempstead, were business visitors at Chicago recently.

Mary Shea has accepted the position for the Div. Car Foreman J. A. Ball, with headquarters at Tomahawk.

Mr. and Mrs. Dan Callahan are the proud parents of a ten-pound baby boy who arrived on June 4. Dan has already started him on the "questionnaires."

H. L. Vachreau is acting chief dispatcher for the present and M. C. Harris of Merrill is assuming the responsibilities of first trick operator.

Frank J. Conrad, formerly brakeman on the W. V. Division passed away at his home, 105 South Fifth avenue, on May 30, after an illness of about five weeks. We sincerely regret his early demise and extend sympathies.

#### Prairie Breezes From the H. & D.

*C. R. Craft.*

J. R. Pott, former district passenger agent in the Pittsburgh territory, has been appointed district baggage agent with headquarters at Aberdeen.

E. G. Hayden, district passenger agent, Detroit; H. W. Steinhoff, district passenger agent, Cleveland, and R. H. Fleming, traveling passenger agent from Pittsburgh, were recent visitors in Aberdeen, while en route to and from American Lake, Wash., to which point they accompanied "Pink Specials."

Jimmy Keenan, second trick operator on the west end, left us the fore part of June to take examination for service in the navy radio service. C. P. Devlin relieved him.

Wedding bells were gaily ringing recently when the romance of the local freight office terminated in the marriage of Miss Irene Johnson, stenographer, to Mr. Charles Wales, claim clerk. The happy couple were presented with a beautiful present by the rest of the office force. Here's wishing them unbounded joy and happiness for the remainder of life's journey.

R. C. Donehower, freight agent, Aberdeen, spent a two weeks' pleasant vacation at Osakis, Minn.

The trip was made by automobile in company with several of Aberdeen's other ardent disciples of the gallant "Ike" Walton.

O. Neshiem has been appointed agent at Hague, relieving R. O. Sabin, who relieved former agent, W. J. Schultz.

Mrs. J. M. Wright, now acting as agent at Loyalton, relieving Hiram De Wolf.

F. G. Newell has again resumed his duties as agent at Mellette after an enforced absence of several weeks on account of sickness.

W. H. Berg, cashier local office Aberdeen, will leave with the local contingent of the national army called for June 24.

"Ike" Erickson of the chief dispatcher's office visited at his home in Montevideo Sunday, June 16.

Robert Anderson, a sailor, whose home is in Everett, Wash., was badly injured June 11 while en route to the Great Lakes training station at Chicago. Anderson in company with other sailors and soldiers was on Train 18. When the train stopped at Aberdeen Yard office he got off, presumably thinking that he was at the station. The train started up immediately, he attempting to get aboard, but was struck by a switchstand before he regained the car steps and was thrown under the wheels, being dragged for some distance until finally losing his hold and the wheels passing over both legs. He was rushed to St. Luke's Hospital where one leg was amputated nearly to the knee, and the other foot was taken off. His skull was also injured badly. At this writing he is reported as getting along nicely, considering the seriousness of his injuries.

Flag day raising for the west H. & D. division was celebrated in Aberdeen at noon of June 14. The ceremony was opened by an appropriate selection by the band, after which the flag was raised to the top of an eighty-foot pole by the young lady employes of the different division offices. This was followed by two buglers after which Mrs. Hamler sang the "Star-Spangled Banner," accompanied by the band. Judge Newcomb then made the opening address, followed by the singing of "America," led by Mrs. Hamler, the entire audience joining in the singing, and the band accompanying. H. C. Jewett, chairman of the Brown County Red Cross, was then introduced by Judge Newcomb, and gave a four-minute talk on the war and Red Cross work. The oath of allegiance and the American creed were then repeated by the entire audience. W. G. Porter, solicitor for the "Milwaukee," made the closing address. The "Milwaukee" officials and employes, also the city people of Aberdeen, who joined in making this patriotic celebration a success, are to be commended for the part that each and every one took and for the capable and efficient manner in which the entire program was handled.

#### Still There.

*Sted.*

#### THE FIRST BIG BATTLE.

It came and the eyes of the mother were aglow with a hope and a dread, it came and the eyes of the father scanned the pages for those who were dead, it came and the eyes of the sister were alight with a life-saving blaze, it came and the eyes of the brother were moistened by long, waiting days. It came and the eyes of the sweet-heart shone brave and defiant with pride, she waited heroic, in patience, with longing—a soldier boy's bride; it came and the son and the brother, the lover, he fought for them all; their faces, they speeded his efforts, their voices spoke cheer with each call. Came the rush and the plunge of the Yankees—they'd won, with a smile and a tear he sent the good word to the loved ones: "Don't worry," he wrote, "I'm still here."

#### The End of the Steel Trail.

*Bess G. Spinning.*

Mrs. Louis Serruys, stenographer at the freight office, left for Miles City, May 3rd on a visit. Mrs. E. Mason is substituting in her place during her vacation.

F. H. Bennett, chief clerk at the freight office, has accepted a position with the Standard Oil Co. of this city. The office force realize they are losing an efficient clerk and regret very much to have him leave. Mr. Bennett has worked for the

railroad company for nearly seven years. J. MacKay is now filling the position as chief clerk in his place.

J. Hooten, clerk at the car desk at the freight office, has resigned his position with the railroad company and accepted a position at the shipyards, doing his bit for Uncle Sam.

E. Taleran, new exchange clerk at the freight office, has proven himself an expert fisherman and we are all expecting a mess of fish from him occasionally during the summer.

Victor McFadden has resigned the position as chief bill clerk at the freight office and T. Orchard is filling the position just vacated by him.

Miss Fannie Conway of Butler, Mont., has accepted the position just vacated by John Dollie, who was transferred to Dock No. 2.

At last our suspicions have developed into reality: Miss Ada Mason, stenographer at Dock No. 2 and Martin Miller, naval guard from Port Townsend, Wash., were united in marriage June 20th. Mrs. Miller is continuing with her work at the dock. Our best wishes are for their success and prosperity.

Miss Minnie Rohrs, clerk at Dock No. 2, is taking a two weeks' vacation during which time she will visit friends in Spokane, Wash., and spend a few days camping.

Miss Adelyn Spinning is another new stenographer on the list in the accounting department at Dock No. 1.

R. H. Gould, general manager of the accounting department Dock No. 1, and family were called to Newton Junction, N. H., to the bedside of his mother who is seriously ill.

Things have commenced to look very encouraging since they have begun to figure on the raise.

"When I am dead and laid away,

I will have no use for my back pay,

But on my tomb-stone I want wrote:

"This back pay talk got my goat!"

Calvin Cheney, our honored chief clerk at Dock No. 1, was sadly disappointed when a couple of days before he was to start on a trip to Chicago on a visit with home folks, Mr. Gould received a telegram requesting his immediate return to

Newton Junction, N. H., and Mr. Cheney was compelled to postpone his trip until later. Cheer up, Mr. Cheney, "Every cloud has a silver lining."

The lady railway clerks of Tacoma have organized a club entitled the "Monad Club" for the entertainment of the soldiers and sailors.

Miss Alice Emms seems to be rather despondent of late and we are all wondering why. We can't account for it any other way only that Parker Buck left last week for Mare Island, Cal., to join the navy. She admitted that if he was at Camp Lewis it would be all right.

Bernie Bartells, chief bill clerk at Dock No. 1 and family spent the week-end at McKenna, Wash., visiting friends.

The Osaka Shosen Kaisha Steamship Co. is erecting a new club house at the south end of Dock No. 2. They are working very industriously and have nearly completed the building in two weeks. It is for the benefit of the officers from the boats.

I wish to correct a statement made in the April issue stating that J. G. Richards of Dock No. 2 was appointed joint superintendent of the Terminals Pier No. 1 of Seattle. Instead of accepting said position he accepted a position at the Todd Shipyards at Tacoma.

Emmit Maloney, wharfage clerk at Dock No. 1, was on the sick list the latter part of last week—cause unexplained but implied. We will agree with you Emmit that dissipating too many nights out of the week is bad.

John Berry, Jr., seems to be making frequent visits to Seattle of late. Is it the change of scenery that attracts you, John?

#### C. & M. Notes.

*B. J. Simon.*

Engineer Elmer W. Lawrence has been enjoying a little layoff of a week or two. He took his wife and babies and visited a few days at Green Bay with his wife's folks; the remainder of the time he amused himself trying to catch a few fish. Fireman Seymour Bowman relieved him on the Libertyville switch job.

## Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



**WILLIAM ROBERTSON & COMPANY** Great Northern Building, Chicago



We are all glad to see our old friend Conductor Jim Gudden back at work. He has been laid up for nearly two years. Jim is now on the Ice Run. We hope he will be able to stand the work.

A nice ten-pound baby girl was born a few days ago to Fireman and Mrs. Roy Wheeler. We congratulate the proud parents.

Mrs. R. H. Pritchard, wife of Engineer Richard H. Pritchard of Milwaukee, visited Libertyville friends for a few days. Dick has not been able to work for the last three years, and has been confined to his bed for a part of the time.

Former Conductor John R. (Red) Costello, is now a private in Company A, 303d Battalion, Camp Colt, Gettysburg, Pa., on the old battle field of Gettysburg, of Civil War fame. He is in a "tank" battalion and is listed as a tank driver. He expects to go to Camp Dix at Wrightstown, N. J., about July 1st and from there it is "somewhere—at the Huns."

Jake Larson, clerk at the freight office, Libertyville, and a brother of C. E. Larson, dispatcher in Chicago, is leaving soon for Vancouver. He enlisted several days ago.

Conductor William B. Carr slipped and sprained his ankle a few days ago. He came home on crutches, but is getting along fine and expects to resume work after a few days. He was off about ten days.

Trainmaster W. F. Ingraham's family moved from Libertyville to Sioux City on June 10th. We wish them all, the best of luck.

Harold C. Cone, regular first trick operator at Rondout, is doing the relief in the dispatcher's office in Chicago. Night Chief John H. Valentine bought himself a brand new fishing outfit and is the first to take his vacation. I hope it will last long enough for Jack to catch a few fish.

Conductor James Yahnke has been displaced on the Libertyville switch run by Conductor Thomas Shellenberger. Jim is now braking for Shellenberger.

Conductor Shellenberger and Brakeman Thom have moved from Milwaukee to Libertyville and are assigned to one of the Libertyville switch jobs.

Engineer James Lee is now located in Milwaukee, dispatching engines. Mrs. Lee lives in Libertyville, but has spent a few days with Mr. Lee in Milwaukee.

Conductor Al Kirby of Fox Lake was off for a few days on account of the death of his father, at Stoughton.

Brakeman Harry Kaiser was off for a few days; as a matter of fact, only long enough to get married. This happened about the first week in June. Harry, we congratulate you and of course are looking for a cigar.

Brakeman Clarence Hapke, of Libertyville, left on June 14th for Kansas City, where he will take a short course in the Sweeney Auto School. He was a member of a contingent sent there by the government.

Our friend, Traveling Auditor J. M. Ryan, checked a few stations on the Janesville line during the month. We are always glad to see him.

J. G. Tuffley, at one time agent at Libertyville, has enlisted in an engineer's corps and is now in training at Indianapolis. His last place of employment for this company was at Calmar, Ia.

Section Foreman William Angelo of Gray's Lake has been drafted and will leave for Camp Grant on June 24.

Conductor Bert Kress' daughter, Margaret, has just graduated from the Deerfield high school at Highland Park, Ill. She graduated with high honors and captured a scholarship.

Train Dispatcher R. A. Woodworth and wife spent a day in the country June 18, visiting Mrs. Woodworth's brother, William Cooper, near Area, Ill. "Wood" also tried his hand at a little fishing at Diamond Lake.

Mrs. A. B. Jones leaves us for vacation this month. She will go to Lavina to prove up on her homestead.

Conductor Goff's mother made a short visit here in Lewistown on her way to Great Falls.

Employees in this vicinity are wondering what has become of the June magazine, as we have received none to date.

Mr. Harry Hunter from Chicago office has been spending a few days on this division looking after company's interests.

Mrs. A. G. Baker, wife of Civil Engineer Baker, who had charge of construction during building of this division, passed through here this week, and was glad for a short visit with her many friends. Mrs. Negley, wife of chief clerk at Miles City, accompanied her. Both ladies are delegates to convention of Women's Clubs at Great Falls.

W. J. Retallick, car foreman, and son Dick have gone to Clinton, Iowa, for a visit with relatives.

Arthur DeGarmo, traveling freight inspector, Iowa division, who has been spending some time in this vicinity, left for Chicago about the middle of June.

Agent Martin, chief clerk of freight house, Rooth, and and chief clerk's superintendent's office, Bovee, spent Sunday on fishing trip to Canyon, in Sixteen Mile. They say they brought home 203, to be exact. No one has counted them.

W. A. Rowland, agent at Roy, who has been away for a trip, has returned and now working hard. Lots of business in that town.

E. P. Bennett, auditor, has returned from a trip in the East, and visited Rochester, Minn., while away. He is looking fine, and his sojourn at that place evidently agreed with him.

Dispatcher C. G. Bleichner has gone to Rochester to join his wife, who is receiving treatment there.

W. P. McDonnell was reinstated in train service this month, and O. L. Painter is now taking his place as warehouse foreman.

Trainmaster Wilkins has been a very busy man, giving examinations in the new rules.

The family of Fred Burgoyne, engineer, is spending the summer in Oregon visiting with relatives.

Crops at present in this vicinity are looking exceptionally good, and everyone is hoping for the best.

Flag Day was celebrated by the employees at the Interstate lunch rooms; and the roundhouse and yard forces, and car department celebrated in the lower yards.

Over fifty responded to the call at lunch room, where a ladies' quartet sang the "Star-Spangled Banner" when the flag was raised, and the salute to the flag and the creed of America were said by all. Lunch was then served, and later C. J. Marshall, attorney for the company, gave a short talk, which was greatly appreciated. The exercises were closed with "America." Over 200 responded to the call in the yards, where a large flag was raised on the water tank. Mr. McGeough, an attorney from town, gave them a very inspiring address.

H. G. Merkle, agent at Geraldine, is working as dispatcher during absence of Dispatcher Bleichner.

Brooks gravel pit has been opened and several crews are now busy hauling ballast for main line.

Agent Peterson of Grass Range and young daughter paid Lewistown a flying visit, going on to Hanover to visit his brother, E. E. Peterson, who is agent at that point.

Mrs. A. M. Peterson, wife of agent of Grass Range, and young son, made a trip to Lewistown recently.

The Red Cross car is making a trip over the division, giving demonstrations, and meetings are well attended.

#### Northern Montana Division.

E. H. W.

Mr. G. E. Martin, agent at Lewistown, who was operated on for appendicitis the latter part of May, has recovered and is working again. Hearing that patients with that ailment are kept in bed for months and treated, and not operated upon in France, he remarked that he preferred to have it "cut out."

#### SAVANNA.

Sted.

Scenes of my youthtide, sloppy and wet, gin mills and bar-rooms I cannot forget, nights dumpy joyful, morning of pain, days of my boyhood bloom not again. Close up the bar-rooms, yank down the shades, kick out the dead ones, douse the parades, pile up the wet ones, slip me the tip so I can find 'em, shentlet'errin.

## Illinois Division Notes.

Mabel Johnson.

Mrs. Leo McGovern and little daughter, Gene, wife and daughter of chief dispatcher, superintendent's office, Savanna, are spending a week in Dubuque, Iowa, visiting relatives.

Brakeman Fred Shattuck has returned from trip through West and reports fine time.

P. J. Donahue, chief accountant superintendent's office, spent Sunday visiting relatives in East Dubuque. He came back with a "black eye" and refuses to tell how it happened.

F. A. Drexel, trainmaster, Perry, Iowa, called at superintendent's office, Savanna, and greeted us with his usual good smile.

Back time or time back! Which is it. Time-keepers and assistants are in it "deep" in superintendent's office, Savanna.

Mrs. James Keillar, wife of Fireman Keillar, and two children are spending several weeks visiting relatives in Baraboo, Wis.

G. H. Peltsch, R. & S. W. chief dispatcher, Savanna, has gone to South Dakota, making preparations to move his family to Savanna. No doubt he will have a "peachy" time.

Conductor A. Grady and wife of Kirkland visited in Monona, Iowa, for a few days.

O. O'Neill, special clerk superintendent's office, and wife, returned from Chicago where they visited relatives.

President's special passed through Savanna recently.

Word has been received that Illinois Division Brakeman George Brennan enlisted in the Canadian Railway Engineers' expeditionary force in Chicago and left for Canada the middle of May.

Engineer R. Hanson enlisted in the Engineers' Railway Regiment and is stationed at Fort Benjamin Harrison at Indianapolis, Ind.

Fireman Edw. Green has joined the colors and is now at Camp Meade, Md.

The names of Brakemen W. R. LaRoy and Edw. Behnke have also been added to the Honor Roll since our last report.

Roadmaster E. O. Buffmire's clerk at Elgin, called at superintendent's office, Savanna, recently. We have Miss Cush's "honest inn" that he

came out concerning some work in roadmaster's office.

Miss Aloise Nettleton, clerk superintendent's office, Savanna, spent Sunday in Chadwick. Didn't you know that the court house would be closed on Sunday, Aloise?

Conductor W. H. Roe is off duty and enjoying life in Detroit, Minn.

Miss Mary Schunder, chief dispatcher's stenographer, spent the week-end visiting in Clinton, Ia. Did she miss her train coming home? Yes, she did.

Engineer Kendall is confined to his home, due to his ankle being sprained while on duty.

J. R. Slater has returned from Tiffin, Ohio, where he was called account the serious illness of his mother.

Four more St. P. employes at Savanna have enlisted in Engineer's Corps, as follows: Will Cain, electrician; Charles Keenan, switchman; Glen Douglas, brakeman; Germaine Connors, boiler-maker.

The gasoline motor car running between Savanna and Davis Junction caused quite a little amusement the first day of its inauguration. It is said that one of the loyal lady friends of the C. M. & St. P. at Savanna, called over the telephone and asked if we were aware that there was a passenger coach running away in the yard?

Mrs. E. R. Allen, wife of former Assistant Chief Clerk, superintendent's office, Savanna (now with the 13th Engineers in France), left for Canada to visit her relatives during the summer months.

Mrs. Harry Carmichael, wife of Engineer H. Carmichael, visited her sister in Dubuque, Iowa, for a few days.

W. G. Chipman, who has been general yardmaster at Savanna for many years, was granted a leave of absence to enter the employ of the government at Washington. Mr. Chipman has been one of the company's faithful employes, and while we regret to have him leave, the best wishes of the division go with him. J. A. McKee, formerly yardmaster at Beloit, Wis., succeeds Mr. Chipman and took up his duties in Savanna, June 4. We welcome Mr. McKee on the division.

Lester Stoltenberg, former Illinois division fireman, has enlisted in the quartermaster corps and

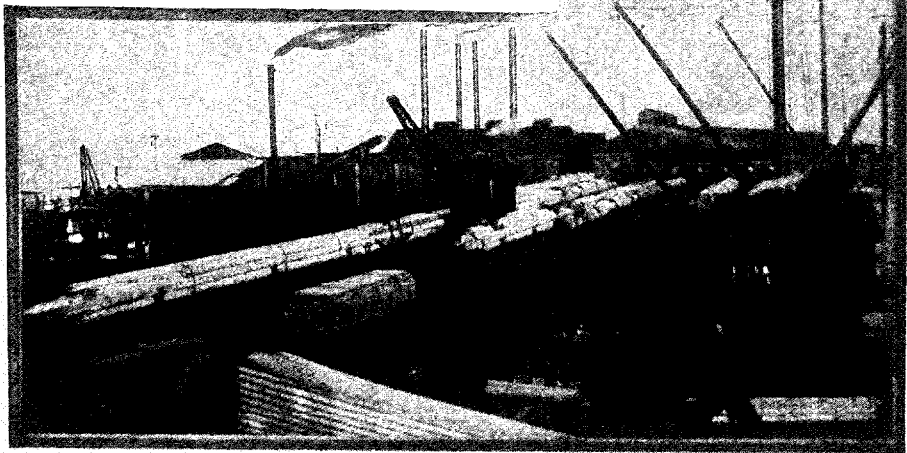
## Creosoted Products For Every Purpose

Wood in almost every form is creosoted at the immense plant of the Pacific Creosoting Company, at Eagle Harbor, Wash., on Puget Sound just opposite Seattle. The plant, a view of which is shown here, is one of the largest in the world. Creosoting is the modern method for Preserving the wood against time and decay. Specialties creosoted by the company are bridge and structural timbers, ties, piling, conduit, cross arms and paving blocks.

**PACIFIC CREOSOTING CO.**

Northern Life Bldg.

SEATTLE, U. S. A.



# How the Railways of the United States Are Saving Fuel by Electrification

## PART I.

The report of the Interstate Commerce Commission gives figures for the fiscal year ending June 30, 1916, showing a total of 63,862 steam locomotives in service. These engines are operating over 259,211 miles of route, or a total of 394,944 miles on a single track basis. The transportation systems represented by these figures operated every type of railway from light infrequent service roads to heavy transcontinental freight and passenger haulage. Locomotives vary in size from small switchers up to the heavy freight engines weighing 300 tons or more.

Figures on the consumption of fuel oil for steam locomotives indicate that oil burners consumed a total of more than 42,000,000 barrels for the year 1916. These locomotives were operated over nearly 32,000 miles of track in twenty-one states.

At the present price of the crude product, it is probably somewhat more expensive to operate with oil than with coal, although in some cases the reduced damage from forest fire offsets the extra cost. Many of the western roads, however, on account of the proximity of government reserves, are required to use oil over long distances. Large amounts of fuel oil are required by the United States Navy, as well as by large numbers of merchant ships, and the supply of the principal product of the oil refineries in the shape of gasoline hardly equals the demand. It is, therefore, quite as important to save fuel oil as to conserve the supply of coal.

The number of electrically operated railways is small in comparison to those operating by steam, totaling only 47,000 miles, or 10½ per cent of the total trackage. The rolling stock includes 80,000 passenger motor cars, more than 1,000 express motor cars, and about 540 electric locomotives. The coal consumption per mile is small, however, when compared with that required by steam locomotives. In fact, it may be conceded that the traction systems of our large cities, such as New York, Boston, Chicago, and others, are operated on a most efficient basis as far as

coal consumption is concerned. Many cities, such as Buffalo, Baltimore, St. Louis and San Francisco, are supplied to a large extent from hydroelectric plants, and thus require little if any coal for their operations. This is also the case with a large number of small interurban roads throughout the country. Taking into account the large amounts of hydroelectric power utilized and the efficient use of coal in the power plants of the large electric railway systems, it is obvious that if our steam railroads were operated on the same efficient basis, tremendous savings of coal would be the result.

It is evident, therefore, that the most significant economies should be secured by reducing the 27 per cent of the total output now required by steam engines used on our great railway systems. Some improvement in efficiency is being secured by modernizing large numbers of engines of the older types and by discarding obsolete engines for up-to-date equipment. Competent engineers, however, are satisfied that the greatest reduction in coal consumption could be obtained by the electrification of a great many of our railroads which are large consumers of coal. The result obtained on various roads in the United States during the past twenty years have been amply demonstrated and the feasibility and desirability of electrification.

It is a remarkable fact that ample water powers exist within easy transmission distance of practically all the great railways of northwestern United States and Canada. Many of these powers are undeveloped owing to the absence of a market for power and in some cases because of their location on government lands. By the development of these water powers, electricity could be delivered to the right-of-way of all the trans-mountain railways of the northwest for a distance of 1,000 miles from the Pacific Coast. The use of fuel for railroad trains would thus be entirely eliminated, saving thousands of tons of coal and many thousand barrels of fuel oil.

is now stationed in Florida. Also Brakeman William May is in Uncle Sam's service at Douglas, Ariz. Brakeman Walter Dummer at Fort Totten, N. J.; Brakeman Clifford Dulen at Sweeney Auto School, Kansas City, Mo., and Will Hammerstein, former roundhouse employe, at Fort Totten, N. J.

The mechanical forces at Savanna are wide awake toward doing their "bit" and a Red Cross drive for funds has been "engineered" by R. H. F. J. R. Slater. This has been done by means of a subscription list, and on May 25 a ball game between the machinists and boilermakers and their helpers was held in the Savanna ball park. A total amount of \$240.07 has been given to help the Second Red Cross War Fund at Savanna. Mr. Slater and the mechanical employes are to be congratulated for their patriotic incentive, and their continued efforts mean much to our boys "over there."

#### Motoring on the Milwaukee.

Up and Down Hill on the Rocky Mountain Division.

N. B. Still.

Everybody is going to school now and walking around with a dazed expression on their faces and a little green book and a roll of white paper in their hands or their hip pockets. (I carry mine in my knitting bag). "When in doubt what is to be done" why, ask Mr. Wilkins, who is holding a class every now and then and in between times on the Rocky Mountain for all the folks who have to answer those nine million questions about train and train orders and signals and a few other things that make us so cross to study this hot weather. There are three of the cars and a cook and Mr. Wilkins and Mr. Fuller T. M. from the Musselshell and J. L. Dickey, engineer from Mobridge and they are spotted out in front of our depot at Three Forks and we all walk in very brave and important and come out very meek—thinking we know very little and wishing we were as smart as "teacher." Mr. Ross examines the operators, however, and he peeks into the book once in a while. (So do the rest of us).

We have taken off our mourning too—Oh, dear, me, how soon those who go away are forgotten. Not so, but look who is here, in Mr. Ennis' place,

right back home again with all the folks shaking hands and saying how glad they are to see him—none less than Mr. Jawn W. Ross. He is now our assistant superintendent at Three Forks and has moved into a house right handy to the garden of the Sacajawaja Hotel—always did use good judgment.

W. C. Ennis came back a few days ago and helped Mrs. Ennis pack and then away they went to Miles City where he is now superintendent of the Musselshell division. The very best wishes of the Rocky Mountain go with them, too, and hope the poor, hard-working steam division people appreciate their good luck and know how much we regret losing our former "boss."

Mrs. Flynn, wife of Engineer Flynn, of the west end, is taking life easy at Canyon Inn, near Jefferson Island, while her poor over-worked husband is wearing his life out riding around in a nice cool motor on the front end and of a small collection of box and other kinds of cars. Mrs. Flynn has been under the weather for a while, but a rest at this pretty and popular summer resort can't help but put her in the best of health again. As a side hue Mr. Flynn raises American beauty roses in his garden in Deer Lodge (so he says—we haven't seen any over this way, however), don't tell him Montana won't raise anything but wheat.

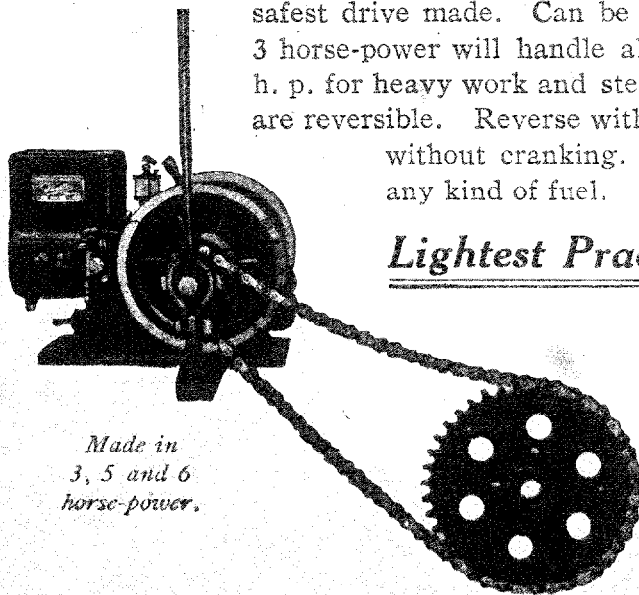
Doc Hindman, water service man, started for his old home town in Houston, Texas—it wasn't hot enough here—he got as far as Kansas City and had so much trouble getting there for some reason they didn't want him to ride on their limited trains and as that seemed to be all the kinds of trains there were down in that country his vacation was up before he got out of the state of Kansas—and that a dry state, too. Next summer he is going to buy himself a peanut wagon and work his way through.

Operator Williams, now working at Cardinal, relieving Tommy Thompson there, who came to Three Forks first, his daughter has moved down from Butte and is keeping house for him here.

Operator Patterson has been on the sick list and came in from Ringling middle of the month to see the doctor. He is much better and has returned to work again now.

## SIMPLE ENGINES With Simple Clutch and Roller Chain Drive

has solved the problem in drives for Ry. Motor Cars. Most practical and safest drive made. Can be attached to any Hand Car. 3 horse-power will handle all ordinary work. 5 and 6 h. p. for heavy work and steep grades. Simple engines are reversible. Reverse without stopping engine. Start without cranking. All parts accessible. Use any kind of fuel.



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3, 5 and 6  
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Mrs. S. O. Wilson, wife of Roadmaster Wilson, is now in Seattle where she was taken quite ill. Mr. Wilson left for Seattle the 12th and was relieved by Frank Hartman, who is acting roadmaster while he is away.

Our chief train dispatcher and wife spent a couple of weeks in Missoula, and Mr. Haggerty was relieved by Mr. Blossingham, regular night chief at Deer Lodge, who in turn was relieved by Mr. Molander, who is still the same old kidder. Jack Weatherly worked a few nights for H. L. S.—wait till I get the time card and find that simplified spelling now—SLATS—is good enough, I can't find the time card—where he went or why he was off three whole days I don't know; I can't find out noway, and he didn't tell me.

Engineer and Mrs. O'Donnell are on a trip to the coast.

Mrs. Douglass, mother of Engineer Douglass, has gone to New York for a visit. Mr. Douglass and family have moved to Deer Lodge from Three Forks, selling their pretty home here to Dr. Stephan of the Three Forks Hospital.

Miss Mabel Oliver, a former teacher in the high school here, has accepted a position in Roadmaster Nick's office in Deer Lodge.

Mr. and Mrs. Homer Jenkins left for Havre, Mont., called there by the death of Mrs. Jenkins' brother, who was working for the Great Western Railway out of that place. Mrs. Jenkins has the sympathy of everyone on the division.

Mrs. Haskell, operator at Donald, has been assigned to the third trick at Piedmont, and is relieved by Operator Nelson from Piedmont, who in turn was relieved by Mrs. Nelson. Mrs. Haskell is East on a visit for a few weeks.

The small son of Operator Gorgran at Deer Lodge has been named John William, for the two brothers of his mother and father, who are now in France. "N" walks the floor with the baby, we understand, just the same as other fathers who too said they would never walk the floor with their sons.

The little daughter of Engineer Togrinson had the misfortune to fall and break her arm the first of the month and while it is very painful, understand she is improving as well as could be expected.

Some of the snow in the mountains that fell last winter started to all melt at once and ran right down onto the Northern Pacific railroad and they asked Mr. Murphy if he would kindly allow their trains to run over this way and he said he would be only too glad to return their kindness of last summer when it rained on the Musselshell and, well, you know all about that. So they did and they run Sappington west and Lombard east—this was a dead section in here, but we did get one train. Funny what a thing habit is, now. Our powerful electric locomotives have got out of the habit of stopping at water tanks (what is a water tank?) No, that isn't one of the standard rule questions, though how they ever missed that one I can't imagine. So when the N. P. trains with their steam engines came over here, why, of course, along about Loweth they got a sudden desire for a drink—no water car in sight, of course not; never was when anyone wanted it—and nobody could think where on earth there was a water tank. Maybe if we can

get down to the canyon we can find some water, says the N. P. engineer. Yes, maybe we can, says Andy Smeltzer, and when they got to Sixteen there was a water tank—but—

Mercy me, such language, and you should have seen Andy and some of the rest of the R. M. division pilots dipping water out of the creek into the water tank and running back with a pail for more. They put Andy off at Lombard and he had to walk home, too, I understand.

I have to stop—a man just came to borrow my mill—to work on his standard rule examination with—poor man, he has nine hundred questions to answer and I only have five hundred. Guess I'll have to let him have the mill; anyway, it rained last night and I am in a good humor, too. Almost lost my friends, I was so cross the last two weeks. We will lick the kaiser, now, however, and have the biggest wheat crop in the history of the state—they can't get ahead of Montana.

#### "Notes From Railway Exchange—Chicago."

B. H. P.

Elmer H. Schroeder, statistician in Assistant General Manager Nicholson's office, celebrated Flag Day by bidding his many friends in the Exchange Building good-bye. Mr. Schroeder's friends will miss him very much, but we all know that he will help the rest of "our boys over there" disinfect the numerous limburger cheese factories in and around Berlin and point out to the kaiser the road to "exile," or as Stanley Roberts put it, for every man that joins the colors and every War Savings Stamp bought brings the "time of arrival of 'our boys' in Berlin and the time of the departure of the kaiser from Potsdam" so much closer. Let's all help in every way we can. If you can't help Uncle Sam fight, buy War Savings Stamps.

By the way, the service flag in Assistant General Manager Nicholson's office now has four stars. Looks as though that is the place the fighters come from.

B. H. Perlick, formerly employed in Superintendent's Christoffer's office at Western avenue, succeeds Mr. Schroeder and says that he likes his new position real well. Lake breezes are so invigorating, you know.

By the time the next issue of our magazine comes from the press Louis L. Wilson, statistician, vice-president's office, will have had a taste of aviation. Mr. Wilson enlisted in Uncle Sam's aviation corps and left Chicago July 1 for Langley Field at Hampton, Va. We were sorry to see Mr. Wilson go, but we know that he will give a good account of himself while in service.

Raymond Farmer of Superintendent Transportation Whipple's office also contemplates joining the aviation corps and left recently for San Francisco, his object being a general inspection of all the aviation fields in that section of the country. It is expected that on his return he will inform his friends in the Railway Exchange Building of the date of his departure and the name of the field he has selected for his future activities in the service of Uncle Sam.

P. L. Marshall, formerly in Superintendent Transportation Whipple's office, has been pro-

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**CROPLEY PHILLIPS CO.**  
CHICAGO, ILLINOIS

moted to the office of General Superintendent Foster at Minneapolis. We congratulate Mr. Marshall on his promotion.

Miss Florence Fredericks' complexion has changed color recently, we all notice. On inquiry we learn that Miss Fredericks has been a habitual visitor at Clarendon beach recently, and the sun did the rest.

Granger Smith, assistant passenger car distributor, recently returned from La Crosse and Lake Geneva and reports having had a very good time. Some of the things he tells about are mighty hard to believe, but he calls attention to the headlines of the daily papers of both the towns mentioned for proof. We have not seen the papers and will be obliged to take his word for it. Mr. Smith makes a big hit wherever he goes.

We notice that some of our people make numerous trips to Camp Grant lately and stay until the last train pulls out. Some day the rear end of the last train will not be in sight, only the dust. Someone better get busy and make arrangements for an event of that kind.

Listen folks! Does any of you know who is "Sted," or from whence he cometh? Honest to goodness, it's got me guessing something fierce. When I read in the last month's magazine that stuff about a "skirt," I doped it all out he was a woman, and then when I read that other stuff about "allocating" and "regionetting," around up there in that "regionless region" on a fishing trip, why, gosh, I think to myself maybe she is a man. I'll say t'ain't right, besides the company ain't paying me my \$8.00 a day (exclusive of back pay, which I ain't got yet) to sit around suspended-like trying to figure out if she is a man, or he is a woman, and besides you all know what Mr. McAdoo said about the working conditions being peaceful and comfortable, and as long as this guy "Sted" keeps us slaves guessing this way, there ain't going to be no peace or comfort on the C. M. & St. P., and sooner or later some poor fish is going to snitch to Mr. McAdoo and I hate to think of what he will say, but I couldn't blame him a bit if he got sore about it. This guy "Sted" is bothering us employes, who would like to give the company an honest day's work, but can't, worse than the coolies.

One of the keenest disappointments in life is to meet a "guy" who has every appearance of being a "l'il ray of sunshine," and then find out he ain't what he seems to be. Now, for instance, take Jim Hill in Mr. Bush's office. The first time you meet Jim he gives you the impression of being one of the nicest colored gentlemen you could find in a day's travel, but take it from me, he ain't. You can't be 100 per cent patriotic and listen to Jim, for just about the time you have made up your mind to abide strictly by all the rules laid down by Mr. Hoover, old Jim starts in to tell you about some nice juicy porterhouse with French fried, and everything, he saw one time when he was a boy, and then your ambition is all busted up. It sure takes the joy out of life. A fellow like that ought to be interned, say we.

Hey! Fellers! Hold still! Got something to whisper to you—No! Yes! G. P. Flood, chief clerk in President's Bush's office; boy, month old now, but looks and acts like a yearling. Wouldn't that kill you?

The rest of us around the Exchange Building might as well be in the army so far as any attention we receive from the girls is concerned since Billie Boves enjoined himself with the force in Vice-President Bush's office. Honest, it's real touching the way they gather in the outer office to get a view of Grant Park, the Lake, and incidentally, Billie. We don't want to appear jealous, or spiteful, or anything like that, but girls, he's married, only he ain't been married long enough to show it yet.

Dubuque Division.

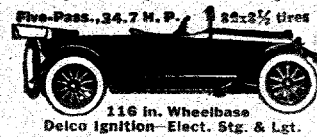
J. J. Kellihan.

After making three attempts Conductor L. M. Hibbard finally succeeded in getting into the army and he is at the present at Fort Benjamin Harrison, Indianapolis, Ind., and is in the same company with Conductors V. K. Clark and L. Michel.

President's special made a trip over this division May 19. Among other things depot Benpers Fanny is going to get a coat of paint as a result.

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Write at once for particulars of shipments and my 48-page catalog. Agents wanted to drive and demonstrate the Bush Car. Opportunity to pay for it out of your commissions. Agents making money. Shipments are prompt. Bush Cars guaranteed or money back.



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WM. ENDERS, Proprietor

Agent Burly of La Crescent took a short vacation and was relieved by Operator Ed. Boeckh.

Dispatcher O. C. Anderson has accepted a commission in the army, and left the latter part of May to assume his duties and at this writing is somewhere in France. W. O. Wright has been appointed dispatcher, and is assigned to third trick.

Don't think that we ever mentioned that Mr. Stockwell, formerly of the Iowa division, had been appointed traveling engineer on the Dubuque division. The correspondent did not have the pleasure of meeting him till May 21 when he dropped in to investigate the cause of the coal shed fire. The employees of the division can consider themselves lucky in getting such a fine gentleman in that position.

Operator V. G. Drumb had a siege of pneumonia which laid him up for about a month. Operator Marshall of the I. & D. division handled second trick at McGregor during his absence.

Five L-2 engines have been assigned to white line service.

Operator M. F. McGrath had been on the sick list and was obliged to take a vacation for three or four days.

M. J. Thompson, agent Dubuque shops, was assigned to day operator in the dispatcher's office, caused by the promotion of W. O. Wright. Mr. Mullins is now in charge of the station in the shops.

N. F. Kelsey's extra gang was moved from Lansing to North McGregor to assist in completing the yard improvements there.

On May 24 A. B. Collins of Harper's Ferry, employed as flagman for N. F. Kelsey's extra gang at Brundage, was struck by No. 38's engine, sustaining injuries from which he died that night at St. Francis' Hospital, LaCrosse. From the appearance of things it would indicate that he went to sleep along the track, his head not clearing the rail. His remains were sent home next day and funeral was held May 27.

Engine 2003 has been assigned to the Waukon line. With an engine of this class it will hardly be necessary to put on an extra train crew on the branch when the iron ore starts to move.

The baggage runs on this division were slightly changed since new card went into effect June 22. No. 3 is now a joint baggage and express run. Baggage men Donald and Hess now coming out of Savanna on No. 33.

On June 2 Mr. Thurber had a special run from North LaCrosse to Waukon Junction, picking up all the agents and telegraphers, where an examination was held on Standard Rules.

While walking Track Section Laborer Peter LaTronch found a pocketbook between Harper's Ferry and Waukon Junction, which contained a sum of money, also a registration card belonging to a young man from Minneapolis. Mr. LaTronch wrote the party advising him that he found the property, and in the reply he received he was told to keep 20 per cent of the contents of the purse.

A. F. Mullane has been assigned to second trick at LaCrescent. He was one of the young fellows who had to register June 5 and since that time tried to enlist in the navy, but wasn't fortunate enough to make it go.

Eighty-five car trains are getting quite popular on the north end.

Agent McKinney wrote the following to Chief Clerk Rowley:

When I am dead and laid away,  
I'll have no use for my back pay,  
So on my tombstone I want wrote:  
That back pay talk sure "got my goat."

Mr. Rowley replied:

Now as for me and the increased pay,  
I haven't got a lot to say,  
For I find instead of getting more  
I owe the railroad "twenty-four."

Brakeman W. S. Canavan and "Punch" Miner and Fireman Martin Seeley have enlisted in a railroad division of the U. S. Army and are now located at Wrightstown, N. J.

In a letter from Conductor Eddle Lee, "Somewhere in France," we got "jacked" for calling him a brakeman several months ago. This was just one of those errors so common among newspaper reporters, and we surely beg Ed's pardon as he was set up about four years ago. In his letter, which was dated May 25, he reports himself and Wesley Kinder both well and happy.

This division now has a lady telegrapher, Miss

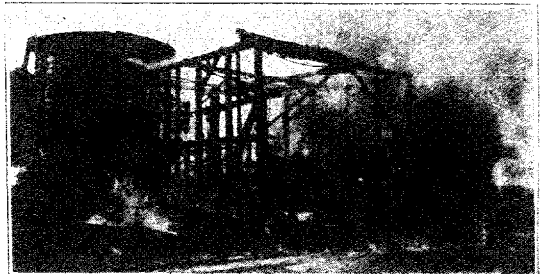
Lura Ebendorf, of Waukon, who is trying to do her bit and help win the war.

Foreman Tim Sullivan and crew have completed an up-to-date stockyards at Harpers Ferry, the old structure being destroyed by fire May 18. The new yard has one additional pen, and is so located that two more cars can be loaded before the arrival of stock train.

Engineer Mullane had to give up his run on the Preston line on account of illness. "Bobby" Byrnes is now on that run and "Andy" Graham is on Nos. 4 and 33.

Operator Joe Dean of Clayton was among the boys called to the colors in the June draft.

On May 16, with the wind blowing a gale from the south, fire was discovered on the roof of the coal derrick house at Harper's Ferry. An alarm was promptly turned in and in less than five minutes a large number of volunteers had gathered, but on account of the high wind and the start that it had, nothing could be done but to try and save the cars on the three tracks in the vicinity of the shed, a total of fifteen out of seventeen being pushed to safety. The coal shed was filled to capacity, there being 1,137 tons in storage at that time, the heat being so intense that in a short time the stock yards and water tank took fire and were completely destroyed. A relief train was run from North McGregor and in spite of the fact that a record run was made by "Billy" Hilton, nothing could be done but to protect the adjoining property. A special was then run from Dubuque with a fire engine, and for seventeen hours a steady stream was kept on the pile of coal before it was extinguished. A locomotive crane arrived from Chicago the following day and the coal loaded in iron coal flats and shipped for immediate use, and it is estimated that less than 100 tons were lost.



Coal Shed Fire, Harper's Ferry.

#### The Flag Day Celebration.

The patriotic celebration by the C. M. & St. P. Co. employees on Flag Day and the flag raising was a splendid display of loyalty, not of the noisy, marching, flag waving kind, but a gathering of over 1,500 people to pay their respects to the great American flag, by the singing of patriotic songs, making the pledge of allegiance, and recital of the American Creed, exemplifying the true blue loyalty of each and every one and their desire to bring this war to a successful conclusion.

After having made the shops 100 per cent in the Liberty Loan, 100 per cent in the Red Cross and furnishing the United States with the real sinews of war, they have again gone down into their pockets to buy a flag and a service flag to fly over the 100 per cent American shops.

The service flag of the shops was raised below the Stars and Stripes, containing twenty-seven stars.

The following program was given:

1. Bugle call by D. F. Maes, and rally to the flag staff.

2. A short address by Paul Huybrecht.
3. Flag raising by Miss Nathalie Hart, while "The Star Spangled Banner" was sung in unison.

4. Salute to the flag and pledge of allegiance.
5. Song, Liberty Bell, by Schmidt; Brose-Anton Schmidt, R. Schmidt, M. L. Schmidt.

6. Four minute address by Attorney E. E. Minahan.

7. Song, America, in unison.

8. Address by Mayor E. S. Hall.

9. Song, the Marseilles (in French) by a French quintette—D. F. Maes, F. Maes, J. DeClarc, J. Collignon, J. Kannapen.

10. Solo, by Engineer John Whitney.

11. The American Creed, said in unison. The music was furnished by the Odd Fellows band, under leadership of Dr. A. DePierre.

#### Signal Department "Wig Wags" Lines West. "Slim."

Another busy month has hurried on all too soon for our department. We are all in a hurry all winter waiting for summer, and then it hurries altogether too fast when it gets here.

Wieberg's crew moved into Avery and put in the new A. C. track circuits, Avery to Ethelton on the old style "B" signals. This work was completed and signals put in service at 11 a. m. Wednesday, June 12, making continuous block from Harlowtown to Tacoma. General Inspector Allen put in some time on this job, but says he didn't have any luck, or was afraid to try, because of no Idaho fishing license.

Third trick at Gordon's Ferry has been pulled off on account of a temporary lull in business.

Operator Harry Dohlin, third at Bellevue, spent a few days with home folks at Reno, he being relieved by Anson Harrington, formerly third operator at Gordon's Ferry.

Conductor V. K. Clark writes from Fort Benjamin Harrison under date of June 9, in which he states that he is enjoying army life. He is with Company B, 60th Engineers.

A new engine has been received at Dubuque shops for the Cascade line. Have not learned what she looks like, but will try and find out something about it for next month.

Telegraph instruments have been installed at LaMotte and as quick as Lineman Cota can get to it they will also be put in at Bernard.

A large amount of coal is being stored at all coaling stations, Bellevue having about 1,300 tons on the ground at this writing.

General Secretary E. R. Derrickson of the O. R. T. visited a portion of the division the early part of June.

Agent H. A. McKinney and Operator L. E. Yeager of Bellevue have in an acre of spuds and beans. What will the harvest be?

Since writing the above Operator Mullane has been accepted in the navy and left June 17 for Milwaukee from where he will be shipped to the Puget Sound.

Brakeman George Link was in the draft of June 24, and went from Caledonia that date. Caledonia Council K. of C. gave the boys a blow-out Saturday evening, June 22.

Mallanny is getting started on new A. C. signals west of Cle Elum. He has one crew started with O. Ness as foreman. One hundred and fifty-eight signal cases and masts with various fittings and relays. Gravel is being distributed for foundations and the work will be going good in a few days.

Rocky Mountain Division Supervisor Pettigrew made a short business trip, but didn't get far enough to pay us a visit. As soon as school is out he is going to move his family to Missoula.

J. H. Schmuke, maintainer at Piedmont, is still in Three Forks Hospital, Miles Elliott taking his place. R. H. Ford, who was temporarily relieving Schmuke, has gone to Cle Elum to work for Mallanny.

Mason Spensley, helper at Haugan, is still in Deer Lodge Hospital, being relieved by J. O. Parker.

O. V. Stephenson is the new maintainer at Primrose.

A. Ringhausen, maintainer at Maudlow, has been called for service June 24, and J. O'Dore, high tension maintainer at Three Forks, has enlisted in the marine signal corps.

B. E. Heriford, maintainer at Plummer, and F. A. Showalter, maintainer at Lind, are back on the job.

W. Beard, maintainer at Marble Creek, has resigned, and is going to an automobile school in Kansas City, being relieved by J. H. Shanks.

C. F. Eruster, maintainer at Rockdale, has resigned and is braking on the Columbia division, being relieved by F. E. Cook, formerly helper at Warden.

Mr. Smith was unfortunate enough to lose his auto by theft, but fortunate in recovering it a few days later, slightly worse for wear after a joy ride to Chehalis.

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Write the Company

**Over \$24,000,000 Paid in Claims**  
Railroad Department H. C. CONLEY, Supt.



**Milwaukee Shops.***H. W. Griggs.*

Division Master Mechanic M. F. Smith moved from his Milwaukee office to his newly equipped office in Portage May 22, where the division headquarters are now located. Division Master Mechanic Phillips is still in the union depot, and no word as yet just when he will move to Horicon, the equipment for shop not there yet. During the Smith tearup, Horan found 25 cents where the desk stood and would not even give it to the stenographer. John says he will buy Thrift Stamps with it.

Engine Dispatcher Townsend of Portage called the 22nd looking well.

Mr. Bilty left some real poetry with Tom Scott, but "Tom" won't hand it over. C. H. B. is a real poet as well as M. E. and lightning sketcher.

The recent Red Cross drive at the shops rounded up over \$6,000. Mr. George Layton is the shop secretary, using the Third Liberty Loan machinery.

Veteran Draftsman Alois Steinberg has two sons in the army, and Draftsman Benuison is going to join the aviation group.

Frank Busch, superintendent M. P. at Seattle, called among old friends at the shops the 25th. He, too, is looking fine.

F. S. Peck, formerly chief clerk to Assistant S. M. P. Lucas, has gone over to the general store department as traveling storekeeper. J. R. McCormack from Mr. Joust's office takes Mr. Peck's place, and Mr. Lloyd Conant, chief in the roundhouse office, takes Mr. McCormack's place.

Our old-time veteran, A. L. Hutchinson, formerly foreman pattern maker at the shops, died May 15, the funeral held the 17th. Mr. Hutchinson had been off duty over a year and at one time was apparently on the road to a speedy recovery, but a relapse came and it was known that his condition was anything but hopeful. He leaves a family of the wife, and two daughters, and some grandchildren to mourn his taking away. Mr. Hutchinson had been with the Milwaukee road since 1876, first having charge of the car department pattern shop, and later had charge over the locomotive and car department pattern shops.

Paul Valentine is on the road in the employ of the valuation department, since last December. (Late news, but snowed under over in the shop).

A. W. Lucas appointed shop superintendent locomotive department effective June 18. R. W. Anderson appointed assistant superintendent motive power middle district, effective June 11.

"Private First Class Howard W. Payer, Company B, 7th U. S. Engineers, American E. F.," is the latest from "Howard," according to a recent letter to Ed. Zimmerman, written in a Y. M. C. A. in France, dated April 27. Howard says he had a twelve-day trip on the Atlantic, some of which was truly rough, some boxing bouts passed away the time, when the sea happened to be calm.

Many of the veterans at the shops are suggesting that there be three different buttons or badges for the "vets." One for the twenty-five year men, as at present, and for the thirty-five and forty-five year men. A good idea. There would not be many of the latter, nor many more of the thirty-fivers.

J. J. Crowley in his trip West got held up by the washout the other side of the Des Moines river early in June. We just got through it in our Omaha, Denver, Kansas City trip. Speaking of summer time, the U. P. R. R. central time not changing until reaching North Platte, brings central Nebraska in the middle of the afternoon at 7 p. m., sunset at 9, and twilight yet at 10.

John Osborne, running one of the punching machines in the boiler shop, is an old sailor, and proved the cloth by climbing to the top of the flag pole the 11th in the high wind to put a new rope over the pulley when the pole was swaying four feet.

James Nellins, correspondent at Minneapolis shops, and assistant chief clerk in Mr. Rodger's office, was a caller the 13th. He was looking well and as spick and span as ever.

Miss Fern Wolcott is the new clerk in the locomotive tin shop, Miss Wright having gone to the test department, which office is now upstairs, same room with the electricians and others.

The mechanical valuation office is proud to report the ownership of a nice big service flag, with exactly four blue stars in it, each and every star representing a brave-hearted soldier boy, who has

given up everything that he might serve his country in this world war. Wm. F. Lynaugh, mechanical engineer-valuation, is now at Jefferson Barracks, Mo.; Harold J. Carney at Third Detention Company, 54th Infantry Detention Camp, Camp Wadsworth, S. C., was the first of the boys to leave and now Charles Pfannerstill and James Lindsay are well on their way to join the marines at Port Royal, S. C. To whom it may concern: Soldier and sailor boys always welcome anything in the "line" of news from home.

We are glad to report that women in the machine shop are handling their work very satisfactorily and they are very prompt in learning.

The general organization of the car department has been completed at the Milwaukee shops by the appointment of the following: L. B. Jensen, general passenger car foreman; Chas. Petran, general machine foreman; Chas. G. Juneau, general blacksmith foreman; Aug. Zimmerman, general mill foreman, and Thos. Birch, air-brake instructor.

Miss Hyele DeCamp has been appointed clerk at the office of the general passenger car office.

**Iowa Division (West) News.***Ruby Eckman.*

Flag Day exercises June 14 were held in Perry with the usual amount of enthusiasm. When Mr. Byram's outline of a program was shown to the committee in charge of the services for the city, they asked permission to adopt it in place of the program they had arranged and invited the Milwaukee employes to join in the city program.

The invitation was accepted and about 230 employes from the shops, car department, roundhouse, yard and division offices joined in the march from the depot to the Library grounds where the new municipal flag pole had been erected and the new flag raised. Printed copies of the program with the pledges had been made for each employe and all took part in the program. After the program a picture of the Milwaukee employes was taken which will appear in the Magazine later.

Fireman Ralph Shaw has been confined to the King's Daughters' hospital at Perry for some time with an attack of appendicitis. He was working on the switch engine when the attack came on and it was necessary to operate on him the following morning.

A boy was born to Lewis Anfinson and wife on June 1. Lewis is the fireman on the steam derrick. On the same date a daughter was born to Brakeman and Mrs. Ralph Goodwin.

Wrecking Foreman Dan Cameron spent a couple of weeks in June on a trip to Seattle, Wash.

Car Inspector William Lee and wife were called to Waterloo the fore part of June to see some relatives.

Miss Gladys Lutzke, clerk in the office of Car Foreman J. T. Clark, spent a week visiting with relatives in Rockford, Ill. Miss Marie O'Connor, former clerk in the roundhouse office, worked in her place during her absence.

Switchmen Thomas and Jerry Cummings and their sisters, Miss Kate and Mary Cummings, went to Erie, Pa., the middle of June to spend a couple weeks with relatives and friends.

Mrs. Barber, mother of Brakeman E. A. Rumley, spent the fore part of June visiting with relatives in Michigan.

Smoke and Cinders is the name of a bi-weekly dope sheet which the B. of L. E. have decided to issue from Perry to be sent to the boys in the service. The local division now have about twenty-five firemen in the service and they are taking this means of keeping the boys posted on what is going on around home.

H. P. Russell, who has been holding first trick at Perry yard for some time, has been appointed night operator at Perry dispatcher's office. First trick Perry yard is now on bulletin.

Train Dispatcher C. C. Marchant of the Perry dispatcher's office and Miss Leta Cornelius, daughter of Conductor Frank Cornelius, were married in Marlon the fore part of June. They took a honeymoon trip to Ohio and will make their home in Perry.

H. C. Gustafson, agent at Portsmouth, left the fore part of June on his vacation trip. He will go to Portland, Seattle and other points in the Northwest.

Agent H. J. Murphy of Jamaica station took a three weeks' lay-off in June and went to California to see his son who enlisted in the coast artillery.

Conductor W. T. Stockton's wife has been spending a few weeks in southern California visiting with her son, Vernon, who is in the army.

James Cartwright, veteran caller at Perry yard, expects to spend his back pay check visiting with friends in Chicago.

Bernard Reel is a new man on the repair track force at Perry car department.

A number of the roundhouse employes think it is a good thing that postage is free to Uncle Sam's men in France, or perhaps Peggy, the clerk at the roundhouse, wouldn't get those weekly letters.

Walker Sheets, boilermaker helper, and Leonard Smith, machinist helpers; Elwood Bennett, Harry Marshall, machinist apprentices; Gaylord Courtney and Guy Carroll, brakemen; Harry Upton, machinist helper, are among those who enlisted from Perry during the last few weeks.

Ethel Lee, daughter of H. W. Lee, conductor, has been spending a few weeks with friends in northern Iowa.

Conductor Ralph Van Horn had the misfortune to break the bones of his right foot. He was standing on the foot board of an engine when the board caught a plank and his foot was caught in some manner.

Mr. and Mrs. Harry Balsbaugh went to Ayer, Mass., to spend a few days with their son, George, who is in camp there.

Harold Hagen and Del Rischel while working at Albert City last month fell from a scaffolding which broke and were quite badly injured. They were helping the crew reshingle the depot, when the scaffolding broke. They both fell a distance of about seventeen feet, a large plank falling on top of them inflicting wounds in Mr. Rischel's head and dislocated Hagen's shoulder.

Ward Krohnke, son of Night Chief Operator Krohnke, has passed his examinations and is now learning the machinist trade at the round house.

August Bergland has taken a ninety-day leave of absence from his position as pile driver foreman.

Charles Adams and wife are the parents of a fine baby boy, born to them on June 5. Chas. is a boilermaker helper at the Perry roundhouse.

Engineer Thomas Deland has returned to work as hostler after having been off duty for a few weeks on account of sickness.

J. W. Sheplar of the B. and B. department has been sick with the rheumatism for some weeks and has gone to Colfax Springs to recuperate.

A. W. Callahan has passed the mechanical examination for engineers.

Engineer Lon Morgan has resumed work after having been to California for a visit.

L. A. Klump, foreman of the car department at Marion, has been made general foreman of the Iowa division.

Mrs. J. J. Brown, wife of one of the old passenger engineers, died at the family home in Perry the fore part of June. Mrs. Brown had been in poor health for several months. Death was due to a stroke of apoplexy. Burial was made at Perry, her three sons and three sons-in-law, all of whom are Milwaukee railroad men, acted as pallbearers.

The people of Perry who watch the passing freight trains have had the pleasure of seeing a great collection of army equipment lately, among which was a German airplane that had been captured, also a couple German trench guns which were being sent to California for exhibition purposes.

Boilermaker William Powers is back at work at the Perry roundhouse after having worked for a month at Manila on account of the regular man being off duty. Bill is the life of the crowd he mixes in and is always missed when sent away from Perry for any outside work.

Car Foreman James Clark has returned from a pleasant trip to Kansas City and Excelsior Springs.

O. C. Anderson and James Keenan, two former train dispatchers in the Perry office, recently enlisted in the service of Uncle Sam. Ole is a Lieutenant in the 30th Engineers and is in camp at Camp Lee, Petersburg, Va. Keenan reported for duty at Camp Funston June 20.

## 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 your pay increases depends entirely upon you—the more you put in the more you get out.

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Capital - - - \$2,000,000  
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Saginaw, Michigan

The roundhouse force at Perry have taken some novel means to add to their Red Cross fund. When the big drive was made the latter part of May the roundhouse employes subscribed over \$500, not taking into account the amount their wives or families had pledged in the city campaign. A few days later the night force wagered the day force \$10 that they could beat them at a game of ball and the \$10 was to go to the Red Cross, the day men winning the wager, which they turned into the fund. Jim Ross, one of the boiler-makers, pulled a tooth for a colored laborer, who was so grateful for the favor that he paid Jim a dollar for the job and Jim turned that in.

We believe that Agent O. P. M. Hoffman of Woodward holds the record for sons in the service. Rex is in the aviation branch, Roy is in the signal corps, and Clarence is in a machine gun battalion. Leon, the baby, is roaring to go but is still too young. He is working at Perry yard and watching every paper which contains news regarding the lowering of the age for enlistments.

Calvin Hall, whose nick name to those who know him is "Sherlock," has been working for a few days with a pretty much bandaged head, Sherlock being the only detective employed around Perry his friends didn't have anyone they could put on the case, so information is lacking. Mr. Hall was formerly employed on the police force at Tama and while there did a few pretty clever stunts of detective work and since then has been known as Sherlock.

James Welch of Coon Rapids, who has been working as helper to the agent at Woodward, has passed the necessary examinations and now working on the list as an extra operator.

J. I. Lawler, who has been traveling inspector on the Iowa division for a number of years, was transferred to work out of Chicago on June 15. Arthur D. Garmo, who had the territory before being appointed to the position of trainmaster on the R. & S. line, has resumed his work on the division. Mr. Lawler made many friends on the Iowa division who regret to see him leave here.

#### Notes From Milwaukee Terminals.

##### "O'Malley."

All the employes in the terminal wish to express their thanks to the various merchants and manufacturers who so kindly donated the furnishings for Camp Kimball, and especially the Alligator Oil Clothing Co. of St. Louis, who on being advised of what was being done for our co-workers, generously donated a rain coat and hat of their very best grade, sending with the articles a letter expressing their best wishes and hopes for speedy recovery of Mr. Kimball.

On the 5th and 6th inst. the clerks of the local freight office gave a benefit show at the Merrill Theatre, the proceeds of which was used to defray the expenses of moving one of their co-workers to Minocqua, Wis., among the northern pines.

They have erected several tents on a beautiful spot at Minocqua, where the patient will, without doubt, regain his former good health.

The committee in charge wish to express their thanks to all railroad employes and others for their support in making the benefit show a success. The management of the theater report that the attendance was the largest in the history of the playhouse.

James A. Reed, former chief demurrage clerk in the local freight office, has resigned to join the force of the Carnation Milk Co. of Chicago. The force here wish him the best of luck.

The Red Cross drive here was a grand success in the terminals; have not been able to get any figures as to the amount, but judging from the fact that all the switch shanties have 100 per cent cards in the windows and that all the employes in the terminal are wearing the Red Cross pins, it is safe to say that we went over the top, and great credit is due to the committee who worked so hard to see that we would not be classed as slackers.

Yardman J. T. Heaton was the lucky man in the raffle for a magnificent player piano. Tom says he is going to get all the soldier pieces and play them during his leisure hours.

Our "Dean of the Disciples of the Illustrious Isaac Walton" Tony (Grandpa) Hammerer and his two trusty neophytes Art Reiss and Ted Rog-

erts, just returned from a four days' pilgrimage at Briggsville. They report good catches as a just reward for their devotion to "Kings, Rod and Steel." They all swear by the "Bassorino" (whatever that is), and say that it is the only thing to get them.

Yardman Pat Brooke is wearing a two-star service button, for his two sons, both of whom are former C. M. & St. P. boys. P. S. Brooks was an electrician, is now in the navy at the Great Lakes training station. Thos. W. Brooks, an engineer, is now in the army at Camp Meade, Md. He was home for a visit on June 9th and he looks fine. Says he feels better than he looks.

We wish to extend the sympathies of the employes to Yardmaster O. V. Anspach and family, in their recent bereavement in the death of Mr. Anspach's cousin, at Pana, Ohio. Mr. Anspach and family attended the funeral.

The sympathies of all employes are also extended to Yardman John A. Stamm and family in his recent bereavement in the death of his beloved wife, Amanda.

Yardmaster A. J. Knerien and wife were called to the bedside of Mr. Knerien's father who was taken suddenly ill at his home in Loraine, Ohio. We are pleased to say that at this writing Mr. Knerien, Sr., is improving rapidly and we sincerely hope for his recovery.

Engineer Dennis Patrick Murphy is all smiles, and is passing cigars and "blarney" to all he meets. Reason: the arrival of a fourteen pound BOY, June fourth; everybody well and happy. Mr. Murphy says he will make either a soldier or pugilist of him as he shows such a great inclination to fight.

Yardmaster B. N. Schwartz and Yardman John Wubker and J. W. Axtel are spending a two weeks' vacation at the home of Mr. Wubker at McNaughton, Wis. The idea is to catch some fish. They always do, "so they say."

On May 13th the employes at Milwaukee Shops Cutoff showed that they were not lacking in patriotism. They started a collection at 10:00 o'clock a. m. and went over the top at 11 o'clock a. m., with enough money to purchase a good sized flag. The following day at 10 o'clock a. m. Old Glory was hoisted and unfurled to the breezes amid the blowing of whistles and cheering of our fellow-workmen and a neat little speech conforming with the occasion was delivered by Assistant Superintendent of Terminals C. A. Bush. It makes us swell with pride when we see our flag floating in front of the tower at Milwaukee Shops Cutoff and we are all ready to do our bit for Uncle Sam. The Third Liberty Loan drive was liberally supported by us and we also boast of a 100 per cent Red Cross membership.

Another flag raising: On Decoration Day the employes at the Airline yard, honored the "Hump" yard and vicinity with the two grandest decorations in existence—OLD GLORY—that glorious symbol of liberty, and the RED CROSS FLAG—that beautiful symbol of humanity. Both flags were purchased by voluntary subscription from the employes (night and day) at that point, through the efforts of Messrs. Petrie, McAniff and Schuh. Appropriate speeches were made by William McCauley, solicitor for the P. M. R. R. and Otto Bokorney, solicitor for the C. M. & St. P. Ry. It is the very agreeable duty of the night force to raise OLD GLORY to the morning sun, accompanied by the inspiring notes of the bugle, blown by Yardman Joe Hardina, veteran bugler of Battery A, 1st Regiment Light Artillery, and the boom of the morning guns fired at the Soldiers' Home, while the night force under Foreman C. M. Becker, veteran of Troop G, 1st U. S. Cavalry, stand at attention and salute our Glorious Flag as it flies from the top of the staff. At night the colors are lowered with the same patriotic ceremony as the guns at Soldiers' Home announce the close of day.

Bert Meixner of the local freight office is some manager. He recently managed a benefit at one of the local theatres and for two days had the people standing in a line extending for very near a block from the ticket office, waiting for admission, but it was for a good cause and we were willing to wait. Good show, too.

Yardmasters A. J. Kuerlein and C. E. Strubbe and their wives are on a two weeks' vacation at Lake St. Germain, Wis. Look for SOME fish stories when they return.

Yardmen A. J. Amundson, Joe Bilty, Eddie Har-meyer and Sig (Curley) Mathiasen, went fishing on June 17th. They had great (?) luck, they fished from 5 p. m. to 9:30 p. m. and finally a perch (blind in one eye) got his tail caught on Amundson's hook and could not get away. Curley caught two chickens (of the mud hen variety). He said he was afraid if he left them there, they would get lost.

Speaking of busy traffic points, how about the Cutoff? Yardmaster Carlin kept record of all movements over the Cutoff from 6 a. m. to 6 p. m., June 18th, with the following result: Light engines, 310; transfers, 77; freight trains, 21; passenger trains, 30; freight cars, 1,926. Making a total of train and engine movements of 438 in 720 minutes. Guess that's going some.

Reports from Camp Kimball, Minocqua, show a 100 per cent improvement in Mr. Kimball's health. He landed a seven pound muskie and several pike—not so bad for a man after a year's confinement in Muirdale hospital. Very soon we expect to have a large enough mess to prepare a fish dinner for all hands. Get busy, Kimball.

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

Engineers P. H. Kiley, H. L. Stevens and John Cain are pulling Nos. 3, 6, 11 and 12. Engineer Charles Green is on Nos 66 and 67, Clinton line.

Engineer W. F. Hollenbeck visited in Marion on a furlough. He is located at the Great Lakes Training Station and has been running an engine there, but expects to be relieved from that kind of service soon.

Chief Dispatcher H. C. Van Wormer and wife enjoyed a two weeks' trip visiting relatives and friends in Wisconsin.

Willis Jordan, acting chief dispatcher for two weeks, Lawrence Dove, second trick on main line, Ed. Ramsey on Calmar line, and Earl Edwards on the clerical job in dispatcher's office.

Chief Carpenter Ed. McGuire visited his son, Edward, Jr., over Sunday at the Great Lakes Naval Training Station.

Mrs. L. G. Hewitt is making an extended stay with relatives in Washington, D. C., and Leonard is so lonely.

Conductor J. T. Reagan on runs 66 and 67 was absent several days on account of sickness. Conductor Harry Smith relieved him.

Since the new time card went into effect June 22, the following assignments have been made: Conductor E. Templeton Nos. 27 and 28 between Calmar and Monticello, Conductor J. Higgins Nos. 31 and 32 between Davenport and Monticello, Conductor H. Higgins Nos. 203 and 204 between Maquoketa and Davenport, Conductors F. E. Pike and T. Hefner Nos. 21 and 22 between Marion and Calmar, Conductors C. Wescott, F. E. Johnson and W. Lally not assigned permanently.

Agent C. L. Shaffer took a week's vacation early in June, visiting in Wisconsin, C. W. Romey relieving.

Agent and Mrs. H. E. Carter visited in New York and Washington, and also visited their son Floyd, who is employed in the auditing department of a big construction company doing work for the government.

Engineer Grover Patterson has enlisted in a railroad regiment and has gone to Camp Grant, Illinois.

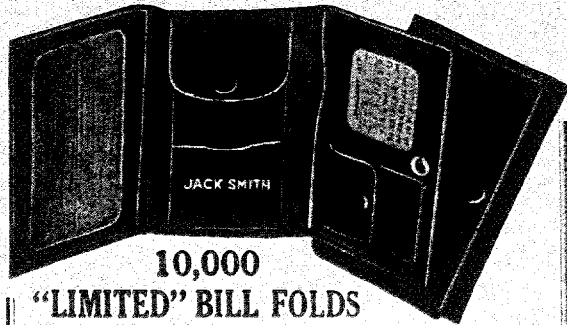
Section Foreman J. N. Anderson made a brief visit with his daughter at Valparaiso, Ind.

Miss Leta M. Cornelius and Curtis C. Marchant were married in Marion Thursday evening, June 6, at the home of Mr. and Mrs. F. B. Cornelius, parents of the bride. Mrs. Marchant graduated from the Marion high school with the class of 1913 and completed her education with a business college course. Mr. Marchant received his education in the Marion schools and is now employed as train dispatcher at Perry. Both young people are very popular and have many friends among the Milwaukee employes who wish them a very happy and successful career. After spending three weeks visiting Eastern points, they will return to Perry.

G. R. Morrison and C. T. Holbrook were in Marion several days the fore part of June conducting examinations on the new standard rules. They found the boys pretty well posted.

Operator Don Fox visited several weeks in Aberdeen, S. D., Operator W. E. Hutchinson relieving.

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Born to Mr. and Mrs. R. J. Coker at Marion, June 4, a boy. Congratulations are extended.

Agent A. J. Gibson of Dixon was away on a vacation, Operator Gerald House relieving.

Wilson Carlberg, call boy at Marion yard, received a severe shock during the storm last week when he answered the telephone at the yard office. He was knocked senseless and it required the services of a doctor to revive him. He is recovering slowly.

Operator Marl Marchant, who has been visiting his mother, Mrs. Frank Spohn, was notified to report at once at New York City. Marl has been in training at the Great Lakes Naval Training Station in radio service. He recently passed an examination with a grade of 90 per cent, entitling him to a course at Harvard University.

Misses Thelma Joss and Myrtle Campbell, record clerks at Marion yard office, went to Savanna for a boat excursion to Dubuque.

A new clerk has been added to Marion yard office force, Miss Gale Crain.

Yard Clerk Frank Shively has been off duty, sick, but is now getting well.

After putting the engine on the roundhouse track at midnight, June 12, Brakeman Andrew Widner, who was switching in Marion yard, started home for supper and stepped in front of the hill engine, which was coming down the lead, killing him instantly. Andy had been in the service of the company for a good many years and his untimely death is deeply regretted by his many friends on this division.

Conductor and Mrs. James Pringle visited their son Donald, who is in the machinist department of the U. S. aviation corps at Millington, Tenn.

Dispatcher S. S. Dove and wife are spending their vacation visiting relatives at Portland and Salem, Ore.

Engineer and Mrs. L. C. Low have gone to Lake Okoboji for several months' vacation.

Conductor J. F. Coakley, wife and son Lloyd, made an extended visit in Fort Worth, Texas, and other Southern points.

Dispatcher James S. Keenan of Aberdeen visited briefly with Marion friends en route to Camp Funston, Kans. He has enlisted in the army.

Operator H. V. Robinson of "CG" office and wife visited several days with his mother and other Marion relatives.

Firemen J. E. Guler, Clark, Church, of Marion roundhouse have enlisted in the transport service, U. S. A.

Carl L. Smith is engaged in clerical work in Roadmaster Barnoske's office at Marion.

#### LaCrosse Division Doin's.

*Guy E. Sampson.*

As promised in our last month's items, the LaCrosse division officials have at last got located in their new quarters at Portage City, and to be truthful about the matter all seem to enjoy their new location. The offices are fairly commodious with plenty of light and ventilation. The private office of Superintendent L. T. Johnson and the larger outer office occupied by his staff of eight clerks and timekeepers and the office of Trainmaster C. H. Buford and his clerk, occupy the entire north side of the second floor of the building. Chief Dispatcher W. G. Bowen and his force of nine clerks, operators and trick dispatchers occupy the south side of the same floor of the main building. Master Mechanic M. Smith and his force of three clerks occupy the office in the west wing of the building. This makes in all a force of twenty-five officers and office help who have been added to the population of our beautiful terminal which heretofore has been just a place where boxcars were switched and where passenger trains stopped ten minutes to give passengers time to lunch and see the city. Like our Western towns that sprung up in a night, as it were, Portage has experienced a great advance in rents and rates, and cottages are going up as fast as possible to get them up, and yet the hardest thing to find out, is how much they ought to rent for. But such is life in a boom.

Brakeman Tom Warner is back on the job on account of being rejected in doctor's test. However, Tom enjoyed a few days' camp life as our soldier boys see it.

A letter from Harry Warner, dated April 20, in France, says everything fine with Company D of the 13th Engineers. Said he was glad to hear

that Art Lipman and his son were doing such great things to help win the war with their war garden.

Arthur Otto, on the Sparta day pusher job, has been laid up again, this time with a broken thumb obtained while assisting the coal shed crew in putting coal on their engine. Brakeman Stoltz working in his place.

Camp Robinson is again open as a part of Uncle Sam's boys are there in training. Mr. O'Byrne from Brookfield has been appointed agent while Operator Smith is holding the telegraph position. The night pusher crew is running the evening soldier trains between Sparta and the camp as in other years.

Conductor Ray Long has charge of the crew at this time. Later—M. Larkin on job.

Conductor H. B. Stowers and crew have been on work train this month. Their time has been divided between different places, as the need of same developed. Account of the heavy rains our division has had several washouts on side tracks and the work train crew attended to these, besides waiting on the crew at Tomah, unloading coal for next winter's use. On account of the scarcity of labor our section men have been pressed into service of unloading coal at Tomah and they have to be brought to Tomah each morning and returned at night. Tomah begins to look like an Illinois mining town already and still the necessary fuel for next winter keeps coming in daily.

The examination board consisting of Messrs. McNaney, Dee, and Wilson, visited Portage and La Crosse this month and found the boys ready and waiting for the examinations, so were not required to spend much time at those places. "One hundred per cent papers returned from a 100 per cent division" was the slogan of the La Crosse boys, and they are all expecting to receive that percent and Conductor Shutter believes his papers will reach 101 per cent, and we hope they do.

A 100 per cent daughter arrived at the home of Operator C. J. Higgins and wife of North LaCrosse. We asked Charles the date she arrived and the following is what he said: "If the clock had not been turned ahead one hour she would have arrived on May 29, our first wedding anniversary, but war is war and the clock was turned ahead so she arrived on May 30, which is Decoration Day, so her patriotism is assured and without a doubt we will call her 'Columbia, the Gem of our Home.'"

Mrs. W. G. Bowen and daughter visited at Milwaukee over Sunday, June 2.

Mrs. F. Kruger, wife of "Slide-wire" Kruger of Portage, visited this month with friends at La Crosse.

Agent Whitcomb of Poynette, Wis., made a trip to Kilbourn City and stayed between trains June 7. Mr. Whitcomb worked as operator at Kilbourn forty-five years ago and had not seen the place for a good many years until his recent visit.

While taking a short ride looking for news we discovered that Operator E. F. Kohlhaas, operator at Columbus, and Miss Lillian Langsdorf, also of Columbus, had been married since April 6 (this year) and after a short wedding trip have settled down in a little home at that place. The amusing part of the affair is that this is the first time we ever saw two operators that could agree on any subject, but the fact that Mrs. Kohlhaas was a telephone operator and did not have to take orders from Mr. K. may be the reason for their agreeing in the matter. At any rate, we all wish them happiness.

Foreman O'Neal and a crew of men have been busy the last month putting the water-proof covering on the viaduct they built at Portage last winter.

Mrs. Adams and daughter, family of Conductor Harry Adams of Spokane, Wash., are enjoying a visit with relatives and friends at Sparta and Viroqua, their old home.

Agent Z. Bablor of Bangor has been taking a much needed rest, and the first vacation he has taken for a good many years.

"Brudder" Bullock took a short vacation and went way down east—to Watertown or somewhere in that vicinity.

Section Foreman Fowler of Camp Douglas had the misfortune to have a shoulder bone broken while assisting in putting up a hopper bottom of a coal car that had just been unloaded at Tomah. Himself and men were getting the car ready to move forward.

Engineer George Betke recently received a letter from Joe Lawton, somewhere in France, and he reports everybody fine in his sector. Hugo Vanguard also received one from Foster Phillips and he mentioned several of our boys from the old Lux division. Said Sargt. Harry McMahon is holding down a position as station agent, Jessie Taylor throwing switches, Stanley Castle, Charley Peters and Phillips acting as switchman, so the boys are doing a bit of railroading even over there.

The marriage of E. A. Cordes, local agent of the Milwaukee, and Mrs. Mary Wright, was solemnized at Mrs. Wright's residence on South K St Sparta, at 11:30 a. m., Wednesday, May 22. After a wedding breakfast at the Hotel Sidney Mr. and Mrs. Cordes took a train for Chicago where they spent a week. They are now at home to their friends at Sparta.

On June 5 Operator A. J. Bernie of Tomah and Miss Hattie Zuelke of La Crosse were married at La Crosse and after a short wedding trip have settled in Mr. Bernie's home at Tomah.

On June 5 Engineer Carl Bloom of Portage and Miss Anna Albrecht of New Lisbon were happily wedded at the home of the bride's parents, and after a short trip through eastern Wisconsin will locate at one of our division terminals where Carl will again get into the harness on his locomotive. All employes join in wishing the newly wedded couples a long and happy life.

William Ramsey of the freight house force at Sparta has been on the sick list for several days. We hope to see him back on the job for "No horse like the old horse" and we all sure miss Bill.

Our employes were sure disappointed at not receiving the Magazine on time as all are so interested in the reports that they find in it that they would not be able to find otherwise. When one has been a constant reader of the Magazine for so many years and always on time, too, it seems like being lost to have it delayed even for only a few days.

Vacations started June 17 in dispatcher's office. Hunter first off, Voltz next, Chief W. S. Bowen next, Night Chief Hammond next and N. Frank next, F. Krueger doing extra dispatcher work. Operator Earl Andra in Krueger's place, M. Layden on side-wire in Andra's place.

#### Shop Notes.

##### "Patsy."

Miss Edna E. Lynn of Seattle has accepted a clerical position in the chief dispatcher's office at Deer Lodge.

Flag Day at the Deer Lodge shops was celebrated in an appropriate manner. There were about 600 present, shop employes and townspeople.

Miss Marie Bullwinkel is now employed in the general foreman's office. She is taking the place of Lowry Smith, who is soon to leave for Annapolis Naval Academy.

The store department is very busy these days figuring up back time. Four new clerks have been added to the clerical force. Gladys Stetson, Bessie Larsen, Art. Robinson, Lowry Smith and Harry Walters.

Mrs. Wallace B. Jones and Miss Edith Sears, the young daughter of District Master Machanic and Mrs. Sears, left for Cassopolis, Mich., for the season.

Electrician Apprentice W. A. Robinson has returned from Harlowtown where he relieved Electrician Merle Snyder, who was called to Iowa on account of the illness of his grandmother.

Miss Edith Warren has resigned her position as stenographer to Storekeeper Miller and has accepted a position in the superintendent's office. We all miss Edith and wish her success in her new position.

The girls from the store department, DMM's office, car department and superintendent's office, recently organized a club for the purpose of making money for the local Red Cross chapter. The girls gave a cafeteria luncheon at the Milwaukee shops during noon hour last week and during the evening they sold coffee and "hot dog" sandwiches downtown. During the same week they sold popcorn and cigars at the trains and around town and netted a neat sum for their efforts. After paying all bills they turned over the sum of one hundred dollars to the local Red

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Cross chapter. Everyone very kindly assisted the girls in advertising and helping along with the work which they appreciate very much. The following girls belong to this club: Kathryn Schriesbner, Delle Ryan, Hazel Hahn, Dorothy Schreiber, Annie Knopf, Helen Daniels, Hildah Sikla, Edith Warren, Gladys Stetson, Mabel Stensrud, Ilda Grady, Gertrude Hill, Cornelia Kantner, Florence Pollock, Marguerite Evans, Maud Hubbard, Elizabeth Steinberger, Helen Corbett and Mary Reardon.

Of the shop employes Frank Lazaras and Carl Stav were drafted recently, also Missoula Division Fireman C. D. Kennedy.

Mary Reardon was absent for a few days recently on account of having her tonsils removed. We are glad to see her back again at her desk and feeling O. K.

Assistant Superintendent T. J. Hamilton passed through here a few days ago. He was on his way to join the Thirty-first Engineers in New York. Mr. Hamilton received a commission as captain.

General Superintendent of Motive Power H. R. Warnock and party consisting of Master Car Builder L. K. Silcox and General Boiler Inspector E. T. Young accompanied by Superintendent of Motive Power Frank Rusch visited the Rocky Mountain and Missoula divisions recently and made inspection of shops and facilities.

#### Council Bluffs, Iowa, Notes.

*Helga Schmidt-Hackstock,*

I believe the most important event in the past month, that we have to write about, was our Flag Day program. The observance was a success from the beginning and was largely attended. The speakers of the day were the mayor of the city, the president of the Chamber of Commerce, John P. Tinley, Attorney, and F. A. Smith, prominent real estate man. Also Mr. Butler, our agent, who presided over the meeting, gave an interesting talk. The Council of National Defense was kind in securing buglers and a drum corps for us. The principal attraction though was a colored sextette, which was composed of employes of the car department, the locomotive department and the coal shed department. They were called upon repeatedly and responded. The mayor of the city particularly approved of this feature of letting our colored boys have a part in our festivities.

Car Carpenter Andrew Christensen is sad over the loss of his little daughter who succumbed to a long illness from complications arising from measles and whooping cough. We sympathize with the family.

Car Carpenter Otto Kruger died following a long illness.

Car Carpenter Theodore Schmidt is in the hospital suffering with bone infection following an injury to the nose. We wish him a speedy recovery.

The dynamo men from Milwaukee have been here making extensive repairs to the dynamo.

Carmen John Schonberg and Carl Schonberg and the rest of the Schonberg family have returned from their vacation spent at Cedar Rapids and Cedar Falls.

The car and locomotive department offices are divided now and things are getting settled in the offices so that we will be in much better condition. I have decided to remain with the car department, while Miss Hazel Carter is doing the heavy for the roundhouse foreman.

Car Carpenter John Damranski has returned to work following an operation.

Car Repairer Geo. Sall had a sad message recently saying that his son John, had died from bronchial pneumonia following gassing while in service in France. Machinist Helper Chris Nelson had word that his son who was in the same company was injured. The gassing took place on May 28th. Mr. Nelson has had no further word from the Government in regard to the condition of his son. Herman was at one time employed in the roundhouse and the son of Mr. Sall was once employed by the car department.

Messrs. Miller and Lusk have been business callers recently. E. Colling of the B. & B. department is heretoday.

Roundhouse Foreman Richard Kling seems to be satisfied with surroundings here in so much as he has purchased a home.

Car Carpenter Claude Keller is the happy daddy of a nice baby girl. Margaret Keller, coach cleaner, claims part interest, as grandma. Mother and baby both doing fine. Claude grinning from ear to ear. Good!

#### Kansas City Division.

*Billie.*

Flag Day was celebrated at Ottumwa Junction roundhouse in great style. The patriotic spirit of the Milwaukee was certainly displayed on this occasion. A large new flag was purchased by the roundhouse. Supt. N. P. Thurber, acting as chairman of the day, presided over a splendid program perfected by Roundhouse Foreman D. R. Davis, Clerk H. Isaacson and D. M. M. S. J. O'Gar. Several noted speakers were on hand and also several songs were delivered by the roundhouse quartette, thanks to Machinists Don Calloway, A. J. Schwartz, F. B. Collins, Morgan Phillips and Joe Partington.

Engineer A. L. Towns is off on account of illness.

James K. Peoples, formerly brakeman on K. C. Division, now located at Camp Colt, Gettysburg, Pa., has been advanced to First Sergeant in Company C, 304th Heavy Tanks.

Fireman Hoot Lawler has made application for the Navy, but could not pass the physical requirements and has returned to work. He stands for the next draft and probably will be accepted.

Engineer Geo. Ferris is at Excelsior Springs on account of ill health.

Miss Hazel Nation has been employed as assistant roundhouse clerk vice Horace P. Emerson, who is going west for his health and will work on a sheep ranch in Wyoming.

The boys will be surprised to hear of the approaching wedding of Storekeeper Wm. Madigan and Miss Anna Goehring of Ottumwa. The wedding will take place on Tuesday, July 2nd.

Engineer J. M. Wisehaupt is on a visit to relatives in St. Louis.

Darwin Cockrell writes from Great Lakes, Ill., that he will be back on the job as soon as "we clean up the Hun." Mr. Cockrell was formerly third trick operator at Seward.

Engineer Wm. Exceen has taken leave for the summer and has departed for his grape farm in Michigan. Fireman Jas. Wooley has been off for some time attending to his strawberry patch at Washington, Iowa.

H. Isaacson, roundhouse clerk, was in Kansas City several days last week on business.

Ross Caster has been visiting relatives in Ottumwa for a short time. Private Caster has been ill but has now fully recovered and expects to leave soon for France.

Boilermaker Jno. Goodrich has just returned from a trip to Milwaukee, where he spent a couple of enjoyable days, we think.

A letter received from Alton T. Robinson, Seaman, Newport, R. I., stated that he expected to go to sea very soon. Mr. Robinson was formerly a fireman on this division and better known as "Yankee" Robinson.

Engineer R. C. Yates is laying off for a few weeks visiting friends in Missouri.

John Meagher of the engineers department left June 15th for Ames where he will begin training in the mechanical corps.

The employes were honored by having Corporal Merle H. Skinner speak at the roundhouse June 24th, Monday, at noon hour. Corporal Skinner, who has been in France with the Rainbow Division, was one of a few selected to recur to the United States for a short time to tour the country on Liberty Loan and War Savings Stamp drives. Skinner is an Ottumwa boy, has lived here all his life. Dad Skinner, his father, is known by all employes of this division, having been in the employ of the company for many years.

#### River Division.

*Harriet Aspin.*

With all this excitement over increases, back-pay, summer weather, everything, we almost forgot about the River Division news items this month but we hasten to gather up what few happenings we can remember and send them along. We are rather tentative on gossip but we have one good old stand-by that helps us out

every month. If there were more fellows like him on the division we would have a "regler" column. "Compound Brooks" is hard at work these days breaking in shop engines and may be seen around the roundhouse both night and day with his oil can in one hand and his monkey wrench in the other.

Conductors Myers and Gregg have gone back on the way freights again. They are certainly missed on the passenger trains.

Engineer John Hagen is on the laying off list for a week or so.

"Dutch" Leckelt has gotten out his extra soft cushion and is back on the switch engine in the Minneapolis yard, so "Crabby" does not get a chance to abuse him any more.

Conductor Upton has recovered from his recent illness and is back on the job again.

Walter Nelson, son of River Division Engineer Joe Nelson, holds a commission as lieutenant and has been ordered to fort for duty at Camp Benjamin Harrison in Indiana.

Engineer Albert Ladwig is down with typhoid fever, but we are glad to hear that he is recovering.

Dan Cupid has been firing on our line again, injuring several and taking prisoner one of our passenger brakemen, namely Jerry P. Hurley. It happened May 2nd, they say, and although we mourn the loss of one of our perfectly good, eligible, young men, we must admit he looks happy.

Miss Tryphena Lewis of the trainmaster's office has resigned and by this time is Mrs. Somebody. At this writing, we are not able to give you her new name and address but if she calls in and introduces herself, we'll let you in on it.

Engineer A. B. Johnson has been off duty for the past six weeks on account of sickness but is now getting along nicely.

The war is thinning our ranks day by day. This month, John S. Feipel, Thos. Potter, F. F. Schlink and Frank Wagner have joined the colors.

John O'Boyle, who has been very ill for the last several weeks, is back on the job again. John has had quite a siege, undergoing a severe operation and spending about six weeks in the hospital, and we are very glad to see him so well again.

E. E. Riley has gone to Hastings to take the Stillwater run for a few days while Conductor Burbank is off.

W. T. Snyder was on the sick list for a while but has recovered sufficiently to go to work in the accounting department helping get up the back pay.

J. C. Ople, the new roundhouse foreman, is on the job every day familiarizing himself with the men and work, and all the employes at South Minneapolis welcome him.

#### Kansas City Terminals.

C. V. Wood.

Private Harry F. Studt, with 353d Infantry is now in service "overseas" with the 89th Division.

Wm. S. Overstreet is now a first class seaman, having enlisted in the Navy and stationed at this time at Camp Perry, Great Lakes, Ill.

First Lieutenant Rayburn S. Potter, passed through May 30th, on his way back to camp, having been visiting his parents at Clifton, Kansas. He is stationed at this time at Sparta, S. C., but expects soon to be on his way "over there."

Cablegram was received on June 3rd from Captain Lieberman, announcing the safe arrival of his company overseas. The Milwaukee family are pretty well represented "over there" now and we feel confident of their success.

Letter was received June 7th from Second Lieutenant Keefner, who is in the service with Company G, 140th Infantry, in France. He wishes to be remembered to all his friends and tell them he hopes to see them soon.

Private Augustus Hewitt, slightly wounded in service, is again out of the hospital and back with his own company.

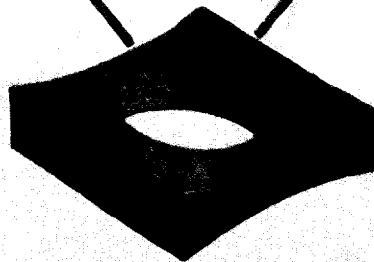
Corporal D. D. Devo and Private Ralph Francisco are both in active service in the war zone, with the famous Rainbow Division. Letter dated May 27th, shows Don actively engaged in raising a garden of strictly American vegetables, for the exclusive use of the 117th Ammunition Train, providing they don't receive orders to move on before the garden becomes of any value. Ralph was on patrol duty and living in a dug out.

For simplicity, effectiveness, and true economy, there is no nutlocking device that equals the "BOSS" Lock Nut. No instructions or special tools needed. Any way you pick up a "BOSS" Lock Nut is the right way to put on. Nothing can loosen its tremendous hold but a wrench. Can be used many times. WRITE at ONCE for NEW CATALOG.

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Good  
Look  
At It!



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12,000 TONS PER DAY

Flag Day exercises were held at Liberty Street station and Coburg roundhouse on June 14th, both of which were a decided success. Exercises at Liberty Street were attended by 80 employes, while there were 225 present at Coburg. Music was furnished by Harry S. Zane, Sue Cornwall, Dorothy Parkhurst, Nell McGraw and Geo. Deyo. Eugene F. Reed left Saturday, June 15th, on a little vacation, attending a lodge convention at St. Louis, Mo. It goes without saying that he had a good time, and was very much missed while away.

Herman Wilson escaped the call for June 25th and is free for a few more days to run his flivver, which he has had repainted. Herman has been highly praised by Inspector Marsh who considered him very generous in driving him to the superintendent's office so often.

Pauline Neher and Nell McGraw visited Pauline's cousin in Newton, Kansas, June 8th and 9th.

### Twin City Terminals.

Eleanor.

Doctor William N. Lipscomb, field representative of the American Red Cross gave some very interesting and beneficial lectures pertaining to first aid. The lectures were very well attended in the Twin City Terminals.

Discovered—A young man in room 15 has a Buick car and he's not married girls. If you care to go for a drive just let him know what evening you can get away.

We have just learned of the death of Ray Whiteside, who was formerly fireman in the Terminals. Mr. Whiteside volunteered his services last July was sent to Camp Cody, Deming, N. M., where he was located at the time of his death. This young man and Engineer Harley Kough worked together for five years or better. On request of Mr. Kough, John A. Hendry, night chief dispatcher at South Minneapolis wrote the following:

A CHUM.

Did you ever have a chum, a chum that you liked.

A chum, yes a pal—I may say,  
One that was true and honest with you.

And one that was willing and ready to do  
The things that were right,

With all of his might,  
With heart as light as the sunniest day.

And be a real good chum in every way,  
"T WAS RAY.

Did you ever have a chum—such a chum as I liked,

Just as sweet as the flowers in May  
And always so cheery and genial with me.

Off times I have wondered how else it could be  
Just to have him around.

Seemed that my world was found  
I'd liked to have kept him around with me here.

Cause the sun seemed to shine when he would  
be near

"T WAS RAY.

I once had a chum that was all he could be.

His smiles were the same every day,  
He stepped to the front as Americans should.

Offered himself for his country's good,  
Ready to do his do.

In defense of his chum and you.

He'd a hero's heart, such a soldier brave.

Gave his life for the flag, and sleeps—in a  
Soldier's Grave

"T WAS RAY.

George Pasko is running a correspondence bureau with the boys who have entered the service from the engineering department, receiving some very interesting letters and pictures, among which is a letter from Sergeant Norman Newman of the Medical Department, 151st F. A. A. E. F., which is printed elsewhere. He also received an interesting letter from John Campbell who is in the Navy telling of being on a Dutch ship in service between the United States and South America. He gives a very good account of a chase by a submarine.

Martin J. Marris, chief clerk; Rex Hamilton, bill clerk, and John Bander, abstract clerk, all of the Twin City Transfer, have left the service of this company to enter military service. They are

located at Camp Grant in the 36th Engineering Corps. Joseph McGovern, bill clerk at the local freight office, also followed their footsteps and joined the navy, leaving the Twin Cities May 21st. We will all miss Joe, that handsome and popular Merriam Park young man. Didn't you ever notice the boy with the green suit and hat leaving the freight office each evening? Well, that was Joe. Joe's slogan is "Smile and the world smiles with you."

The local freight office have a new silk service flag with ten bright stars, which was hung in the office May 21. They are very proud of the flag, but much more of the boys whom it represents. We hope to see every one of our boys return happy and if possible with a souvenir of Kaiser Bill. We have confidence they will, and are backing them with our Liberty Bonds and War Savings Stamps, and will keep the work up as long as it is necessary.

Employees of the local freight office wish to express their heartfelt sympathy to Miss Frances Leonard, Miss Marion Cohen and Mrs. Mary J. Henry in their recent bereavement.

J. P. Fahey, assistant agent, has just received a letter from his son Harold, from New Jersey, stating he will soon leave for "over there." His parents have reason to be proud of their brave son, who answered the call of Uncle Sam, although only 18 years of age.

Harry Gee, assistant to Baggage Agent Smith, went to Camp Dodge Sunday to see "the boys." He says they are all happy and he is anxiously waiting for his turn to go.

**Employees' Military Band.**

It has been interesting and amazing to note the great progress made by the movement to organize an employees' band. Finding such a large number of musicians among our fellow employees all over the road, it has been decided to organize several divisions of the band at different locations such as at Chicago, Milwaukee, Dubuque, Minneapolis, etc., where there are large terminals. With the Chicago division as a nucleus or "starter," the other divisions are being organized as rapidly as possible and while each division will be a complete band in itself and rehearse and drill separately, all will play the same music and when uniforms are secured, all divisions will wear the same design and style of uniforms.

Thus it will be seen, that upon important occasions, such as Liberty Loan drives, patriotic and national holidays, large flag raising or dedication ceremonies by the company, all the divisions of the band are mustered together, harmony and uniformity will prevail and employees and all assembled will have the opportunity and treat of hearing the complete or "greater" C., M. & St. P. Ry. Employees' Concert and Military Band which, it is estimated will total one hundred pieces or more.

At this writing, the Chicago Division, the original Employees' Band, is the only one completely organized, but the Milwaukee Division is well under way and the traveling representative reports that a division of the band at Dubuque is also started.

Regardless of the fact that the band is yet without uniforms, both the Chicago and Milwaukee Divisions have already made their first public appearances. As reported elsewhere in this issue, the divisions of the band mentioned were hurriedly called upon—with only one day notice—to play for the Flag Day exercises on June 14. Eager and willing to thus assist and favor the officials and employees, the band members responded and the Milwaukee Division played a stirring program for a vast audience at Milwaukee Shops, while the Chicago Division, after playing for the exercises at Western Avenue and Galewood yards, Chicago, was again taken aboard General Superintendent Weidenhamer's special train and out to Mannheim, Ill., where it played for the Godfrey yards' exercises.

Naturally comes up the question of who furnishes the music and how are uniforms to be secured? The music used by the band thus far has been bought with funds received through a "popular five-cent band fund collection" from employees in the engineering department, and other departments, shops and yards are now following suit. It can readily be seen, that if every employe of the railroad contributed but five cents,

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the treasury of the band would be in excellent shape to outfit the entire band in substantial attractive uniforms and a library of music of the very best selections. Being an employees' organization, the band naturally depends for its financial support upon the employees' volunteer contributions, since the nation is at war and the railroad companies are limited by the Government in their expenditures.

One is confronted with expense and requests for contributions on all sides these days and realizing this, the "popular five-cent band fund collection"—as was the employees' band movement, originated by employes in the office of H. C. Lotholz, engineer of design,—is popular because every one can spare at least five-cents, on top of it all, since our Employees' Band is to aid in patriotic demonstrations of all kinds.

Employees taking up such a collection are requested to send in the returns of same, with the name and business address of the employe in charge, to the Band Treasurer, care of the Band Secretary at the address below. The officers and members of the band take this opportunity to thank all employes who have and who will yet contribute to the band fund.

It is hoped that before long, all employes and the public will be given the opportunity to hear our Employees' Band, either a separate division or the combined bands of the different divisions. The latter suggestion has been mentioned as only one of the interesting events or future possibilities for the band—the idea being to have the complete or "greater" C., M. & St. P. Employees' Band meet in an immense grand concert, making part of the program a friendly contest between the different divisions, with outside prominent musicians of wide reputation to act as judges and award a banner or prize of some kind to the division scoring the most merits, in drilling as well as concert work.

Officers elected at Chicago, are as follows:

Manager—P. L. Palmer. Address, Yardmaster, Galewood Yards, Chicago.

Secretary—B. E. Hadley. Address, Engineering Department, 719 Lyon & Healy Bldg.

Treasurer—A. L. Eldred.

Librarian—Wm. H. Whitmore.

Traveling Representative—Max Schwarze, Chief Headlight Inspector, Milwaukee, Wis.

The Constitution and By-Laws Committee appointed by the manager was A. G. Sittler, chairman, W. E. Kuns and H. L. Fortier.

James L. Rippey, was unanimously elected director, and the band is to be congratulated on securing so efficient a director. Mr. Rippey is a musician of wide experience as a bandmaster and was instrumental in originating the movement of organizing our employes' band, and employes and others attending ourn Employees' Band concerts will enjoy a treat in the interesting programs Mr. Rippey is capable of preparing. Bryant Ellwood Hadley was elected as assistant director.

The Chicago division of our band rehearses every Saturday evening in the Railway Exchange Bldg., and employes not yet members and wishing to join are requested to send their name, business address, occupation and name of instrument played to the Band Secretary. Information regarding other divisions of the band will be published later or can be had by addressing above Secretary or Traveling Representative.

P. S.—Don't forget that "popular five-cent band fund collection."

### Channing Scraps.

F. Hawley.

Fireman Paul Bauman, Coal Shedmen Bill and John Dobson have returned from Chicago after a couple of days' visit.

We hope Ole will not grumble any more for a fine baby girl arrived at their home. Congratulations, Old Top.

Tug Jones has been a constant visitor at the roundhouse. We don't know why, but suspect. Another forest fire has been raging around the roundhouse, helped by a brisk wind.

Brakeman Harry Bellin and family left Channing to reside at Green Bay.

Engineer Lou Thiele and family are now residents of Channing.

The bridge carpenters left Channing May 30th, after making repairs to the roundhouse, coal shed and sand house. We didn't notice any new roundhouse.

Machinist E. Johnson has returned from Green Bay after a few days' visit with his parents.

"Wild Animal Life" Ebbe Johnson and Billie McGibbons report they saw deer at Land Lake. A later report came from St England that he saw an elephant near the same lake. A funny place for an elephant, St.

Ore business opened May 6th and many a rail is busy working and sleeping.

Seven new engines have been registered at Green Bay and will be sent to Channing to haul the red stone. These will be welcomed by the machinists. Here's hoping we get a couple of dozen more.

Machinist F. Hawley, Blacksmiths Lou Anderson and Hart Anderson and Geo. Boutott went on May 11th to the wilderness on a fishing trip.

Harry Johnson has taken the second shift as boilermaker helper, while Buck Anderson is laid up with a broken spoke.

W. J. Krummel's oil house has been removed to a suitable place. The old location is sinking and Winsol is afraid he will not have any dope for ore season.

The carpenters have made repairs to the water tank. A new tank wouldn't hurt any.

Fireman Omar Martineau has taken the day dispatching job and Emil Schimmerk the night job.

Mrs. Oliver Raymond, wife of Car Inspector Raymond, has returned from St. Vincent's Hospital after a serious operation. She is some better but it will be quite a while before she can get around much.

We notice the old terror hustling around the last few days. He doesn't seem to realize that ore season has just started. When business is booming he'll not be able to sing those Irish songs.

Omar says he will be glad when his thirty days are up on the pit. About twenty-five engines were cleaned in one day. Jean was wise. When four engines came in, in one day he threw up the job.

We notice many new firemen and brakemen since ore started.

"Kaiser" Redline was a busy body May 8th. He is giving his fishing rod a back-shop overhauling and we can expect to see him make a good haul soon. Get busy Sted, and see if you can spill a wad like "Kaiser." He said he caught a trout with hair on.

Machinist H. Stinson left for Green Bay to spend a few days with his parents and Machinist Johnson has returned from the Bay after a few days' visit.

Machinist Harry Skeen has sold out his restaurant at Channing. Harry claims he cannot Hooverize biscuit shooting.

A lively run of logs is still on. We hope the Government will continue using spruce.

A happy boy is "Dutch" nowadays. He says he is a regular fireman. We wish you success, boy, but pity you when the summer heat hits 90 degrees.

Brakeman Cecil Mogap and Fireman David Sampson left May 25th for Camp Wheeler, Ga.

Earl Redline, former office clerk at the roundhouse and now with the Aviation Signal Corps at Camp Green, S. C., visited his parents, Engineer Ed Redline and wife. Earl looks well and says he likes it. Uncle Sam seems to feed the boys plenty as Earl has gotten fat.

Engineer Phil Garvin and Conductor Schroeder were a proud pair of twins May 26th when a special consisting of 13 coaches of Sammies left Channing. Phil, with his old girl, the 8616 and "Kaiser" Redline with his sweetheart the 7234, pulled the Sammies from Calumet to Channing. A proud bunch of rails.

#### Milwaukee Terminals Items. O'Malley.

The employees of the local freight office are giving a benefit at the Merrill Theater, the proceeds of which will be used to erect a shack in the northern pines and defray other expenses for one of their members. Mr. Kimball, who has been at the Muldale Hospital for over a year. Hundreds of others have been cured in our great Wisconsin pine forests, and the clerks are bound to make Mr. Kimball an addition to this number, and within a few months expect to see him back at his desk.

C. A. Bush make a hurry-up trip to La Crosse to visit Mrs. Bush, who was taken suddenly ill.

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while on a visit. We are glad to say that it was not serious.

B. F. Hoehn was on the sick list for a day with a sore throat; says he has not got used to our lake breezes. We are pleased to say that he is back on the job, and expect him to do good work for the Red Cross drive that is on at this writing.

Now, Edwin J. F., what were you doing in Waterloo a few Sundays ago? We are a little suspicious of you. Even though you were properly "chaperoned," we know some one who says, "Golly, how I wish I lived in Waterloo."

Did everybody notice how tired Helen and Mabel looked on a certain Thursday morning after their little (?) party in Kenosha? Girls, you will have to put on the "brakes" or we will have to appoint a chaperon for you, and, you know, that means 10:30.

Word has been received of the safe arrival "over seas" of Sergeant Oscar Klein, formerly of the superintendent's office.

Why did Hank "clean up" Al, which resulted in Al being "knocked out" for a couple of days? Cheer up, Al, you'll get her yet.

Bob Foley must have the operator at the Union Depot under his "Magnetic influence." Have a heart, Bob, and give the other fellows a show.

Your correspondent wishes to thank the young lady who sent in the following. We won't mention her name this time, but will later:

"Bess, who are you kidding now? Had a telephone call the other day and the party at the other end mistook me for you—and, oh, oh, up to your old tricks again, eh? Well, I really don't blame you, but I do think that Marty could teach you differently. He has the time, because he is always sending some one out of town."

Helen, when are you going to invite us down to the car record office? After you told me about "Car Record Eddle" Al and Frank Shannon I am more than anxious to have you make it real soon, and I promise not to tell Frank what you said about him.

Time is no object to Alice R. We have lots of it (on our right wrist).

Frank Klima "Human Sugar Plum," has forfeited the "loving cup" held by him for some time, which was captured by a "hotly fought" sugar contest. The sweet boy was overcome with patriotic motives—and is "Hooverising."

The Yardmasters' Association held their quarterly theater party and dinner Sunday, April 21. Have been endeavoring to get some of the particulars, but so far have not been successful. Still we understand the affair was well attended and every one had a fine time.

The following clerks from Mr. Miller's office have received notice to report for war duty in the next call:

A. A. Kowski, John Wendland, James Casey and Michael Kaiser. The latter says he will not return without bringing his namesake, "Kaiser Bill's" scap with him.

Mrs. Harley McMurrie and daughter Marion are on a two weeks' trip to Cincinnati visiting relatives. We wish them a pleasant trip.

Some more stars in the service flag of Lodge No. 863, B. of R. T. The following members have answered the call of our country and are preparing to report before May 1: V. E. Erickson and William McArtland. Other members of the yard force who are also preparing to report are: Percy Deyo, Felix McSorley, E. B. Winkler, Elmer Kleck and Bert Schoenmitch. All of the boys are reporting to Engineers' Corps, U. S. A.

The employes at North Milwaukee have purchased a fine American flag, and had a flag-raising, at which several prominent citizens of the suburb and some of the officials of the company made some very patriotic speeches. The citizens in the vicinity gave evidence of their loyalty in attending the ceremonies in honor of "Old Glory." The flag was purchased by popular subscription. Mr. Regan, agent at North Milwaukee, was one of the speakers.

The third Liberty Loan went "over the top" in this terminal with flying colors, and proved beyond doubt the loyalty of the men in the terminals, there being among the yardmasters, yardmen and switchtenders alone over 640 subscriptions and a total amount subscribed in the terminal from all branches of the service of over \$105,000.

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### B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 3,000 gallons of water evaporated.

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SAN FRANCISCO

*Cut this out!*

## What Nuxated Iron is Made From

### Sworn Statement of Composition of Its Formula

**It increases the strength and endurance of delicate, nervous, run-down folks in two weeks' time in many instances.**

The Board of Directors have authorized the broadest publication of the sworn statement of the composition of Nuxated Iron, one of the most widely used tonic, strength and blood builders in the world, so that the public may examine it for themselves and judge as to its merits.

It is conservatively estimated that this remarkable formula is now being used by over 3,000,000 people annually in America alone. Among those who have used and strongly endorse it are many physicians formerly connected with well-known hospitals, former United States Senators, Vice-Presidential Nominee Charles A. Towne, former members of Congress; distinguished U. S. Army Generals (Retired), Judge Atkinson of the United States Court of Claims at Washington and former Health Commissioner Kerr of Chicago.

Newspapers everywhere are invited to copy this statement for the benefit of their readers. It is suggested that physicians make a record of it and keep it in their offices so that they may intelligently answer questions concerning it. Everybody is advised to cut it out and keep it. A copy of the actual sworn statement will be sent to any one who desires such. It is as follows: Iron Peptonate (Special specific Standard) Quantity given below. Sodium Glycerophosphates, U. S. P. (Monsanto.) Calcium Glycerophosphates U. S. P. (Monsanto.) P. E. Nux Vomica U. S. P. Cascarin Bitter. Magnesium Carbonate. Po. Ginger U. S. P. Oil Cassia Cinnamon U. S. P. Calcium Carbonate Precip. U. S. P. Each dose of two

tablets of Nuxated Iron contains one and one-half grains of organic iron in the form of iron peptonate of a special specific standard which in our opinion possesses superior qualities to any other known form of iron. By using other makes of Iron Peptonate we could have put the same quantity of actual iron in the tablets at less than one-fourth the cost to us, and by using metallic iron

we could have accomplished the same thing at less than one-twelfth the cost; but by so doing we must have most certainly impaired their therapeutic efficacy. Glycerophosphates used in Nuxated Iron is one of the most expensive tonic ingredients known. It is especially recommended to build up the nerve force and thereby increase brain power, as glycerophosphates are said to contain phosphorous in a state very similar to that in which it is found in the nerve and brain cells of man.

As will be seen from the above, two important ingredients of Nuxated Iron (Iron Peptonate and Glycerophosphates) are very expensive products as compared with most other tonics.

Under such circumstances the temptation to adulteration and substitution by unscrupulous persons is very great and the public is hereby warned to be careful and see every bottle is plainly labeled "Nuxated Iron" by the Dae Health Laboratories, Paris, London, and Detroit, U. S. A., as this is the only genuine article. If you have taken other forms of iron without success, this does not prove Nuxated Iron will not help you. We guarantee satisfaction to every purchaser or your money will be refunded.

In regard to the value of Nuxated Iron, Dr. A. J. Newman, late Police Surgeon of the City of Chicago, and former House Surgeon, Jefferson Park Hospital, Chicago, says it has proven, through his own tests of it, to excel any preparation he has ever used for creating red blood, building up the nerves and strengthening the muscles. Dr. J. W. Armistead, Grove Hill, Ala., graduate of the University of Alabama School of Medicine, Mobile, 1883, says: "In the cases I used Nuxated Iron I have found more beneficial results than from any preparation I have ever used in 34 years' practice." Dr. R. B. Baugh, Polkville, Miss., graduate of the Memphis Hospital College, Memphis, 1898, says: "I always prescribe Nuxated Iron where a reconstructive tonic is indicated." Nuxated Iron often increases the strength and endurance of delicate, nervous, run-down folks in two weeks' time.

**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 case of acute illness, but only as a tonic, strength and blood builder (in case of acute 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, Dae Health Laboratories, Detroit, Mich.



**Dr. A. J. Newman, late Police Surgeon of the City of Chicago, former House Surgeon Jefferson Park Hospital, Chicago**

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