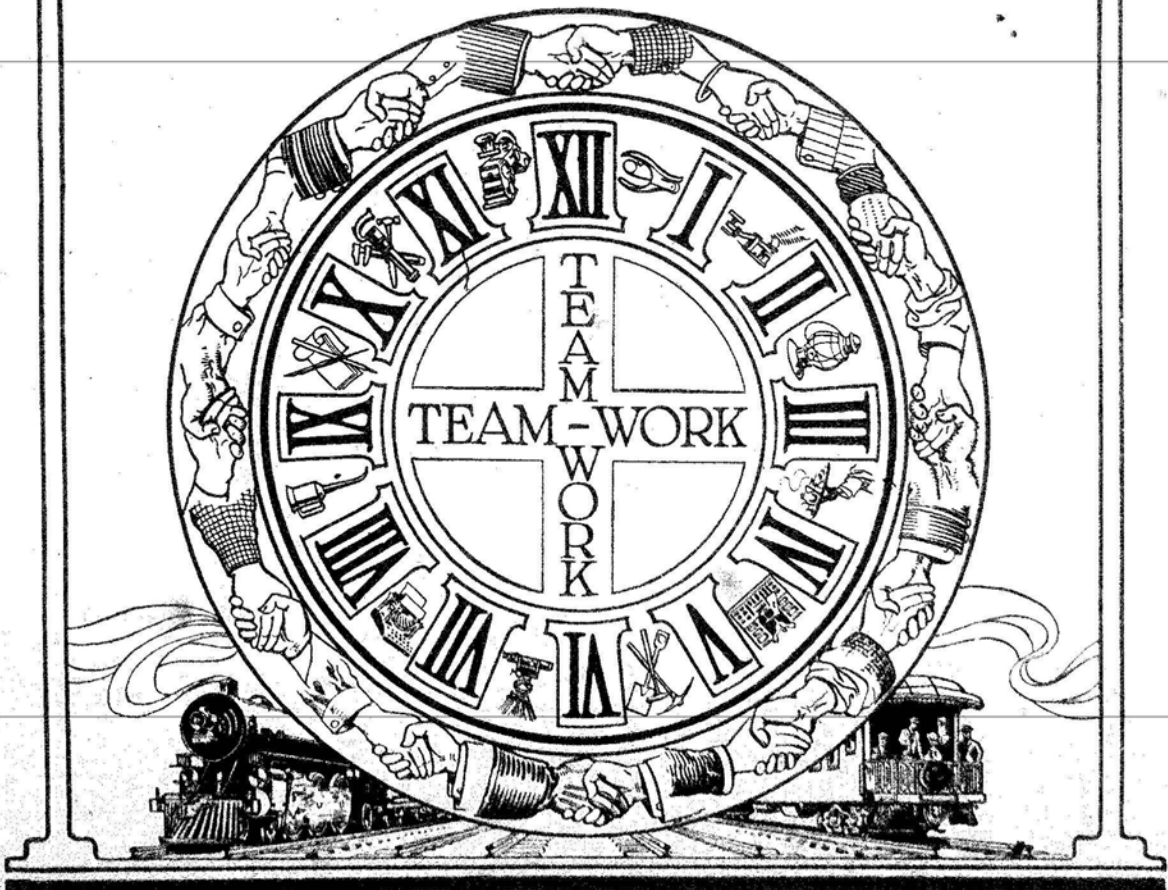


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

November

1918



VOLUME 6

No. 8

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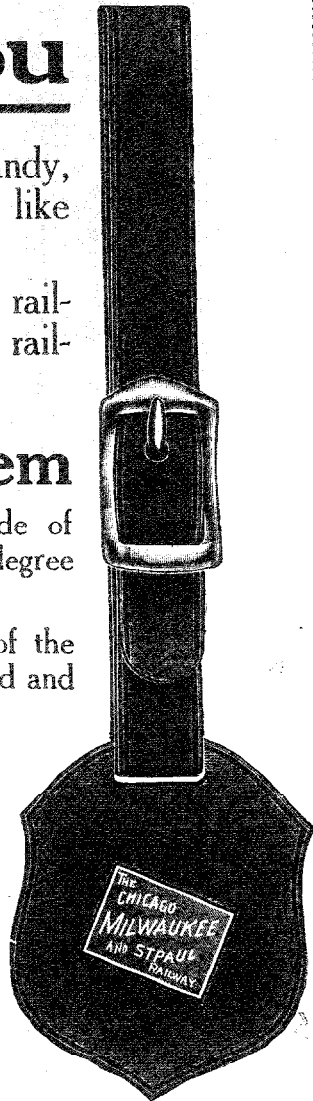
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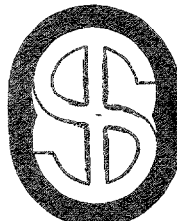
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By selling direct from the factory to you, we save \$51 in sales costs.

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

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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.

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VOLUME VI

NOVEMBER, 1918

NUMBER 8

THE FOURTH LIBERTY LOAN

T. W. Proctor

The Fourth Liberty Loan Campaign started on the Milwaukee on time, September 28th, closing October 19th, and **IT WENT OVER THE TOP.**

Committees were organized all over the System on telegraphic instructions of Assistant to the Federal Manager, D. L. Bush, and the actual work of solicitation began Monday, September 30th.

The results prove that every man connected with the Campaign did his duty and did it well. They show for themselves, in that the C., M. & St. P. Railroad went over the top with a 100 per cent subscription of \$4,548,150.00.

The Liberty Loan Bureau has been able to distribute bonds to cash payees to the extent of \$275,250.00 up to October 19th.

This wonderful response by the employes on the old Milwaukee Road enabled us to take our place on the Roll of Honor with every similar organization in the United states, and in view of the fact that so many of our men are at the front, the news when it reaches them through the Magazine will show that we are back of our own men for every dollar that we have, and when the Fifth Liberty Loan comes we will again show that the same spirit and the same generosity prevails. We are loaning this money to Uncle Sam at a good rate of interest and we feel that he is able to take care of it and use it to the advantage of every man at the front.

The Imperial Government Railways of Japan

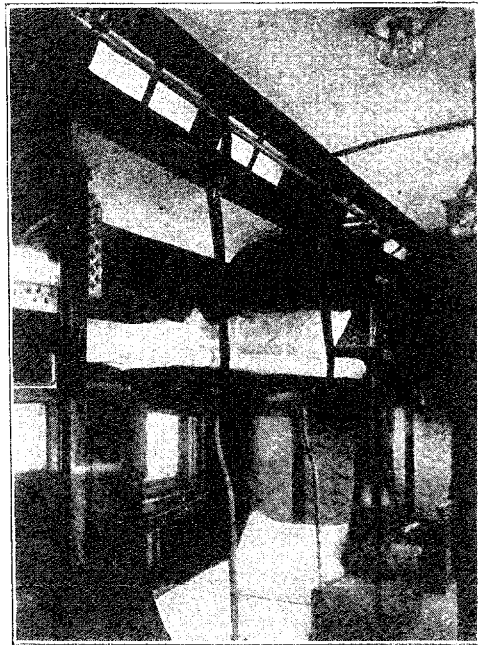
Now that the United States government is operating the railroads, it might be of some interest to learn something of Japan's railroads which are owned and operated by the Imperial Government, and the progress which has been made since the railway nationalization law was passed in 1908.

In 1853, upon his second visit to Yokohama, Commodore Perry presented the Shogun with models of steam locomotives and cars which were set up at Yokohama by American experts, run before the dignitaries, and later sent to Tokyo and inspected by the Shogun himself. It is evident that the Japanese were much interested and impressed with these weird looking specimens and in 1859 the government decided, upon the request of Prince Ito and Marquis Okuma, to undertake the construction of railway lines in the empire. During March of the following year work was commenced on a line between Tokyo and Yokohama, a distance of 18 miles, under the direction of Edmund Morell, an English engineer and in November 1872 the opening of the railway between these points was celebrated in the presence of Emperor Meiji. This was the inception of the present far-reaching Imperial railway system, and considering the fact that Japan is a very mountainous country and therefore not naturally suited to railway construction, the progress which has been made is a striking tribute to the Japanese people. In the operation of their trains the greatest efforts are put forth to please the traveling public and the unflinching courtesy shown the public by all employees of this system is worthy of emulation and the highest commendation. Originally handicapped by the installation of a narrow gauge system, they are now preparing at a tremendous cost to replace it with a standard gauge, which is a task of Herculean proportions when considering the amount of tunneling, bridging, cutting, embanking, changing equipment, etc., which will be necessary.

Conspicuous among other things is their roadbed and tracks, a gravel ballast being used over the entire system and maintained to perfection. The station buildings and grounds also, from the smallest to the largest are neat, clean and in excellent condition. That the traveling public is so well cared for on a narrow gauge system speaks volumes for the capabilities of those in charge; and I have seen many travellers who were loud in their praise of the comforts afforded them. Large placards in conspicuous places in the coaches read, "Employees are positively forbidden to accept gratuities," and I have seen no violation of that order.

After the completion of the Tokyo Yokohama line, many other lines were built, and in May, 1887, the government established the Private Railways Act to encourage private railway enterprises, endowing them with

such privileges as expropriation, tax exemption of land for railway building, etc. This proved an immediate impetus to railway construction with private capital and in 1889 the private companies numbered more than thirty. It is evident that this diversified ownership and management lacked system, efficiency, etc., and the question of railway nationalization began to receive the serious attention of both the government and the public. After years of investigation the plan matured and the railway nationalization law was enacted in March, 1906; by which it was decided to turn over to government ownership, seventeen leading companies. In the following two years, the government bought the lines of all these railway companies, and the total government lines on the completion of the railway nationalization amounted to 4371 miles, about three times their former length, while the invested capital grew from Yen 170,000,000 to Yen 700,000,000. Since then the construction of government lines has been pushed steadily on and according to the latest returns, the total length of railways in Japan proper, state-owned and private, is roughly 7600 miles, of which 6000 miles are owned by the Imperial government. The capital invested up to March, 1915, is



Standard Sleeper, Imperial Rys. of Japan

estimated at Yen 1,010,284,563 (one yen equals 50 cents United States money) and the annual net profits for one year ending April 1915 was Yen 51,564,532 and that to

April, 1916 was Yen 60,089,087. The unusual activity in traffic since the war and the shortage of ship holds have thrown the railroads into a struggle with car shortage and the gross earnings have reached the phenomenal figure of sixty-six million yen in passenger and seventy-one million yen in freight from April, 1917, up to March, 1918. The figures showing the rate of profit accruing from the railway for the last decade are as follows:

1906-1907	8.7%	1911-1912	9.0%
1907-1908	8.5%	1912-1913	8.9%
1908-1909	7.6%	1913-1914	8.4%
1909-1910	7.6%	1914-1915	7.3%
1910-1911	8.1%	1915-1916	8.2%

One of the chief aims of the railway nationalization scheme was the systematic working by means of through train services, unified passenger and freight rates, thereby increasing the efficiency of the service and the revenue accruing from it. Train operations were completely systematized on all main and branch lines and passenger fares which has been on a varied basis peculiar

Owing to the increased cost of labor and material both the passenger and freight rates have been raised taking effect July 1 and September 1 of this year, the new passenger rates will be as follows:

Fifty miles and under two sen per mile.
 Above 50 miles 1.6 sen per mile.
 Above 100 miles 1.3 sen per mile.
 Above 200 miles 1 sen per mile.
 Above 300 miles eight-tenths of 1 sen per mile.
 For second class 175 per cent above third class rate, and for first class 275 per cent above third class rate.

Sleeping car rates on trains: First class Yen 5.00 per night. Second class Yen 3.00 for single berth, Yen 4.50 for double berth per night.

This rate applies regardless of distance traveled. A 20 per cent increase in freight rates on such articles as are not considered indispen-



Imp. Government Railway Station, Tokyo, Japan

to each company before the nationalization were unified by adjusting traffic mileage and a complete revision of the scale was inaugurated immediately after the purchase of the private lines. Passenger rates were reduced on the tapering system, (cheaper rates for longer journeys) and freight rates placed on an equal basis with a general reduction on all commodities. These cheap rates did much to stimulate productive industries, thereby multiplying the national wealth and encouraging long distance travelling. The following statistics show the progress of passenger miles and ton miles.

Fiscal Year	Passenger Miles	Ton Miles
Beginning April		
1906	2,291,882,261	1,426,969,053
1910	3,038,736,966	2,126,834,473
1916	4,235,374,717	4,175,134,660

Following statistics show the passenger fare per mile and freight rates per ton mile:

Fiscal Year	Passenger Fare Per Passenger Mile	Freight Rate Per Ton Mile
Beginning April		
1906	Yen .0155	Yen .0199
1910	Yen .0139	Yen .0191
1916	Yen .0131	Yen .0166

sible to the daily life of the nation will bring the new per ton per mile rate up to slightly less than two sen.

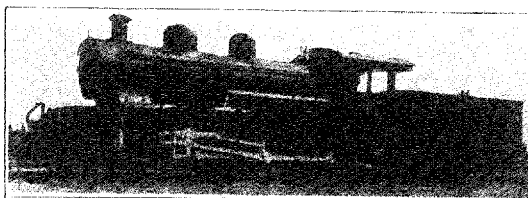
The railway naturalization was also effective in adjusting differences that had existed in the types of rolling stock, making one type common on all lines. The passenger coaches which are first, second and third class and the sleeping and dining cars were improved, the highest standard of accommodation being reached by the Tokyo-Shimonoseki Train-De-Luxe, an excess fare fast express. Axles, etc., on the freight cars were improved so that the average loading capacity increased from 7.1 tons in 1906 to 9.8 tons in 1916. Those now built are chiefly 15-ton capacity. More powerful locomotives have been placed into service by degrees, thereby increasing the average number of cars per train from 20 in 1907 to 28 in 1916, and the average ton per train from 71.0, in 1907 to 128 in 1916. American, English, French and Japanese locomotives, both saturated and super-heated types, are being used at present and are generally in excellent condition. A great deal of

their rolling stock has been imported in the past but in consequence of the policy of encouraging the purchase of articles of home manufacture pursued consistently by the Imperial Government railways, with the idea of supporting domestic industry, most of the equipment is now being built in Japan and the locomotives built in the Osaka shops compare in workmanship and durability, favorably with any manufactured in the United States. The rolling stock for the year ending March 31, 1917 comprised 2688 locomotives, 12 electric locomotives, 6699 passenger coaches and 43,592 box cars. The government is constantly making strenuous efforts to improve both their passenger and freight service by increasing speed of trains, increasing the number of high-class employes, double-tracking principal sections, etc. The fastest speed developed is that between Tokyo and Yokahama, a four-track section over which both steam and electric trains are operated. The distance is 18 miles and the time is 28 minutes (steam trains.) Electric trains leave Tokyo every five minutes for Yokahama, stop at 10 intermediate stations and make the run in 50 minutes. The express covers the distance between Tokyo and Shimonoseki, 704 miles, in 25 hours and eight minutes. Osaka on the main line is the busiest station as to number of trains arriving and departing, 273 being received per day. This illustrates the enormous traffic over this line. As the shortage of hauling capacity has long been felt, standardization will undoubtedly be realized as soon as conditions and finances permit it. The present gauge is three feet six inches with a 60 to 70-pound rail. The maximum gradient is ten in forty in ordinary cases with the minimum radius of 15 chains (66 feet, one chain). A notable exception is the Usui Pass on the Tokyo-Nagano line, for which the A B T system was adopted. The gradient for it is one in fifteen for the section of seven miles from Yokagawa to Kariuzawa, with the minimum radius of thirteen chains. There are 26 tunnels with the aggregate length of 14,645 feet in this section and it forms the worst portion of the whole work of railway construction in Japan. Electric locomotives have replaced the steam locomotives previously used on this line and the change has proved highly satisfactory. There are 25 tunnels of over 2000 feet on the Imperial railways, the longest of which is 15,260 feet and required six years to bore through. The longest bridge is that over the river Tenryu (3967 feet), the second over the Oi (3332 feet) and the third over the Banyu (2126 feet). The foundation for all these bridges is in the shape of a cylindrical brick well with steel girders.

The Amarube trestle bridge spans a valley one thousand feet in length and 129 feet in depth. It consists of 11 trestles laid over by 60-foot span plate girders, is 1019 feet in length, 991 tons steel was used, and it required three years to build it.

The Tokyo station, which is situated near the Imperial palace in the middle part of Tokyo, is an immense structure of the newest style. Its main building is 1104 feet in length, 66 to 138 feet in breadth and covers

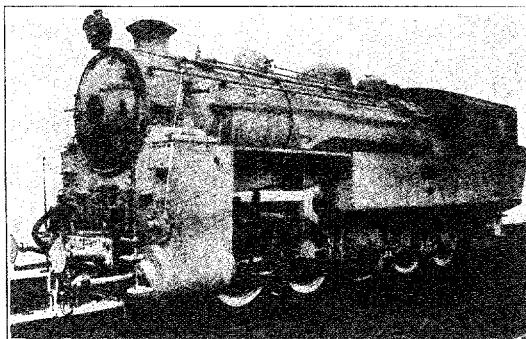
an area of 11,640 square yards. On the ground floor are rooms for dignitaries, waiting rooms, ticket offices, information bureaus, check-rooms, etc., while on the first and second floor is a hotel, restaurant, committee rooms and offices. Hundreds of red-caps



2-6-0-8922 Type With Superheater

swarm around the station assisting passengers. This station, which is the largest in the Orient, was completed in 1914, and construction amounted to yen three million.

Officers and employes of the Imperial Railways are paid according to the rank in which they are classed; the ranking of an employe being based upon his training, ability and the responsibility of his position. The president, who received a monthly salary of yen 625; vice-president, engineer-in-chief and directors are of the Shinin (1st) and Chokunin (2nd) rank. The private secretaries, assistant engineers, station agents of large stations such as Tokyo, Osaka, Yokahama, etc., are of the Souin (3rd) rank. The average monthly compensation in this rank is yen 160.35. The fourth rank (Honin) includes chief clerks, male and female, station agents (small stations), locomotive engineers and the aver-



0-10-0-4110 Type Tank With Superheater

age monthly compensation for employes of this rank is yen 46.50. The fifth (Koin) class includes conductors, part of the engineering and clerical staff with an average monthly compensation of yen 19.74. Employes of the sixth and seventh (Yonin) class include firemen, brakemen, watchmen, signalmen, policemen, trainboys and all common labor. The average monthly compensation for employes of this class is yen 15.91. The employes of one class or rank must pass an examination before being assigned to a higher rank. The total number of employes March 31, 1918 was 112,102. The total monthly compensation yen two million one hundred ninety-one thousand eight hundred two and fifty-three sen, and the average monthly compensation per capita yen 19.55, or a little

less than ten dollars gold. It should be understood however, that while the exchange value of one yen is 50 cents gold the purchasing value of one yen is greater in Japan (for the Japanese) than the purchasing value of one dollar is to us in America.

The staff system is used in the operation of trains, the station agent and engineer controlling their movements. As an additional safeguard however, a manual and electric block system is also used in different sections. Under this system trains are operated with the highest point of efficiency and accidents are exceedingly rare. This is quite remarkable considering the heavy freight and passenger traffic over these lines. There are no automatic couplers, a hook and eye coupling device with a turnbuckle arrangement to take up the slack, and spring bumpers, being used. A box car partitioned off with a small cupola on the rear is used as a caboose and all signals are transmitted with red and green flags and lanterns. The engines, passenger equipment, and some freight cars are equipped with a vacuum brake which seems to be very satisfactory.

ing particular ability who were given additional training covering all phases of railroad operation and the English and Russian languages. In addition to the classroom work the students are taken on school excursions to different tourist points, manufacturing centers, and large terminals at frequent intervals for special instructions. The officers of the railway are much pleased with the excellent record in actual service by the graduates of these institutions and instances of extraordinary promotion, accorded some of them in recognition of their competency, has encouraged other railway men, and the number of applications for admission to these institutes are increasing from year to year.

Railway hospitals and dressing rooms are located at different points on the Imperial railway system where employes, their families, and railway passengers are given first-class medical treatment in case of illness or injury, all the expenses incurred thereby being paid from the treasury of the railway. The Imperial Government railways also have a relief association which is an insur-



Dining Car, Imperial Govt. Railways

The engines are not equipped with bells or pilots as all highways along the right-of-way are guarded by flagmen.

Feeling that instruction furnished by the rules and regulations were not sufficient to produce the utmost efficiency in the operation of trains, the government has provided institutions for giving professional education and training to railway servants in addition to the provisions made for mechanical and operating apprentices. District institutes were built on different divisions of the railway where the following subjects were taught:

Business course—Passenger and freight business, railway construction, safety working arrangements, telegraphy and telephone.

Technical Course—Locomotive, passenger and freight equipment, safety working arrangements, train operation.

A central institute was also created in the head office at Tokyo for graduates from the district institutes and other employes show-

ing particular ability who were given additional training covering all phases of railroad operation and the English and Russian languages. In addition to the classroom work the students are taken on school excursions to different tourist points, manufacturing centers, and large terminals at frequent intervals for special instructions. The officers of the railway are much pleased with the excellent record in actual service by the graduates of these institutions and instances of extraordinary promotion, accorded some of them in recognition of their competency, has encouraged other railway men, and the number of applications for admission to these institutes are increasing from year to year.

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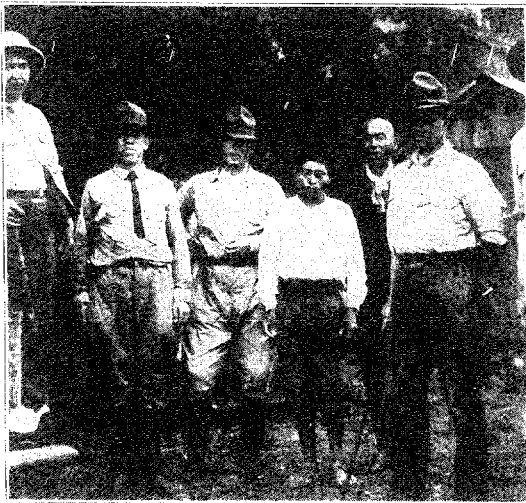
ance institution designed to insure relief to members and their families in case of sickness or injury. All railway employes engaged in outdoor work are under obligation to join the association and the membership is divided into three classes A, B and C. Class A comprises those who are engaged in outdoor work and contribute every month three per cent of their salary until the age of 55 is reached; class B comprises employes engaged in office work who join the association at their own option and pay to the fund four to five per cent of their salary. The members of class A and B must be at least six months in the service before admission, the age limit for admission ranging between fifteen and fifty. Class C, the members of which are exempted from subscription, is composed of those (A) who have not yet passed six months in the service or are under fifteen or over fifty years of age, and who have completed the payment



A Branch Line Train

of subscription up to their age limit of fifty-five years. The amount paid is likewise classified according to the seriousness of the case into first, second, third or fourth class and the allowance ranges from a sum equivalent to two years and six months of their average salary when the injury sustained terminates in death, down to a sum equivalent to from one to six months of their salary, when the constitution is incurably impaired, though remaining in the service. The report of the association for the past year indicates that it is in a particularly sound financial condition.

The Imperial Railways own and operate some of the leading hotels at terminals and points of interest where excellent service is rendered at moderate prices. A tourist bureau was also established in 1912 as a joint enterprise of the Imperial Government Railways, and has branches in all the principal cities in Japan and in the world. It is supported by voluntary contributions from the railways, steamship companies, hotels and firms dealing with foreign tourists. Specially trained men who speak several languages furnish all necessary information to tourists, issue letters of introduction, secure admission to places of interest, arrange itineraries, give estimates of expenses, furnish guides and in short make a special effort to



At Pingan Ice Caves: Capt. Buchannan, Maj. Peterson; Maj. Graves and Lt. Jones

assist foreign visitors in every way so that their time will be pleasantly and advantageously spent while in Japan.

The Parents of a Soldier.

By Sergeant Butler,
C. A. C., 2nd Co., Fort Stevens, Ga.

There's a common bond between them;
They have seen their sons depart,
They have felt the self-same aching
In the region of the heart,
They have seen the self-same visions,
And they have worshiped at a shrine,
Where their boys have talked of duty
In a language that was fine,
And they understood the meaning;
Of the Flag and all the strife;
For they are parents of a soldier,
Who is offering up his life.

The Fathers and the Mothers
Of the boys who've marched away
Are a little nearer Flanders,
Than the rest of us to-day;
They are closer to the cannon
And the guns that loudly roar,
And they neighbor with each other
As they never did before,
And as parents of the soldiers
More war they've come to know,
Than the loyal men and women,
Who had no sons to go.

You feel it when you are with them,
Feel they know far more than you;
What it means to live for service,
And to die for what is true.
From the boys that they are proud of
They have caught a vision rare,
They have seen the meaning,
Of the struggle Over There,
And they know the hurt of absence
And the pain of sacrifice.
For the parents of a soldier
Are the ones that pay the price.

They are standing on the hill tops
As the tide of battle runs;
Night and day, they watch the struggle,
For it's there they've sent their sons,
Though it's our joy when they conquer,
And our sorrow when they fall,
They know more of grief and gladness,
For they are closer to it all,
They are closer to the glory,
They are closer to the woe,
And I think we're missing something
Who have had no sons to go.

Now the United War Campaign

A partnership drive for the largest service offering of money ever subscribed by a single nation will begin on November 11 when the seven welfare organizations of the United States league themselves together in the United War Work campaign for \$170,500,000. The organizations joining in the single call upon the public are the Young Men's Christian Association, the Young Women's Christian Association, the National Catholic War Council, the Jewish Welfare Board, the War Camp Community Service, the American Library Association, and the Salvation Army. The share of Illinois in the national drive is \$12,740,000.

It is a call upon the industrial army to help the fighting men. The men in the ranks whom the United War Work Campaign assists today are the men of the mills and the shops and the factories after the war. Many of them are men who will only come back to industry because a welfare organization sent from here over there has helped them to keep their health and their spirits and their grip on home. The whole people of the United States will contribute the funds, the seven organizations will distribute them, and all men in the ranks will receive.

The Young Men's Christian Association which is asking \$100,000,000 for its war work, is serving no less than three million American soldiers and sailors in Europe and in the training camps at home. It has between five and six hundred huts in this country and a greater and growing number on the other side. It is keeping a bit of home even at the trenches and under the fire of the enemy. The "Y" hut at the front is the soldier's club, his church, his college. It is open to all denominations for service, from the early mass of the Roman Catholic, to the later service of the Protestant clergyman and the Jewish rabbi, and the song service of the Salvation Army. It is used for musical and theatrical entertainments by the most famous musicians, actors and actresses of the world. It is a place of study and lectures for the boy who would study French or other subjects to be turned to account in after-war days; it is the quiet place where the soldier reads or writes his letters home.

The Young Women's Christian Association, asking for \$15,000,000 has gone into the war and into the war industries with the women and girls called to new and perilous work. It has co-operated with the government in the proper housing and care of the women munition makers in this country and has provided recreation centers at all of the twenty-one cantonments. It has established similar centers at munition plants in France and has been so successful in providing rest and recreation that the English government has asked the help of the American Y. W. C. A. in work of that character in England. It has club centers in Russia at Petrograd, Moscow, and Samara, and co-operated with the Y. M. C. A. during the summer in an agricultural exhibit on a boat that plied up and down the Volga river. It has about one hundred hostess houses—"a wee bit of home

within the camp"—erected at military camps at the requests of the commanders, and a number more authorized and being built.

The National Catholic War Council including the Knights of Columbus, asks \$30,000,000. The Knights of Columbus have erected club houses at the points of embarkation in this country and embarkation in France, and have secretaries assigned to permanent duty aboard transports plying between this country and European ports. One hundred Knights of Columbus secretaries have been ordered to Italy where ten buildings are being erected. There is a headquarters building in Paris and permanent club houses throughout France and in London. A fleet of motor trucks follows the rapidly advancing armies to provide our soldiers with "service under fire." These trucks carry cigarettes, tobacco, chocolate, writing material, soap and towels, and other articles.

The Jewish Welfare Board, which will receive a \$3,500,000 share in the United War Work Campaign, officially represents all national Jewish organizations in building up the morale of more than one hundred thousand Jewish men in the army and navy. It has sent its trained workers into the camps and naval training stations. It has erected clubrooms to which soldiers irrespective of race can go for rest or for entertainment, where there are libraries with English, Yiddish, and Hebrew books, where religious services on Friday evenings and holidays are open to any man who wishes to attend. In the towns near the camps, community centers furnish the soldiers with social rooms and sleeping quarters. Jewish chaplains are serving with the army overseas and in the navy. Welfare workers are aiding the families left at home and among the men in the ranks are performing personal services, distributing gifts, and keeping up the boy's contact with his home.

The Liverty War Service of the American Library Association which is asking for \$3,500,000 has sent overseas during the past year more than a million books for the men of the fighting forces. It supplies a book for the man when he wants to read, and the kind of a book that he wants. There is a deck library on every transport, and on many of the war ships and government cargo ships. In every ward of every military hospital a shelf of books is near the hand of the convalescent soldier.

The War Camp Community Service, which is asking for \$15,000,000, is a nation-wide movement for hospitality keyed to harmonize with the training camp program of the War and Navy Departments. It has a definite, ordered program, supplemented by resources of the folks back home. It invites the soldier and sailor off duty in a strange town to dine and dance and meet the right sort of women. It counteracts the red light lure with the greater attraction of wholesome recreation and speeds the man in khaki or blue on his overseas way with a keener enthusiasm to fight for a country in

which he leaves no bitter regretful memories.

The Salvation Army's request for its work at home and abroad is \$3,500,000. As near the trenches as relief work can be carried, the Salvation Army "hutment" is open, and a woman officer ready to serve hot food to the men under fire. A cook stove with an oven that can bake is certain to be part of the equipment of the little Salvation Army house. In front of it, "lassies" with baskets of food have stood under fire in order to give a hot cup of coffee to the men who are bringing up the ammunition. Truck loads of pies and doughnuts start daily from the bases to the extreme ends of the lines. The women officers have mended the clothing and darned the stockings of the soldiers who come to the hutment for recreation. In this country, the Salvation Army maintains hotels near the military and naval bases, and in their club-rooms entertainments fill the soldiers' leisure time. Church services are held on Sundays.

The Sailing Day Plan.

T. W. Proctor.

With a view to increasing the efficiency of cars and decreasing the cost of operation, R. H. Aishton, regional director of the Northwestern Region, established a committee known as the L. C. L. and Sailing Day Plan Committee, and the work was immediately started.

At the present time practically every principal station in the Northwestern Region has a plan in effect that is sailing cars to specific points on specific days, based on the amount of tonnage creating a full carload, so that instead of cars going out with three, four or five thousand pounds, they are now moving on a regular daily, tri-weekly or semi-weekly service with full tonnage and the saving of cars at the present time in the Northwestern Region amounts to over 20,000 per month, which equipment of course is made available for other purposes.

The carrying out of this plan has reduced the large amount of freight handled at transfer points to such an extent that it will soon be possible to eliminate some of the transfer stations entirely.

The claim departments report that the loss and damage to merchandise has been reduced quite materially in that at all of the main points in the region the freight has been consolidated to one, two or more lines, making through cars, where under the old system, it was necessary to pass it through several transfer points before reaching its ultimate stopping point, and the fewer transfers the less damage necessarily results.

In working out this plan, the committee has also taken into consideration the running of pick-up cars on certain days, so that a freight train today is making mileage with loads instead of empties.

The task is a big one, but has been worked out satisfactorily and innumerable letters have been written by shippers expressing favorable comment, in that the schedules are now being maintained and the freight moves to its destination on certain days without fail.

The concentration of freight cars at certain centers destined to points in the east, making

through cars to Buffalo, Cleveland, New York, etc. has eliminated largely the congestion that existed at Chicago and other gateways; has expedited the movement of freight, and eliminated to a large extent the embargoes on merchandise that formerly existed in the eastern territory.

It has been the aim of the United States Railroad Administration to work out this plan in such a way that it will not interfere with the interests of the shipping public. The saving in dollars and cents in the way of car mileage, extra time for crews is enormous, for it has long been demonstrated that the most expensive way of handling merchandise is with way-freight crews.

Efficiency in handling merchandise is the watch-word of the administration and their instructions are being carried out in every detail by the committee in charge, and it is noticeable that complaints handled by this committee are very few and in every case the remedy applied whenever possible.

At large centers like Chicago with its innumerable receiving and transfer stations the task was delegated to the terminal manager at Chicago and on Sept. 30 he was able to announce to the public that cars to certain points would move on certain days and at the same time they were notified the routes via which the freight would move so that at present the service to the public is more dependable than under the old method and shippers are gradually getting used to concentrating their freight for through cars moving on established schedule.

All For Uncle Sam.

David Delaney.

He's read the papers and he knows
We're in the war to win!
He does not know what danger is
But meets it with a grin.
He's young and strong, brave and true,
Gentle as a lamb—
He's just a lanky, uncouth lad
But ALL for Uncle Sam.

His country is his only love
Her wrongs are his, by right;
Her principles were bred in him
And for them he will fight.
He's on the crest of Manhood's Wave,
Just over Boyhood's Dam—
Naught but a lanky uncouth lad,
But ALL for Uncle Sam.

Flag Raising at Oshkosh, Wis.

Milwaukee employes at Oshkosh evidenced their loyalty on July 25th, at a flag raising. A 7x12 flag purchased by the employes, was raised on an eighteen foot pole erected on top of the freight depot. The exercises were conducted by Agent J. T. Armstrong, who gave a short patriotic talk. Music was rendered by members of the Milwaukee organization at Oshkosh and "America" was sung while the flag was being unfurled.

Report of Reclamation Committee

Circular R. P. C. No. 10—Supplement No. 2 Conserving Supplies and Repairing Materials and Tools.

H. S. Sackett, Chairman.

In presenting their report on the reclamation work in iron, steel and timber products, now conducted on the system, the committee wishes to point out how difficult it has been at times to distinguish clearly between reclamation work and repair work.

Ordinarily one assumes in repair work that the article to be repaired will be very largely used again of itself with the addition of but a few small parts. On the other hand, in reclamation work it is usually assumed that the article is separated into its component parts, each of which takes its place in the construction of the same or a similar article.

In tabulating the reclamation work on the system it has not been possible at all times to distinguish between the two classes of work just described, although it has been the aim of the committee to confine itself strictly to reclamation work.

The committee desires also to point out the general policy of handling reclamation work on the system; to show the difference between this policy and that adopted by some of the other roads and to illustrate how the policy itself has prevented the securing of exact figures and data on the results of the work and how it has made impossible a distinction at all times of strictly reclamation and strictly repair work.

The general reclaim policy of the road has been to do such work as numerous points. There are many reasons why this condition obtains. In the first place, whenever a particular line of reclaim work was deemed advisable, such work was located at a point, which, at that time, seemed most centrally located and where equipment and facilities were available. In the later expansion of the road it did not always turn out that this point was the most logical place for carrying on the particular line of work. Again it has resulted in the conduct of the work at so many points that it has been very difficult to segregate this reclamation work from regular repair work conducted at the same points.

The advantages of conducting reclamation work at so many widely separated points are:

1. That the work is usually conducted by the regular force at odd times, thus eliminating or greatly reducing any overhead charges.

2. The haul to the reclaim point is at a minimum.

3. Facilities, equipment and buildings used for ordinary work are available for reclaim work at odd times without extra expense.

4. The fact that reclaim work is going on at many points has a tendency to spread a "Saving Doctrine" over the entire system and to inculcate in the employees the idea of thrift.

The objections to this widely scattered reclaim work, are:

1. That it is difficult to keep cost records

and ascertain whether the work is profitable or not.

2. That such work is apt to be neglected and greater efforts concentrated on the regular work of the shops.

3. That no central or designated organization is assigned to this particular work, and, therefore, there is no body of men that feel it incumbent upon themselves to be constantly on the alert for new methods or schemes to effect economies.

4. It is axiomatic that many kinds of reclamation work are not profitable without large volume. In doing such work at numerous points, therefore, economies often cannot be effected, owing to the fact that there is not sufficient quantity of material to make such an operation profitable. With the centralization of material as would come to the widely separated points in small volume, it would very often be possible to reclaim them at a profit.

It would seem, therefore, on the whole that what might be termed an ideal reclamation policy would be to have certain kinds of reclamation work, such as the reclaiming of largely at one central point. It is believed that such a plan would permit of the greatest economy, considering labor, length of haul, maximum reclamation, co-operation with other railway systems, etc.

There are three general classes of reclamation:

1. Reclamation for remanufacture. steel rails, scrap in large quantities in the rolling mills, etc., located at two or three widely separated points on the entire system and to have the reclaiming of small scrap and other materials conducted very

2. Reclamation for salvage.

3. Reclamation for similar use.

All of the above forms of reclaiming have been included in the report, it not being deemed advisable to separate them for any special purpose.

Inquiry No. 1—List of points at which you are carrying on general reclamation work, and facilities, buildings, organization and equipment at each point for reclaiming.

Answer—Intensive or major reclamation work is conducted at the following points on the system:

Milwaukee	Savanna	Deer Lodge
Tomah	Minneapolis	Tacoma
Dubuque	Miles City	

Minor reclamation is conducted at the following points:

Chicago	Mason City	La Crosse
Western Av.	Austin	Madison
Galewood	North McGregor	Tomahawk
Ottumwa Jct.	Mitchell	Green Bay
Perry	Aberdeen	Spirit Lake
Sioux City	Montevideo	

With the exception of Savanna and Tomah, there are no points at which reclamation work is conducted where special buildings have been constructed for such work. The organization and the equipment for each particular type of reclamation work is given in detail under Inquiry No. 2.

Inquiry No. 2—List of kinds of material you are at present reclaiming:

- (a) By means of oxy-acetylene welding.
- (b) By means of electric welding.
- (c) By means of forging equipment.
- (d) By means of rolling mills.
- (e) By other means.

Answer—(a) At the present time the following kinds of material are being reclaimed by oxy-acetylene welding:

Coupler plates	Rerailing frogs
Bolsters	Metal oil barrels
Draft arms	Driving boxes
Tie bars	Cross heads
Bettendorf truck frames	

and all cast steel parts of locomotives, cars and machines, as well as a large volume of boiler work.

No detailed record has been kept of the saving affected by the use of this type of welding, but there is no doubt but what the economy has reached into the thousands of dollars. **A very considerable saving has been made this past year through the reclamation of damaged freight by the oxy-acetylene process.** In many cases where shipments of high priced or expensive machinery were considerably damaged they were immediately shipped to the Milwaukee shops and thoroughly repaired before being delivered to the consignee. The ability to renew damaged material in this way has been the source of a great saving during the past year and will continue even more so in the years to come as the use of the oxy-acetylene process is expanded on the system.

(b) The company owns no electric welding equipment and there are, therefore, no classes of material at present being reclaimed by this process, but five electric outfits have been recently authorized for Milwaukee and their immediate purchase has been arranged.

(c) The following kinds of material are being reclaimed at present by means of forging equipment:

Hammered iron	Spring hangers
Bolts (various kinds)	Locomotive frames
1 Anvil block	1 1500-lb. hammer
1 Half-round die	1 Oil furnace
1 Former	

(d) From three to seven tons of scrap iron are being reclaimed daily at Milwaukee by means of a rolling mill, which produces bar iron from $\frac{3}{4}$ inch to $2\frac{1}{4}$ inches in diameter, and flat iron from $\frac{3}{8}$ inches to $1\frac{1}{2}$ inches to $1\frac{1}{4}$ inches by 4 inches. The mill is small in size, requiring but four men in its operation. It could be run to capacity all of the time if labor were available and if a sufficiently high price could be paid labor to attract them to this character of work.

(e) The following kinds of material are at present being reclaimed at Milwaukee and in some cases at a few other points. A description of the equipment necessary, the organization, and the amount of saving per annum is given wherever figures are available.

Air and Steam Hose—All old air and steam hose is stripped and mounted. The couplings are repaired and used again and the rubber is sold as scrap. Six men are employed on this line of work, the equipment

consisting of various devices originated locally. Approximately six carloads of rubber hose are reclaimed each year, bringing a total revenue of about \$10,000.00.

Babbitt and Lead—Babbitt is melted out of all old brasses, and is recovered from oil-box packing, the reclamation the past year amounting to 381,471 pounds. About 100,000 pounds of this material was sold for \$33,750.00, the remainder being utilized in re-babbitting brasses.

The babbitt and lead reclamation requires three men with four melting pots and a grinding machine.

2,945,653 pounds of brass were reclaimed and sold last year for \$692,120.37.

Bolts and Nuts—Two men working all the time reclaimed last year about 203,440 pounds of bolts, having a reclamation value of \$6,782.16.

They also reclaimed 232,812 pounds of nuts, having a value of \$12,269.16.

Waste Paper—At Milwaukee alone 108½ tons of waste paper were baled and sold last year. On the entire lines east 762,506 pounds were collected, baled and sold for \$5,471.72.

Metal Roofing—A large quantity of old metal roofing is reclaimed annually by the car department, being utilized for the following purposes:

Lamp jacks	Pails
Stove jacks	Stove pipe for cabooses
Caboose car cylinders	Cooling towers
Ventilators	Covering cars
Bell hopper shields	Covering wood floors in milk cars
Spark shields	Side door caps
Ridge fins	

No estimate of the value of the metal roofing reclaimed is available, but it is probable that the amount used last year alone at the Milwaukee shops represented a saving of at least \$2,500.00.

Heavy Tools—All trucks, hand cars, push carts, wheel-barrows, and other heavy tools are sorted out and either repaired or reclaimed. About 25 men are employed on this work and the annual saving is considerable. It has been difficult to determine the actual value of the reclamation, since many of these heavy tools undergo either light or heavy repairs and cannot properly be classed as being reclaimed.

Springs—For a number of months two men have been reclaiming an average of forty-five (45) springs a day. They have as an equipment:

1 Oil furnace	1 Oil tempering vat
1 Face plate	

The estimated saving is 50 cents per spring, or about \$6,750.00 per annum.

Hammered Scrap Iron—An average of five tons per day of hammered scrap iron is reclaimed at the Milwaukee shops. This is done with ten men, who have, as equipment, a furnace and two 3,000 lb. steam hammers.

The hammered iron is made into locomotive rods, equalizers, guides, axles and special shafting.

Car Wheels—Two hundred seventy car wheels are melted up and used daily at Milwaukee. Two hundred fifty of the wheels are used in the wheel foundry and 20 for castings. In making new wheels 75% of old

wheels are mixed with 25% of new pig. About 265 men are employed in the foundry, who turn out daily an average of 300 new wheels, which output is to be doubled at once to meet a call from the government for 300 wheels daily.

Lumber—A small building containing band saw, located at Milwaukee, is used to reclaim the following old material shipped in to that point:

Bridge timbers	Car lining
Car decking	Car doors
Car siding	Cross ties, etc.

Last year the following material was produced at this little saw mill, which was run only a small part of the time owing to a lack of labor:

Shims, 1,500,000.
Narrow gauge cross ties, 3,969
Coal boards, 60 carloads.
Hopper planks, 24 carloads.
Crossing planks (several carloads).
Car stakes (several thousand)

During the year 1915, the saving affected by sawing old lumber and timber amounted to over \$30,000.00. No figures are available to show the economy affected since that time, as the saw has been run but intermittently owing to the lack of labor both for picking up the material and for sawing it.

(Concluded next month.)

Electrification Progress.

J. B. Walker.

With most of the substation buildings completed the setting and guying of poles nearing an end, and the machinery and other electrical equipment arriving, the electrification of the lines between Othello and the coast is drawing measurably nearer to realization.

The buildings, including the bungalows for the operators, together with their sewer and water systems, for the substations at Taunton, Doris, Kittitas and Tacoma are complete, and those at Hyak, Cle Elum, Cedar Falls and Renton will be finished before November 15th. At five of the stations the crews are at work installing the electrical equipment and similar work will begin in the three remaining stations as soon as the building crews are disbanded.

All poles are set and their guying will be finished by November 1st, excepting for the cross country transmission line between Cedar Falls and Snoqualmie Falls and Renton. This cross country line, which has been under way a short time only, has progressed to North Bend from Cedar Falls, and the clearing of timber preparatory to the building of the line is completed a considerable distance in advance of this.

The first trolley stringing crew has begun work in Cedar Falls yard and a crew, normally preceding trolley stringing on the main line, which installs the feeder, signal, supplementary negative and the wire for the power limiting and indicating system, begins work from Cedar Falls west immediately. Other stringing crews will be started just as soon as a sufficient supply of copper is available.

Corporate Organization of the C., M. & St. P. Ry.

At the meeting of the directors of the corporation, October 31st, the corporate organization was completed by the election of R. M. Calkins, president; F. B. Simpson, treasurer; R. J. Marony, assistant treasurer; John A. Peterson, assistant treasurer; L. J. Tracy, comptroller; W. W. K. Sparrow, chief engineer.

The executive officers, thus are: A. J. Earling, chairman of the board; R. M. Calkins, president; Burton Hanson, general counsel; E. D. Sewall, vice-president; E. W. Adams, secretary; F. B. Simpson, treasurer; L. J. Tracy, comptroller; W. W. K. Sparrow, chief engineer; C. B. Ferry, assistant secretary; R. J. Marony, assistant treasurer; John A. Peterson, assistant treasurer.

The election of Mr. Calkins to the presidency brings back an old friend and distinguished official of the Milwaukee. Mr. Calkins resigned the office of traffic manager of the Railroad Administration, in August of this year, to attend to important personal business interests; and his return is a genuine home-coming with everybody at the depot to meet "R. M."

He is a through and through railroad man and is considered one of the best traffic men in the country. Traffic does not, however, cover all of his acquirements, for he is thoroughly well informed on all subjects pertaining to railroad operation and finance. He is a native of New York State and started his railroad career at Monticello, Iowa, where he is said to have paid the agent of the C., M. & St. P. at that point, \$50.00 to allow him to "learn the trade."

He learned telegraphy and served his apprenticeship in other branches, and at length achieved the position of agent at Kansas City. He rose through the offices of division freight and passenger agent, assistant general freight agent, general freight agent and traffic manager of the Puget Sound lines, vice-president in charge of traffic of the system, and now president.

He has an enviable record of success, and still a young man, is to write his name large in wider fields of action.

The transmission line between Cedar Falls and Cle Elum has been completed from Cle Elum to Lavender, and from Hyak to Banderera and the crew assigned to this section is pushing on toward Cedar Falls as rapidly as possible to keep away from the snow, a heavy fall of which is likely to come at any time.

The construction work will proceed throughout the winter in all localities excepting on the slopes of the Cascades, where heavy snow will interfere. Material deliveries are now more promising and in a short time, it appears, that the overhead work will be going in full swing with ten work trains stringing the wires and cables.

An Apology Delayed.

Sted.

I would like to know where I'm headed and why I am going that way, my desires were inclining towards Paris, alack and alas for that day! I started, the Belgians delayed me—their one little spat at the start tied a knot in the plans I had outlined, I would pile this whole world in my cart. And I, with my greed and my kultur was plugging along with a will, when a man, Uncle Sam, came along with his boys and they played Billie Hell with old Bill. It looks like I'm spat for the present, and this world calls me Bill Also Ran, but, by Heck, if they'd slow up one minute I'd retire to the wilds of Soudan where I'd plant myself down in the desert and confess to mine friend, mine dear Gott, that I pulled a four-flush and they called me—Mine kultur is that of the sot.

The Liberty Loan Bureau.

The Liberty Loan Bureau of the Milwaukee, established by the Federal manager, to handle all work pertaining to bonds purchased by employes of the railroad is now in working order and turning out the bonds subscribed for, as fast as possible.

T. W. Proctor, assistant general freight agent, is in charge of the bureau, and all work in connection with all of the bond issues has been taken over.

Some unavoidable confusion and much consequent delay in the forwarding of previous issues of bonds or the receipts for payments on same has hitherto been experienced and Chairman Proctor earnestly requests that all employes who have been inconvenienced by these delays, have patience a little longer until all subscriptions to former loans as well as to the fourth loan are tabulated, when it will be possible to issue the bonds to subscribers with utmost dispatch.



Little Miss Audrey Arnold



Master Joseph M. Arnold, Jr., Children of Joseph M. Arnold, C. C.

Everyone was out to put the Fourth Liberty Loan way over the top, and not the least effective and enthusiastic work was done by the railroad juniors, who went into the campaign with vim, vigor and victory on their banners. The children in the above pictures are the little son and daughter of Joseph M. Arnold, chief clerk to T. W. Proctor—and a main spoke in the wheel of the Liberty Loan Bureau. Miss Audrey, who is ten years old, has always been an energetic war worker. She has done her bit in all of the loan campaigns and in the last Red Cross drive she was instrumental in helping fill the war chest by dancing at many entertainments given to raise the necessary quotas in the district where the Arnolds live.

Master Joseph, Jr., also adds his mite as an elocutionist, and he is determined to let no opportunity pass which could help win the war. He has a splendid school record, having commenced at the age of four and a half years and has never been tardy or absent. Both children invest every penny they can lay hands on in Thrift Stamps, and they feel that their work and responsibilities are equal in their own way, to the efforts of the grown-ups, and they have the right idea.

Don't Let Bill Rest Until He Rests In Peace.

(To the Refrain of "Over There.")

Smith.

Give 'em hell! Bombs and shell!
Break their line, kick the swine 'cross the Rhine!
The Hunns are running, the Yanks are coming!
Don't you hear that Yankee yell?
Load your gun! Get your Hun!
Shoot 'em quick, make 'em sick, ten for one.
We'll get that Kaiser, we'll "can" the Kaiser,
We will take Berlin and every fort and gun.

United States Railroad Administration

W. G. McAdoo, Director General of Railroads.

In connection with the restrictions upon shipment of lumber and other forest products destined to points north of the Ohio and Potomac and east of the Mississippi Rivers, effective on September 16th, the Director General has announced the inauguration of Extension Bureaus of the Car Service Section for the issuance of permits at Boston, Cincinnati and Chicago.

The Boston office is in charge of F. E. Dowe, and will consider applications and issue permits for lumber destined to points in New England. The Cincinnati office is in charge of H. B. Sargent, with jurisdiction within the state of Ohio. W. L. Barnes, assistant manager, Car Service Section, Chicago, will, in addition to his other duties, have charge of applications and permits for movements to points within the states of Wisconsin, Michigan, Illinois and Indiana.

Government Loans to Railroads For Payment of Mortgage, Equipment or Debenture Bonds.

Believing that it will be for the general welfare, the Director General announces that as to all railroad mortgage bonds which may mature between now and July 1, 1919, where the companies find it impracticable to obtain money for the renewal of their maturing bonds at a rate of interest which the Director General may feel warranted in approving, he will lend to all such railroad companies on safe and reasonable security, at the rate of 6 per cent per annum, such funds as may be necessary to pay off their maturing issues of mortgage, equipment and debenture bonds. The aid thus rendered is not to be interpreted by the companies, however, as relieving them of the responsibility of using their best efforts to provide for their own financial needs, but to assure them that the money required for their own financial needs and for which they can offer satisfactory security, can be obtained at a reasonable rate of interest.

Locomotives Shipped During September.

From the American Locomotive Works: To C. M. & St. P., 12 USRA Mikado type; to the Union Pacific, 14 USRA Mikado type; to the T. & O., 4 USRA Switcher type; to C. & O., 5 Mallet; to Seaboard Airline, 6 USRA Mikado type; to Maine Central, 1 switcher. From the Lima, Ohio, Works: To Illinois Central, 7 Mikado type. From the Baldwin Works: To the L. E. & W., 6 USRA Mikado; to C. B. & Q., 2 USRA Mikado; to P. & R., 1 Mallet and 1 Consolidation; to Pennsylvania Railroad, 1 Mikado; to Great Northern, 1 switcher and 1 Mikado; to Illinois Central, 1 Mikado; to U. P., 1 Mikado. A grand total of 64.

General Notes of the Northwestern Region.

On October 1st the conditions as to car supply were satisfactory, except a temporary shortage of box cars for grain loading, but the prediction was made that all terminal elevators in the region would be filled before the end of October.

Labor situation is better and the L. C. L. freight service, accordingly improved.

Passenger travel heavy and passenger train schedules being well maintained. Consolidated ticket office conditions generally favorable, except at Minneapolis, where more space is to be supplied.

Efforts are being made to prepare for the slowing down of transportation service, in winter, particularly—arranging for control of traffic so that the flow may be steady instead of spasmodic; schedules for the movement of winter perishable traffic; increased penalty for detention of refrigerator cars of perishable freight on track; relief of intra-city rail movements, this saving terminal shifting and cars.

Results are showing in standardizing of packages for the proper transportation of freight and the first tariff covering standard packages for southern perishable freight will soon be issued.

Funds Advanced By the Director General to the Railroad Companies.

Since April 1, 1918, the Director General has advanced to all railroad companies, the sum of \$294,845,170, exclusive of the current earnings of the railroads applied directly by the individual roads to their current expenses and corporate

needs. This amount went to 85 different roads or systems. Of the total sum disbursed to October 1st, \$209,347,260 was taken from the revolving fund of \$500,000,000 and the balance came from the surplus earnings of various roads which were turned over to the Director General by the limited number of roads whose receipts for the period exceeded their requirements. Of the roads making deposits for the common fund during this period, only 19 have not asked for the return of any portion of the funds so deposited. Among the railroads of the northwestern region to which advances have been made, the C. M. & St. P. has received \$1,000,000. The C. R. I. & P., \$1,700,000; the Union Pacific, \$5,000,000; the C. & N. W., \$3,300,000; the Soo Line, \$350,000; the C. B. & Q., \$2,700,000.

Conditions At Export Terminals.

Accumulations of export freight in railroad terminals at the six North Atlantic seaports were reduced on October 1st, to 17,796 carloads, of which only 5,383 carloads were on wheels. Last December the export accumulations totaled 44,320 carloads, with 12,552 loads standing in cars. Month by month, as the congestion has been brought down, the quantity handled went up. September export tonnage was more than double that of last December, January or February. Perhaps no single development has had a more vital bearing on this country's war efforts nor brought greater relief and satisfaction to the responsible war leaders of both America and the Allies. The trans-shipment of record-breaking tonnage at the ports proceeded so smoothly under the new system that the menace of a break in the "bridge to Pershing" appears to be definitely removed. Food supplies have moved from the west to the seaboard in quantity and at a speed never before known in railroad history, through a preferential system of handling.

Coal exports for war needs from January to July, inclusive, amounted to 10,915,337 tons, an average of more than 1000 carloads a day.

Some Operating Statistics.

Director General McAdoo has issued the following:

The Operating Statistics Sections of the Division of Operation of the United States Railroad Administration under the management of Professor W. J. Cunningham has just compiled a statement of freight operating statistics for the month of July, 1918, as compared with the month of July, 1917.

The most striking feature of the report is the increase in the ton mileage that is recorded concurrently with a decrease in the train car and engine mileage. Both the average train and car load also show a substantial increase. The figures furnish abundant proof that the policy of the United States Railroad Administration in shortening routes and insisting upon the heavier loading and more intensive employment of the rolling stock and motive power is having the effect that had been expected in increasing the capacity of the railroads and reducing the cost of operation.

The statement shows an increase of 1,897,376,211 or 5.6 per cent in the number of revenue ton miles hauled, a decrease of 273,248,170 or 8.9 per cent in the number of non-revenue ton miles hauled concurrently with a decrease of 661,139 or 1.2 per cent in the number of train miles; a decrease of 71,118,405 or 5.2 per cent in the number of loaded freight car miles and a decrease of 428,152 or 0.7 per cent in the number of freight locomotive miles, the comparisons being as between July, 1918, and July, 1917. The average train load in July, 1918, was 723 tons as compared with 684 tons in the same month in 1917, and the average car load was 30.1 tons in July, 1918, as compared with 27.3 in July, 1917.

Effective December 1, 1918, the sleeping and parlor car rate and additional passage charge for occupancy of space in sleeping or parlor cars will be combined; both charges will be represented by the sleeping or parlor car ticket, except in cases of furlough fare, clergy, and similar tickets, where the two charges must be kept separate. When fares are paid on trains, the

sleeping or parlor car conductors will make the collections of both charges, and issue one ticket to cover.

This plan will do away with the delays and confusions now incident to the sale of three separate tickets, and the collection of three separate charges for a railroad journey in a sleeping or parlor car. As rapidly as the necessary alterations in ticket offices can be made, the sleeping car and railroad ticket selling forces will be combined and it will no longer be necessary for a passenger to go back and forth between two different ticket windows at union stations in order to get his sleeping car and railroad tickets, and arrange for his accommodations because both kinds of transportation will hereafter be sold by the same ticket clerk. This will be a step beyond the old practices prior to government control. When the Pullman Car Lines were under private management, they had their own force of ticket sellers, and a passenger, after buying a railroad ticket, had to go to the Pullman window to get a sleeping car ticket, or vice versa. It is thought that this arrangement will prove a great convenience and time saver to the traveling public, and will tend to keep down the congestion at ticket offices in union stations.

Winter Protection For Fruits and Vegetables.

October 21, 1918.

Director General McAdoo today authorized the following:

The loss of fruit and vegetables on account of freezing during the course of transportation in winters past has been enormous.

In addition to the obvious desirability of preventing claims against the railroads and preventing loss to the shipper, the conservation of food as being urged by the Food Administration, makes it particularly necessary to give serious consideration to the protection of fruits and vegetables with the approach of winter and freezing weather.

Extra precaution in the packing, as well as protection against exposure to the elements at the point of origin and destination is very essential.

The weather bureau advance notices of temperatures should be closely observed by shippers of perishable food products and their shipments withheld from freight service as much as possible when very low temperatures prevail and when forecasted.

A delay in forwarding to conserve the property is more to the advantage of the shipper, consignee and consumer than the disregarding of warnings of low temperatures and forwarded with a chance of loss by freezing.

The best means of protection to perishable freight available in transportation will not always protect such shipments in extremely cold weather.

Northwestern Region, Ontonagon Railroad.

Office of Federal Manager.

Chicago, Ill., October 1, 1918.

The following appointments are effective this date:

Superintendent—J. H. Bice, Ontonagon, Mich.
 Traffic Manager—H. E. Pierpont, Chicago, Ill.
 General Solicitor—H. H. Field, Chicago, Ill.
 Chief Engineer—C. F. Loweth, Chicago, Ill.
 Purchasing Agent—W. A. Linn, Chicago, Ill.
 Federal Auditor—R. Cousin, Ontonagon, Mich.
 Acting Federal Treasurer—C. H. Worcester, Ontonagon, Mich.

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

Approved: H. E. Byram,
 R. H. Aishton, Federal Manager.
 Regional Director.

Northwestern Region—Escanaba & Lake Superior Railroad.

Office of Federal Manager.

Chicago, Ill., October 1, 1918.

The following appointments are effective this date:

General Superintendent—C. W. Kates, Wells, Michigan.
 Traffic Manager—H. E. Pierpont, Chicago, Ill.
 General Solicitor—H. H. Field, Chicago, Ill.
 Chief Engineer—C. F. Loweth, Chicago, Ill.
 Purchasing Agent—W. A. Linn, Chicago, Ill.
 Federal Auditor—G. J. Bunting, Chicago, Ill.
 Acting Federal Treasurer—A. G. Loomis, Chicago, Ill.

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

Approved: H. E. Byram,
 R. H. Aishton, Federal Manager.
 Regional Director.

Division of Labor, Washington, D. C.

October 1, 1918.

Circular No. 4.

Effective October 1st, H. H. Reed is appointed Special Assistant to the Director of the Division of Labor.

Mr. Reed has been assigned to handling correspondence and cases to be submitted to the Railways Boards of Adjustment, as provided in General Orders Nos. 13 and 29, and such similar orders as may be issued by the Director General creating additional Railway Boards of Adjustment. He will also handle for the undersigned correspondence and matters pertaining to interpretations of wage orders, submitted through the Division of Labor to the Board of Railroad Wages and Working Conditions in accordance with Supplement No. 6 to General Order No. 27.

Approved: W. S. Carter,
 W. G. McAdoo, Director, Division of Labor.
 Director General of Railroads.

Washington, D. C., September 16, 1918.

Interpretation No. 1 to Supplement No. 4 to General Order No. 27 and Addendum No. 2 There-to:

Employees in any department, performing the classes of work specified in Supplement No. 4 to General Order No. 27 and Addendum No. 2 there-to shall receive the rates of pay and be governed by the conditions of employment provided for therein.

If their present pay-roll classification does not conform, they shall be given correct classification.

Washington, D. C., September 23, 1918.

Amendment No. 1 to Supplement No. 4 to General Order No. 27.

To remove certain inequities resulting from the application of section 2, Article III, of Supplement No. 4 to General Order No. 27, and as a substitute therefor, it is hereby ordered, effective September 1st, 1918:

Compensation for Helpers—Shop Crafts—

For helpers in the basic trades specified in Supplement No. 4 to General Order No. 27, who, on January 1, 1918, were receiving less than thirty-two cents (32) cents per hour, establish a basic minimum rate of thirty-two (32) cents per hour; to this basic minimum rate, and all hourly rates of thirty-two (32) cent per hour and above in effect as of January 1, 1918, add thirteen (13) cents per hour, establishing a minimum rate of forty-five (45) cents per hour.

W. G. McAdoo,
 Director General of Railroads.



Flag Raising Ceremonies at Rondout, Ill.

Seven Months of Government Operation

The report of Director General Wm. G. McAdoo to President Wilson, under date of September 9th, tells an interesting story of seven months of government operation of the railroads. At the time of taking over the railroads of the country, the report says there was a total mileage of steam railroads (all tracks) of 397,014; owned or controlled by 2,905 companies, employing 1,700,814 people. Of these 2,905 railroads, 185 were major systems, each having an annual operating revenue of one million dollars or more; 221 were switching or terminal companies, 1,434 were plant facility roads and 765 were what is known as "short line" railways. Some of these smaller properties which came under Mr. McAdoo's control on January 1, 1918, have since been relinquished as not essential to the purposes in view in the President's proclamation. It is, however, the policy of the director general to deal equitably with the relinquished properties.

The report continues: There is good ground for believing that substantial progress has been made in accelerating the movement of traffic and employing the available equipment more intensively, and he is confident that all roads will shortly be in a condition to meet any demands that may be made upon them if the needed motive power, already ordered can be secured and skilled labor is not withdrawn from the railroads for military and other purposes. These, the report says, are very serious phases of the railroad problem.

Traffic statistics are adduced in support of his claim with regard to the intensified employment of equipment, showing that both carload and trainload have been substantially increased, and that by "re-routing," much of the distance haul has been greatly shortened. As one example of the economy thus effected he mentions the fact that recently during a period of about 60 days, some 8,999 cars were re-routed in a western region so as to effect a saving of mileage of 195 per car, equal to a total of 1,754,805 car miles.

Attention is called to the crippled condition of the roads when taken over, as a result of the freight congestion and blockades, explaining the measures of relief successfully applied to correct these conditions before any permanent organization had been effected or Congress had passed any enabling legislation providing for the revolving fund of \$500,000,000, which did not become law until March 31, 1918. The organization since created is described. There is the central administration at Washington of which Mr. McAdoo is the head. Its chief officers are known as his personal staff. The personnel is as follows:

- W. G. McAdoo, director general.
- Walker D. Hines, assistant director general.
- Oscar A. Price, assistant to the director general.
- John Barton Payne, general counsel.
- John Skelton Williams, director of finance and purchase.
- Robert S. Lovett, director of division of capital expenditures.
- Carl R. Gray, director of division of operation.
- Edward Chambers, director of division of traffic.
- Charles A. Prouty, director of division of public service and accounting.
- W. S. Carter, director of division of labor.
- Theo. H. Price, actuary.
- M. B. Claggett, private secretary to the director general.

It is explained that although these officers have all the needed clerical forces, the policy has been to keep the Washington organization as small as possible, avoiding an unyielding and expensive central administrative bureau.

Under the central organization are seven regional directors, having charge of an equal number of regional districts into which the railroad mileage of the country has been divided. The geographical boundaries of these districts are not definitely laid down for various reasons, the districting having had for its purpose the assembling under the management of one regional director, the larger portion of the mileage serving his territory. The regional districts are both named and numbered and a list of them and their regional directors is as follows:

1. Eastern District—A. H. Smith, regional director, New York City.
2. The Allegheny District—C. H. Markham, regional director, Philadelphia.
3. The Pocahontas District—N. D. Maher, regional director, Roanoke, Va.
4. The Southern District—B. L. Winchell, regional director, Atlanta, Ga.
5. The Northwestern District—R. H. Aishton, regional director, Chicago.
6. The Central Western District—Hale Holden, regional director, Chicago.
7. The Southwestern District—B. F. Bush, regional director, St. Louis.

Under the regional directors are district directors in charge of subdivisions of the regional districts, federal managers in charge of the more important single divisions or groups of less important lines, general managers operating minor division and terminal managers having control of all terminals at the more important railway centers.

There are also marine sections and an inland waterways organization.

The director cites the considerations which moved him to divorce his operative organization from the corporate officers formerly managing the railway properties and still in office as representatives of the proprietary interests. He says: "Inasmuch as no man can serve two masters and the efficient operation of the railroads for the winning of the war and the service of the public is the purpose of federal control, it was manifestly wise to release the presidents and other officers of railroad companies with whose corporate interests they are properly concerned, from all responsibility for the operation of their properties which will be in the hands of the regional directors, the district directors and the federal and general managers, who will be directly responsible to the director general. All ambiguity of obligation is thus avoided, the officers of corporations are left free to protect the interests of their owners, stockholders and creditors, and the regional and operating managers have an undivided responsibility and allegiance to the United States Railroad Administration. In pursuance of this policy the regional directors, the federal managers and the general managers have been required to sever relations with the railroad corporations, whether as officers or directors, and the corporate officers have been advised they have no function to perform in respect to government operation. Many of the former corporate officers have been appointed as officials of the United States Railroad Administration, where as others have elected to remain as officers of their corporations." It has been made clear that the fullest possible co-operation is desired between the government officers who operate the railroads and the corporate officers who represent the stockholders.

The report says that through the reorganization it has been possible, without impairment of efficiency, to reduce, both the number of officers and the aggregate of salaries paid them. Under private control there were 2,325 officers drawing salaries of \$5,000 a year or over, with aggregate salaries of \$21,320,187. Under government control 1,925 officials are employed, drawing \$5,000 a year or over. The aggregate of their salaries is \$16,705,298, and the saving amounts to \$4,614,889 per annum. This total included the officers of the various regional districts as well as those of the central administration at Washington. A reduction in the legal expenses of the railroads has also been effected, amounting to approximately \$1,500,000 annually by the elimination of a number of men formerly employed in the legal department; reductions in the salaries of others and the transfer of general counsels of the various roads from the operating payroll to the payrolls of the corporations.

Under private control, salaries as high as \$100,000 per annum were paid. Under government control the highest salaries paid are to the regional directors, ranging from \$40,000 to \$50,000 per annum. These reductions have not been made by forcing the experienced and appointed by the

United States Railroad Administration to accept salaries incommensurate with their responsibilities, although in numerous instances these salaries are substantially less than those they had been earning as officers of the railroads, or than they could earn in private enterprises. Mr. McAdoo says: "I have felt that it was not only equitable, but necessary, that they be justly remunerated, and that the reward of brains, industry and loyalty should be sufficient to continually attract able men to the service of the railroads as their life work. It's not a question merely of operating the railroads during the period of the war—this requires, it is true, the best talent that can be secured if the present extraordinary demands are to be met—but is a question of the post bellum period as well when railroad work must continue to be sufficiently attractive to draw constantly to it, men of the right quality and the right caliber. Unless the ranks are uninterruptedly recruited with such men it will be impossible to maintain the efficient organizations which are essential to the successful management and operation of the railroads of the country. The salaries paid under government control to the higher officers, should make the juniors realize that the promotions and rewards of a railroad career are still worth working for, and that they will be commensurate with those of private enterprise and industry."

In the matter of wages to employes, the report says, that the various advances in wages of employes recommended by the Railroad Wage Commission have been accepted in so far as the percentages of advance recommended were concerned, but that Mr. McAdoo found himself unable to acquiesce in the suggestion of the commission that no change in the working hours should be made during the continuance of the war. He has recognized the principle of the basic eight-hour day in railroad service as a matter of justice. Among other things dealt with under this heading is the matter of the same pay for women as given to men in the same line of work on the railroads; and that they shall not be permitted to occupy positions unsuited to their sex or allowed to work amid conditions that are unfit.

The advance in passenger and freight rates is discussed at length as costs of operation generally. The advances so far have not seemed to check the volume of traffic, especially passenger, which continues heavy. The supercharge for transportation in Pullmans has been imposed in the hope that it will reduce the demand for such accommodations and free the sleepers for use of our troops in night journeys. The consolidation of ticket offices is an economy that makes an interesting chapter of the report, it being estimated that a saving will be effected of approximately twenty-three and one-half million dollars, annually, twelve million of which is accounted for by closing of "off line" offices, \$1,425,000 through the consolidation of "on line" offices and \$7,000,000 through the elimination of advertising.

The elimination of unnecessary passenger trains is another interesting chapter. Between many important points, duplicate and elaborately equipped trains were operated quite in excess of the demands and where this condition obtained, certain of these trains have been taken off. In the district west of the Mississippi River an aggregate passenger train mileage of 21,000,000 miles has been eliminated. In the eastern district the elimination is over 24,000,000 miles. Through travel is being directed to the natural routes, the hauling of special trains or needless private cars discouraged and the schedules revised so that closer connections can be made. Railroad tickets between points reached by more than one road are honored by any route and a universal mileage book good in the hands of bearer upon any government controlled road may now be had. Another reform which is being worked out, is the consolidation of passenger terminals, resulting in more equitable distribution of traffic, carried in fewer and better filled trains.

A bureau for suggestions and complaints has been established, through which the public is invited to co-operate with the Director General, by means of criticisms and suggestions, as well as letters commending courteous and efficient employes, etc. The establishment of this bureau may be regarded as in line with the policy expressed by Mr. McAdoo in his famous slogan "The Public Be Pleased."

A chapter of the report related to measures introducing uniform freight classification. The standardization of freight cars and locomotives, by which about 12 types of each will supersede the two or three thousand types formerly in use, is also set forth, also the expenditure of nearly a billion dollars for improvements and betterments, financial advances to the railroads, the economies made possible by the consolidation of purchasing departments of the various railroads are interestingly dealt with, and there are reasons given for taking over the Pullman Company and an announcement that the government will hereafter be its own insurer against fire loss in so far as railroad properties are concerned. Other reforms include the co-ordination or the Railroad Administration with other governmental departments and the issuance of orders that will preclude suits in districts inconvenient to the defendant and its witnesses; the abolition of car mileage accounting, per diem car rentals, adoption of through waybilling, the introduction of a uniform accounting system and the creation of a "Safety Section" to minimize the risks to which those who work and travel on railroads are subjected.

Plans are also under consideration for the establishment of a uniform system under which employes will receive a fixed and equitable compensation for personal injury or loss of life, and that will provide pensions for superannuated employes and enable them to purchase life, health and old age insurance at a low cost.

The coal movement, a subject of special interest at the present time, is taken up at length. Strenuous efforts are being made to speed it up so as to prevent a recurrence of last winter's experiences and the figures for the six months ending with July show an increase of 22,000,000 tons over the corresponding period of last year. The energies of the Railroad Administration have been devoted to moving coal as rapidly as the Fuel Administration can deliver it, and the mines have been supplied with cars faster than they could load them. Mr. McAdoo says: "I emphasize this point because the country has been led to believe that the coal production is limited entirely by transportation, and any shortage is attributed to the railroads." The Federal Railroad System is in position to handle more coal than is being produced and any shortage during the coming winter will not, it is hoped, be properly chargeable to lack of transportation.

In concluding the report, the Director General makes his acknowledgments "to the officials and employes who have worked with such loyalty and zeal, to accomplish what has already been done," and said "that it is a constant satisfaction to be associated with them. You can," he assures the President, "rely upon their patriotic enthusiasm and alacrity in the work of winning the war, in which they, as well as the soldiers at the front, have enlisted with such laudable determination and patriotism."

The report reflects throughout a high but thoroughly practical idealism in the management of railways for the purposes for which they were taken over and a consistent pursuance of his announced policy to "humanize the railroads and negative the idea that corporations have no souls."

New Division Accounting System.

G. F. Unger.

The division accounting system, which is being installed by the accounting department, is causing quite a sensation and is bound to prove a great success. At the present time six divisions are being arranged under the new system under the supervision of the following traveling accountants:

- J. H. Lathrop—Chicago terminals.
- T. M. Fisher—Illinois division.
- C. V. Hammer—La Crosse division.
- J. S. Sievers—Rocky Mountain division.
- S. C. Kacel—Trans-Missouri division.
- J. W. Merlyn—H. & D. division.

Safety First

A. W. Smallen, General Chairman

Safety First Rules.

The following practices or manner of doing work is prohibited:

1. Coupling or uncoupling air hose while cars are in motion.
2. Coupling onto or moving outfit cars, cabooses, cars containing emigrants, or cars on house, team or industry tracks without first positively ascertaining whether there are any persons under or between the cars, who might suffer an injury or death by movement of cars. Train or yard men must advise such persons before coupling onto these cars and take every precaution to prevent an injury by careless or rough handling. When practicable require them to vacate cars.
3. Hanging squirt hose over or through locomotive hand holds; also hanging hose in gangways between engine and tender except where brackets have been provided to retain it in such a position that it will not be mistaken for a hand hold.
4. Switching or handling passenger train equipment or occupied outfit cars without first cutting in and testing the air brakes. The test to consist of a service application before moving.
5. Going between or under moving cars or engines.
6. Operating draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engines are in motion.
7. Lining draw bars with the foot while cars or engines are in motion.
8. Climbing between cars while trains are in motion for the purpose of kicking air hose to stop leaks.
9. Shoving cars over highway crossings without first protecting crossings. Trainmen must proceed on foot over crossings and before giving signal to engine crew, must know they are clear.
10. Alighting from or boarding a moving engine from position between rails, the front end of a moving caboose or a rapidly moving train or engine.
11. Neglecting to observe switch points after throwing switch.
12. Failing to push the switch lever firmly into the notch before leaving switch.
13. Giving signals to move an engine or cars without first placing switch in proper position for such movement.
14. Throwing or attempting to throw a switch too short a distance ahead of an approaching engine or train.
15. Enginemen drifting down too close to switches that are to be thrown.
16. Getting off head end of caboose or coach to line switch to normal position. Trainmen should get off rear end of rear car.
17. Riding on foot board of engine between engine and cars when pushing such cars.
18. Riding on pilot of engines between stations.

19. Riding on dead woods, draw bars, staffs, leaders or any other appurtenances on the facing end of cars when such cars are being pushed.

20. Riding on locomotive foot boards, pilots or elsewhere, or on cars or trains in yards by employees whose duties do not require them to do so unless authorized by the superintendent.

21. Riding on the end of loads which are liable to shift from impact when coupling is made, or during ordinary train movement.

22. Giving signals to move an engine or cars and then crossing the track in front of the engine or cars.

23. Standing or walking on track while a train is approaching or passing on opposite track.

24. Standing on extreme end of a freight car while it is attached or while engine or cars are in the act of coupling on to such car or string connecting it, except when operating hand brakes.

25. Leaving cars on any track not properly secured by hand brakes or wheels locked when brakes are defective.

26. Entering upon, pushing cars in or moving on any repair tracks without first obtaining a repair track clearance.

27. Opening blok-off cocks inside of switches while engine is in motion. Take extra precaution after dark.

28. Tightening packing nuts on lubricator glasses or water glasses while there is any pressure within the glasses.

29. Throwing any object from a train or engine without first ascertaining whether any one is standing nearby who might be struck and injured.

—P. J. Anderson.

Safety Slogans.

Safety cuts out worry.

A careful habit is the best bodyguard.

Work for safety means safety in work.

Under the safety flag all men are allies.

The modern a, b, c—always be careful.

Carelessness is the short-cut to the grave.

Intelligent safety efforts always get results.

To despair of safety is the safety of despair.

Accidents take money out of the pay envelope.

Practice safety yourself—others will follow you.

You need not be an artist to draw a safety score.

The safety movement isn't a theory; it's a crusade.

When you say "accident" perhaps you mean "crime."

Don't throw lighted cigars or cigarettes near the building.

Any fool can take a chance; it takes thought to be careful.

What does your plant produce; cripples or contentment?

Don't use matches in dark places or basements—get a lantern.

It pays to be careful; the more careful you are the better it pays.

When indifference comes in the door safety flies out the window.

Whatsoever ye would that men should do to you, do ye even so to them.

In the modern scheme of things waste has to go! Accidents are a waste!

Life is sweet. An accident might deprive you of it. Boost for safety.

Don't allow rubbish to accumulate. See that it is removed before quitting time.

A dangerous man is one who acts with no thought of consequences to others.

A good ball player makes a "safe hit." A safe workman "plays ball" all the time.

—National Safety Council.

General Safety First and Proper Handling of Freight Meeting, Milwaukee Terminal Division.
Held at Room 507 Mitchell Building, Milwaukee.
Date of meeting, Wednesday, September 25, 1918.
Hour of assembling, 8:00 p. m. Hour of adjournment, 10:30 p. m. B. F. Hoehn, superintendent of terminals, presided.

Members of the committee present:

- J. I. Campbell, district safety chairman.
- C. A. Bush, assistant superintendent terminals.
- N. A. Meyer, trainmaster.
- W. G. Breckenridge, general yardmaster.
- W. G. Miller, agent.
- Ben O'Hara, district adjuster.
- W. L. Hebard, car distributor.
- H. Eggert, chief carpenter.
- E. E. Ross, agent.
- W. Joost, district master mechanic.
- E. A. Brown, yardmaster.

Members of the committee absent:

- A. M. Anderson, roadmaster.
- A. B. Mitchell, traveling engineer.
- D. J. McAuliffe, switchman.
- J. Linehan, chief car foreman.
- C. Tuft, engineer.
- E. J. Voss, carman.
- Ed Franzen, foreman freight house.
- K. Wagner, extra gang foreman.

The meeting was attended by about forty employees.
The secretary read the minutes of the last meeting, which were approved as read. The following suggestions and recommendations were brought up since the last meeting:

Safety Inspector Campbell reported considerable scrap iron, lumber, etc., lying between the tracks near the Twelfth and Fifteenth street crossings in Fowler yard. (Taken up with Roadmaster Anderson and a thorough clean-up made of the yards.)

Switchman McCarthy reported that the switch stands in Canal yard on March 1st and 2 tracks and 11 track did not clear a man standing on side of car. (Referred to Roadmaster Anderson, who immediately remedied the conditions.)

Report received from Switchman Pearsall that coal was scattered along the tracks in the Adams yard. (Taken up with Roadmaster Anderson, who reported same cleaned up.)

Len Ferguson reported that Canal yard switch needs a general cleaning up of coal, draft irons and dirt. (Reported to Roadmaster Anderson, who took care of same.)

E. J. Scofield stated that switchmen are reporting a great many switch signs throughout the terminal district without any lights. (Informed Roadmaster Anderson of this fact.)

A. W. Smullen reported that Wm. Zore received an injury on account of switch shanty opposite Muskego yard office not having the proper clearance. (Matter was referred to C. A. Bush.)

Report was received from E. E. Ross that "telltails" on our lead in Commerce street are in bad condition and should be repaired. (Reported to H.

Eggert, who took care of same on September 13th.)

A. M. Anderson advised that boards are being allowed to lie along tracks in Fowler yard with nails protruding. (Referred this to J. M. Linehan, who advised that this matter had been attended to.)

Received advice from A. W. Smullen that scant clearance was observed in the Fowler street yard. (Wrote Roadmaster Anderson regarding this on September 14th.)

Chairman A. W. Smullen reported that a great many women and children are picking up coal in the yards near Thirtieth street, North avenue district. (Informed P. H. Casey of this fact for correction.)

District Safety Chairman Campbell advised that complaint was made by switchmen that it was dangerous for them to work on bridge leading into the Central Coal Company. (Took this up with C. A. Bush on September 17th.)

He also reported that bumping posts should be placed at ends of tracks 3 and 4 Coach yards to prevent passenger equipment being pushed in carmen's shanty. (Referred this matter to A. M. Anderson for his attention.)

He suggested that the kindling or scrap lumber piled against flagman's shanty, Twelfth street crossing, should be removed. (Roadmaster Anderson was instructed to have same removed.)

Mr. Campbell noticed a large pile of cinders and rubbish at stand pipe, North Avenue Station, that should be removed. (Mr. Anderson was also instructed to remove this obstruction.)

W. J. Culbertson reported that when engines derail at the west end of the Locomotive Department Shops, that after they have been re-railed the frogs and blocking that was used is left scattered around. (Informed W. G. Breckenridge of this condition of September 24th.)

J. I. Campbell advised that the baggage truck handles were down at all hours of day or night on passenger platform and suggested General Safety Committee be recommended to have trucks equipped with counter-weight handles so that handles will stay up at all times when not in use. (W. B. Hinrichs was instructed to see that handles are left up in the future.)

He also suggested that the General Committee be requested to recommend that green instead of white lights be used to designate clear to help eliminate chance of mistaking signals. (This matter has been referred to the General Committee for their communication and action.)

The following suggestions were made at the meeting:

Committeeman Breckenridge reported that coal was piled too close to the track at the Hughes Coal Company yard, near Muskego avenue. (Taken up with the Hughes Coal Company to see that proper clearance is maintained at all times.)

Committeeman Breckenridge also reported that the Wisconsin Iron & Metal Company were piling scrap and other material very close to the tracks serving their plant. (Taken up with the Wisconsin Iron & Metal Company for correction.)

He also reported that a coal bin was being constructed by the Barnett Woolen Mills, located in the Muskego yard district, which did not have the proper clearance. (Called to the attention of the Barnett Woolen Mills and they were ordered to have same removed.)

Mr. Breckenridge also reported that fence located at the Terminal, Kinnickinnic avenue yard right-hand side of No. 5 track did not clear a car more than 12 inches. (The T. M. E. R. & L. Co. have been asked to remove this fence to the proper clearance.)

Report was also made that the engine tenders were still being heavily loaded with coal, which resulted in some falling off while passing through the yards. (Taken up with the coal contractors for correction.)

Mr. Bush reported that passenger trains were running at too high a rate of speed through the Milwaukee terminal district. This speed according to general rules should not exceed 15 miles an hour. He also stated that engine dispatchers taking passenger engines to and from the Union Depot were exceeding the speed regulation. (It developed that the running time of trains on certain divisions made it necessary in some cases to exceed the limit of 15 miles an hour. Taken up with the general superintendent for his recommendation.)

Committeeman Hebard reported that the low switch stands at No. 4 switch, Burnham bridge,

was too close to the track. (Roadmaster has been instructed to look this and replace stand with hammer throw switch.)

It was also reported by Mr. Bush that carmen were in the habit of allowing car scrap to lie around the yard after completing repairs. This creates a very dangerous condition to yardmen performing service. (Taken up with General Car Foreman Linehan to instruct his men to remove all car scrap after repairs to cars have been completed.)

Mr. Ross reported that the post in fence at the Wisconsin Ice & Coal Co. did not have the proper clearance. (Taken up with the Wisconsin Ice & Coal Co. for correction.)

District Inspector Campbell reported that no action had been taken with reference to removing pole at Cherry street that obscured the view of the flagman at that point. (Taken up with T. M. E. R. & L. Co., who promised to have pole removed at once.)

He also reported that the overhead wires about 350 feet north of North avenue had not been raised to the proper clearance. (Taken up with the Telegraph Department for immediate action.)

Committeeman Eggert reported that when city employes repaired a leak in the fire plug at Cherry street they allowed planking and other material to lie around, there being a liability of switchmen and employes stumbling over the same. (Taken up with the Water Department officials to have same removed.)

Report has been made by Committeeman Brown that the 14th and 16th tracks in the Blue Mound yard would be raised and leveled up. (Taken up with roadmaster for immediate correction.)

A number of self-cleaning coal cars were noticed in the yard with the handles on the side doors protruding. (Taken up with General Foreman Linehan for correction.)

Mr. O'Hara stated that the braces on the stairway leading to the shop viaduct, Thirty-sixth street, gave very scant clearance to trains passing on the main line. (This matter referred to chief carpenter for his recommendation.)

Report was made that the beer train and other freight trains pulling by the shop district were still being boarded by a large number of shop employes. (Taken up with Assistant Superintendent Motor Power R. W. Anderson, also with Special District Agent Casey.)

It was reported that the grab iron on engine 7134 did not have the proper clearance.

It was suggested that the drain holes on switch engines be cleaned out so as to permit water to properly drain off tenders. (Called to District Master Mechanic Joost's attention.)

Yardmaster Zuest recommended that a "No Thoroughfare" sign be placed just north of Burleigh street crossing. (Roadmaster instructed to have the sign placed as soon as possible.)

Mr. Zuest also reported that trespassers have taken the wire fences up about one block north of Burleigh street, and were using the right of way for a public thoroughfare. (Roadmaster instructed to have fence repaired and Special District Agent Casey requested to have this place watched.)

District Adjuster O'Hara called the attention of the committee to several very serious crossing accidents which occurred in the Milwaukee terminal district since the last Safety First meeting. The accident referred to in particular was the one at Galena street crossing when an auto truck was struck by passenger train and two men killed. He made the suggestion that a committee be appointed to call on the Milwaukee Committee of Public Safety for the purpose of discussing and recommending to the City Council the passage of an ordinance affecting automobile and vehicle, as well as pedestrian traffic over the railroad grade crossing. The chairman appointed Committeeman Ben O'Hara, H. Eggert and J. J. Zuest to act as a committee to take care of this matter, Mr. O'Hara to be chairman of the committee. Instructions were issued to the committee to take immediate action and to report progress made to the chairman.

Dr. W. N. Lipscomb, in charge of Red Cross Car No. 2, addressed the meeting, emphasizing strongly the necessity for conserving the man power of the nation by the prevention of accidents and the proper attention to the health of employes. He suggested that Safety First cabinets be installed at various points in the yard where they would be handy in case of accident and that these cabinets contain a complete supply of

First Aid necessities, also that same be located in such a manner that they can be readily obtained without any delay, and a responsible party placed in charge so that the cabinet will be taken care of in proper manner. He advised that a list of necessary articles for this First Aid cabinet was being prepared and would be submitted to the general safety chairman, A. W. Smullen, for his recommendation.

A general discussion on Safety First matters followed and the meeting was adjourned at 10:30 p. m.

LaCrosse Division Safety First Meeting Held at Portage, October 16th.

Those present were:

D. E. Rossiter, superintendent.
W. O. Bowen, chief dispatcher.
J. J. Little, traveling engineer.
P. H. Madden, roadmaster.
W. O'Brien, chief clerk.
C. Whipple.
F. Hauer.
Guy Sampson.
G. Tierney.
Brandt G. Johnston, secretary to adjuster.
J. Kopac.
T. Bloomfield, yardmaster.
W. L. Connor, acting roundhouse foreman.
C. F. Holbrook, trainmaster.
M. F. Smith, division master mechanic.
R. F. Mitchell, T. F. I.
E. O. Buffmire, roadmaster.
J. A. Ball, car inspector.
U. R. Hagman.
A. Bernitzke.
T. C. Murphy.
W. H. Hammond, night chief dispatcher.
Frank Sheehan, night roundhouse foreman.
F. J. Bolting.
W. J. Walthers.
August Thurler.

Meeting conducted by Mr. Rossiter.

Minutes of the former meeting were read and discussed. All matters spoken of at last meeting have been taken up and are in line to have whatever done that can be done on them. An open file of suggestions is kept and followed up.

J. J. Little suggested that all heavy freight trains stop at Elm Grove and Air Line switch as trains are passing these points at too high a rate of speed, which creates a dangerous condition. (Bulletin will be issued requiring freight trains to stop at these points.)

W. J. Walthers suggested that the low switch at the crossover at Columbus be moved and some other kind of switch put in. (The matter will be given consideration and if no objectionable feature is found the low switch stand will be put in.)

P. H. Madden cited an instance of a section man flagging the rear of an eastbound train on account of an obstruction dragging, but the train did not stop until it reached Cheney. Mr. Madden suggested that trainmen be instructed to pay more attention to signals from section men. (Instructions will be issued to all trainmen calling attention to the rules in regard to section men giving signal when anything is found wrong with a train.)

T. C. Murphy called attention to the fact that facing point switch lights are very poor on westbound passing track at Tomah. He stated this was also true of switches on eastbound track at Lisbon. Thinks this may be due to poor oil. (Necessary action has been taken to remedy the condition spoken of.)

W. J. Walthers advised that the facing point switch at Okauchee gravel pit is never lighted. (Arrangements will be made to have the light on this stand taken care of and kept lighted.)

T. C. Murphy suggested that some system of communication be established between the switch tenders at either end of Portage yard to avoid accident to trains going through the yard at night. (The present rules were thought to be sufficient in regard to the usual yard protection to take care of the points mentioned by Mr. Murphy.)

Mr. Murphy also called attention to the fact that pusher engines do not have sufficient steam, and move through the tunnel very slowly. (New G-7 engine just out of shop has been assigned to pushing service, and will eliminate the trouble reported.)

Mr. Murphy also called attention to a tree just east of depot at Oconomowoc which obscures view from block of trains coming west. (The matter

has been taken up and obstruction will be removed.)

Frank Sheehan stated he considered it a very dangerous practice to start moving trucks after passenger trains have arrived at station. Suggested trucks should be on hand and ready when trains arrive. (The matter of moving trucks on the platform through the crowd has been taken up with the agents, who will make necessary arrangements to avoid the practice as far as possible.)

Mr. Bloomfield stated that it has been suggested to him that another new style jack-knife switch be installed on cross-over from eastbound to westbound track at Portage. (Switch stand will be changed.)

Brandt G. Johnston stated that he has noticed trespassers walking between Watertown Junction and Watertown depot. (Every effort will be made to keep trespassers off of property at points mentioned.)

George Tierney suggested moving the switches one car length on the west passing track at Salem in order to give more clearance. (This will be investigated and given the necessary consideration if it is found that the suggestion will eliminate the trouble spoken of.)

Mr. Tierney called attention to the fact that River Division engines are backing down when passenger trains are standing at North La Crosse. (Instructions will be issued to have the practice discontinued.)

U. R. Hagman inquired as to what action had been taken in regard to indicators for stations to assist in getting passengers across tracks. (The matter of indicators for stations will be given consideration.)

Mr. Hauer called attention to the fact that the facing point switch on eastbound track at Mauston is not lighted. (This will be given the necessary attention.)

Mr. Sampson stated he had made two reports during the month, one in regard to four stock car numbers that could not be seen, and the other in regard to the coal shed at Mauston. Mr. Sampson also stated that the coal shed men at Mauston had been unloading coal on the ground. (This condition has been remedied and the coal cleaned up.)

Mr. Sampson called attention to the hauling of cars behind cabooses. He stated that there is no way of placing markers on rear of car that is hauled, and that the small red lantern is not enough as it does not give the men sufficient protection. (This matter was taken up with the superintendent of transportation and the hauling of cars behind cabooses eliminated as far as possible to do so.)

Mr. Sampson stated a crew had reported that in coming into Grand Crossing found that the glass had been broken out of the automatic signal east of Grand Crossing leaving the white signal at danger, which might have caused serious accident.

Mr. Sampson reported that at Sparta trains are pulling out without pusher. (Recommended that this be taken care of at once. (All matters mentioned in above paragraph will receive the necessary attention.)

Mr. Thurler reported that all jacks are in better condition and old jacks are being done away with.

Mr. Kopacek reported that switchmen have been paying very little attention to blue lights at La Crosse yard. On the night of the 9th, also 10th, a bunch of cars were thrown in on blue light. (This matter will be taken up with the yardmaster at La Crosse and the switchmen properly instructed.)

Mr. Kopacek stated that water pipes at passenger stations are set up about 8 or 10 inches, which presents a bad condition for men working nights as they stumble over them. (This matter will receive the necessary attention.)

Mr. Campbell called attention to Item No. 7 in minutes of last meeting regarding Kilbourn bridge. (The matter of the Kilbourn bridge is receiving attention.)

Mr. Campbell called attention to Item No. 12 in minutes of last meeting in regard to removing wires from across track at County Alhus House. (These wires have been removed.)

Mr. Campbell cited an instance of getting off train at Portage sometime ago and noticing a baggage truck loaded standing opposite baggage room. Truck was about 16 inches from side of car. This was not reported, but man in charge was spoken to and he promised to look after it.

(Agent has been instructed to take up with all concerned in regard to handling trucks in order to avoid trouble mentioned.)

Mr. Campbell reported that for the month of August, 1917, La Crosse Division had one killed and 51 injured. For the month of August, 1918, one killed and 36 injured, which shows a reduction of about 42 per cent.

Frank Sheehan, night roundhouse foreman, was appointed a member of La Crosse Division Safety First Committee. Mr. Sheehan consented to prepare a paper for the next meeting.

A Safety First and Proper Handling of Freight Meeting Was Held at Madison, Wisconsin on September 26, 1918.

Mr. MacDonald urged the committee to remember their responsibility, not only to the railroad company, but to their fellow-workers, to make reports on all conditions which in any way might cause an accident. He referred to some planks that had been removed from car platform and had been thrown to one side with the spikes uppermost, making it particularly dangerous. He also spoke of driving spikes and nails into cars unnecessarily, which not only damages the car but is likely to cause injury to truckers and conductors handling freight from the car.

Engineer Allen spoke of the carelessness of the average employe and of the necessity of everyone putting his shoulder to the wheel and help in the general Safety First movement. He made a general talk on Safety First matters and said as he was often known as "Carbon Jimmy" he wished to say something on conservation of fuel, and he said while at first it might appear as if this topic was a little foreign on the subject, it had an indirect bearing on Safety First features. Among other things he suggested that repair men be furnished with wrenches for train line adjustments.

H. T. Dersch thought it would be a good plan to have Safety First boxes at Janesville and Madison, and he will arrange to have them installed and invited suggestions from all concerned.

P. B. Hayes suggested that when track men were repairing yards and tracks that they clean up and remove old ties, also their tools before they finish up work every night, and this will be attended to.

J. I. Campbell gave a general talk on the Safety First movement which is being accomplished and gave some very interesting figures showing the decrease on the system which would indicate that the committees were accomplishing some results. He also spoke on fire prevention, and it would be the duty of the committeemen to make special reports on fire hazards and risks.

Meeting adjourned at 5:30 P. M.

Prevention of Accidents.

Guy E. Sampson, La Crosse Div. Conductor.

Having been asked to prepare a paper on the "Prevention of Accidents" and have same read at this meeting, I will endeavor to give you in my own words a few of what I deem, important factors towards preventing accidents.

1. **Education.** From the day we take on a student and begin teaching him the important factors of the vocation that he has chosen to follow, it becomes our personal duty to instill into his mind the indisputable fact that each duty connected with that vocation, after being done over and over, day after day, finally becomes a habit, and that the utmost care should be taken to cultivate only such habits as will test out 100 per cent SAFE. And in order to be able to teach our students to use caution at all times we must ourselves practice it before them. In keeping their future safety in mind and practicing safe methods in the performance of our duties before them, we too, find that we have cultivated a habit or set of habits that will, without a doubt, save ourselves as well as some fellow workers from many accidents. And for this reason I feel that education is

the most important factor that can be presented for the prevention of accidents.

2. **Take Time.** Another of the most essential factors of the prevention of accidents is time. I believe that the records show that most accidents could have been averted if a little more time had been consumed in making the movement that was responsible for the accident. "The more haste, the less speed," has proven true in many ways in the railroad game. For example: the moment's time that it takes to stop and adjust a knuckle, instead of taking a chance of losing a limb, or perhaps a life, by adjusting the knuckle on the run, would no doubt have been otherwise consumed at some meeting point. Supposing that adjustment had been made without accident. But much more time is consumed, besides much suffering and perhaps a death occurring should the "take a chance" idea end in an accident, and all on account of trying to save a moment's time.

3. **Rebuke.** Too often we hear someone rebuke some co-worker for not making a coupling or for not getting a switch over in time to save another move. With some beginners, and oftentimes with older men chances will be taken rather than to be chided by others. This is altogether wrong, and if it is not absolutely safe to make a certain movement, the sensible man will step to one side and await the safe moment to make the movement, even though the rest of the crew may think differently. Every man should be the judge of his own safety and never be rebuked for taking the safe side, but, on the contrary, should be severely rebuked by all if he is seen taking a chance with death unnecessarily.

4. **Act at Once.** In case any employe sees any unsafe condition it should be his duty to notify the proper official or some one with authority to repair at once so that same may be corrected before an accident occurs from that particular unsafe condition. And within the scope of this factor comes the duty of officials and those with authority to correct unsafe conditions. Don't delay, but correct at once and notify all concerned that such unsafe condition has been corrected. No man should put off reporting anything that he knows to be unsafe until a more opportune time, but report it at once and do it by wire—in other words ACT AT ONCE.

And now in conclusion, I wish to impress upon the minds of every employe, and especially members of this committee, the importance of keeping our minds on this important question and our eyes ever on the lookout for some condition that needs correcting. In the majority of cases if we fail to report same and see that it is corrected, it will be overlooked by others until that particular unsafe condition has caused an accident. And so—Let us educate ourselves, and those who assist us in our duties, to cultivate habits which mean SAFETY ALWAYS, to TAKE TIME, to FEAR NOT REBUKE, to ACT AT ONCE in every instance where an unsafe condition is known to exist, and, to always and at all times be on the watch for conditions that need immediate attention. In this way we are sure to see results and can go forward feeling assured that we have

done a great deal towards PREVENTING ACCIDENTS.

Thoughts Back There.

Sted.

It's my duty and an honor to be fighting over here; it's a world's fight for a man's right, for that freedom all hold dear. While I'm plugging with the others, now in daylight, now in dark, at each little resting moment there hobs up a happy spark. I can see once more the home town, see the home and all it holds, feel with pride the strength of home love that is cherished in the folds; see old dad and gentle mother, sister mine and little Ted, and my den with all its treasures and the dear old restful bed. I can see the back yard garden and the neighbors' on each side. There's a brick house 'round the corner—will she some day be my bride? I recall each face with pleasure and it brightens up my mind, it's the memory that inspires one and it casts grim dread behind.

So it's all for this we're fighting over here so far from you, for the love of home and loved ones 'neath the old red, white and blue.

The following extract from an address delivered by the Rev. J. F. Weinmann of Philadelphia has so much "meat" in it for railroad train and enginemen that the Director General has had it reprinted on a post card which he has mailed to every employe of the Railroad Administration, with his compliments.

"Take the case of a railroad conductor or engineer. Suppose a man has to take a train of coaches from New York to Washington, leaving New York, say, at 6 a.m. Anyone can readily see that this task may be contemplated in two entirely different frames of mind.

"He can say, as the bell rings and rouses him in what seems the dead of night, 'Hang it all, it's time to get up again; nothing but the same old grind; I hate railroading anyway; I think I'll quit; this isn't a job; it's a life sentence.'

"Or he can do something else. He can press a button somewhere inside himself and in a flash see the whole situation before him, pulsating and tense in its human interest. He can see the great 'system' with which he is connected; its multiplex life. He can see the huge overhead shed with its breathing trains; he can see his own engine or train, and as he contemplates what by this time has begun to shape itself in his mind as an opportunity a smile can be seen breaking out on his lively face—it is his engine, his train; he can see the three hundred souls, more or less, waiting to be taken to Washington, each with a living interest, how and with what fraught God only knows; and it's up to him to take that big human thing to Washington! Once more he smiles and, thanking God he has a share in human things, in the work that needs to be done, he presses his hat down on his head and 'beats it.'

Snap Shots

Sted.

Did you ever strike a lucky chance and clasp it round the neck and choke that luck almost to death 'til it dwindled to a speck? The German Emp he had a dream, but sometimes dreams break wrong, and now he's praying in his den: "How long, Mein Gott, how long?"

We noticed two or three new faces in the gallery the last issue, and we are pleased to see them. Also many of the old regular features are to be seen fashioning locals in the domestic department. Is this the proper way to write such things, Lilly Ann?

We wish when Mabel Johnson gets on one of those trains at Savanna she would forget there were such cities as Hickory Grove and Timbuctoo and come on through to Spokane. We would like to see some one from Savanna, have a good visit and learn about all the railroad boys we know back there, and from the way she writes up her locals we know she could give us a lot of satisfying information. Can't you get an elastic pass, Mabel, that will stretch this far?

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Chicago, Ill., Oct. 17, 1918.

The General Committee on Claim Prevention wishes to report that our loss and damage to freight account for the month of August, 1918, amounts to \$237,311.00. Freight revenue for the same period amounted to \$9,810,767.00, making the ratio of loss and damage to freight revenue .0247. Loss and damage for August, 1917, amounted to \$101,023.00 and the ratio to freight revenue for that month was .0143. In other words, our loss and damage ratio to freight revenue almost doubled.

No reasonable explanation can be made for any such claim payments as are indicated by the figures shown above. It is clear evidence that our practices in connection with freight handling are not what they should be and the room for improvement is obvious.

The committee is somewhat encouraged, however, from the fact that during the month of September there were only 12,752 claims for loss and damage received, amounting to \$373,878.28, as compared to 17,168 claims, amounting to \$450,138.30, received during August. The past two months, together with the next sixty days, are, of course, the most favorable months in the entire year for handling freight without loss or damage, in that weather conditions do not have a tendency to cause damage, and it is earnestly hoped that with the care and watchfulness that is being given this particular feature of our work by all concerned at the present time a sharp reduction in these claim payments will be observed during the coming months.

Since our last bulletin was issued, Freight Claim Department Circular No. 1, outlining the requirements of U. S. Railroad Administration General Order 41, has been distributed. If there is any agent or conductor who has not received a copy of this Circular No. 1, this office will be glad to send you a copy upon request, and your attention is especially directed to the requirements of General Order 41 in connection with papers necessary to support claims. I have asked the stationery supply department to send every agent an initial supply of the standard forms required and as soon as these are received every claim sent to this office by station agents should have the standard claim form properly filled out attached.

Note also that both the original bill of lading, if not previously surrendered to carrier, and the original paid freight receipt, if issued, are required. If either of these documents are lost or destroyed, claimant

is obliged to file an indemnity bond to cover same. Your attention to this requirement will save a great deal of delay which is being caused at present by this office having to return claims on account of being improperly supported.

It is highly important that agents at junction and transfer points make signed notations in detail on waybills covering all exceptions found by them, showing name of station and date. Destination and delivering junction agents should exercise great care in transcribing in full such notations to O. S. & D. reports. Delivering agents will not show their exception notations on delivery receipt unless the exception actually exists at time of delivery. If these instructions are carried out properly, it will relieve agents answering claim correspondence to a large extent, as this office and other freight claim offices will then be in a position to adjust claims without referring to either junction or destination agents. In fact, this was one of the things in connection with General Order 41 the Administration had in mind in requiring proper exception notations—that is, to relieve the station agents from the present burden of answering such an enormous number of letters in connection with claims.

We are experiencing a particularly late fall this season and up to this time, little, if any frost or cold weather has been recorded. It will be a short time at best now, however, before cold weather will be upon us and every precaution should be taken to provide against unnecessary damage to perishable freight. The greatest prevention measure we know of is for the agent accepting perishable freight for transportation, either in carload or less than carload lots, to know before he accepts the freight that the proper facilities for its protection through to destination are available. It is too late to arrange protection after the freight has been accepted and receipted for and, if this simple rule of ascertaining with regard to protection before freight is accepted is followed out, our damage from frost would be insignificant. If for any reason a regular arrangement refrigerator car is not available, the train dispatcher should notify every agent liable to have freight for such car in order that none may be accepted on that day.

We have two months remaining of our present fiscal year in which to make amends for the unsatisfactory showing that has been made thus far from a loss and damage standpoint. It is hoped that every employe will have received a copy of the federal manager's circular on this subject before now and that the suggestions made therein will be given earnest consideration and result in an increase of interest in claim prevention.



Top—Vance Simpson. Below—Virginia Gertrude Austin, Grandchildren of Mr. George E. Simpson, Supervisor of Transportation, Chicago

Annual Meeting of the "Vets."

The annual business meeting of the Veteran Employees' Association was held in Chicago on the evening of October 10th. About a hundred members were present.

Reading of the secretary's and treasurer's reports, "unfinished business," including a location for the 1919 annual meeting; and some new business was followed by the election of officers and an executive committee.

The secretary's report showed a membership of 2321, of which 1687 have paid the annual dues for 1918, leaving 634 members who would, under the constitution, now be eliminated from the membership list. By motion and vote of those present, this extension was granted, and members are hereby notified payment of the annual dues is necessary if they desire to continue in good standing with the association.

The treasurer's report follows and covers a period of two years and two months:

Cash balance August 14, 1916, \$	2,036.81
Fees and dues 8/14/16 to 10/9/18	4,398.38
Collection Milwaukee Dinner, 8/14/16	649.00
Interest on Third Liberty Bonds	29.80
Expenses Milwaukee Dinner, 8/14/16	1,612.63
Membership buttons	250.00
Clerical services	297.16
Postage, stationery and printing	198.20

Salary Secretary	200.00
Bank exchange	23.03
Expense 1917 Annual Meeting	15.00
Expense Executive Committee	2.90
Refund overpayment membership dues	7.50
Purchase typewriter	45.00
Purchase Third Liberty Loan	2,000.00
Cash balance October 10, 1918	2,462.87

\$7,113.99 \$7,113.99

Assets and Liabilities.

Assets—	
Third Liberty Loan Bonds	\$ 2,000.00
Typewriter	45.00
Membership buttons on hand	10.75
Cash balance	2,462.87

\$ 4,518.62

Liabilities—none.

The Association voted to purchase \$2,000 of the Fourth Liberty Bonds, making a total of \$4,000 of Liberty Bonds owned by it, a remarkably creditable showing and a thoroughly patriotic use to which to put the Association funds.

Among other things reported by the secretary was the following:

"The subject of a pension for Milwaukee employes has been brought up and canvassed thoroughly. At the September, 1917, meeting a committee was appointed to call upon President Earling to bring up the subject of a pension. Mr. Earling was absent from the city and Vice President Sewall met the committee and a very full discussion was held. Mr. Sewall told the committee he would take the matter up with Mr. Earling and make a report, later, to the committee. Before this could be accomplished, however, President Earling was elected to the chairmanship and Mr. Byram became president.

In the confusion of many important matters brought up by this change Mr. Sewall did not deem the time opportune to bring forward the pension question; and this was not, consequently, done until after the government had taken over the railroads to operate for the period of the war.

At the May, 1918, meeting, Treasurer Williams was authorized to procure statistics and an outline of the working plan in use on the Sante Fe system. This was done and Mr. Williams was able to secure the kindly co-operation of Mr. Jensen, general pension agent of that railroad, who met with the executive committee at our July meeting. Mr. Jensen explained their plan very fully, after which an address to Federal Manager Byram was drafted, to be presented to him at a date to be decided upon later. In the meantime, the secretary had been empowered to ask the federal manager what would be his feeling toward the establishment of a pension on this system. His reply was that he was firmly in favor of a pension for superannuated railroad employes, but as this railroad had now no money except what was furnished by the government, he did not consider that he would be justified in making any move or recommending any move to be made in that direction at the present time. That is where the matter rests now, and as Director General McAdoo's report on "Seven Months' of Railroad Administration" contains a paragraph to the effect that a general pension fund for superannuated railroad employes is under consideration, your committee has rested its efforts, awaiting that decision.

The following officers were elected for the ensuing year:

- President—Chas. W. Mitchell.
- Vice President—C. W. Florence.
- Secretary and Treasurer—Grant Williams.
- Executive Committee—H. S. Robbins, E. W. Grant, J. G. Love, Chas. Wood.

On motion of H. H. Field, a vote of thanks to the retiring officers and Executive Committee was carried, as follows:

"Resolved, that the thanks of this Association are hereby tendered to the retiring officers for their faithful and unremitting efforts during their term of office, which has resulted in building up a strong, successful and promising organization of Veteran Employees."



A Bunch of Old Friends of Company D, 13th Engineers.

Letters From Over There.

From our fighting men in all sectors of the battle line, come letters, full of high spirit, grit and optimism. The one thing they ask most persistently for, is letters, papers and magazines from home. Every man on this railroad, and every woman, too, who has a soldier friend or acquaintance over there should make it his or her business to write him letters, write often and write good, cheery, newsy letters. Also send him **THE MAGAZINE**. They are all agreed that the Magazine is as good as a whole lot of letters from home, because there is so much news of old friends, and so much of home color in all its pages, and they all ask for it, saying that when one is received, they almost stand in line waiting for their turn to read it. Below is a letter from an old Milwaukee boy asking us to send magazines. We are sending all we possibly can spare, but as the number of our employes over there grows, and with the scarcity of print paper, we shall have still to depend on the generosity of our regular readers at home to forward a magazine now and then, as soon as they have finished reading it. It all helps the lad who is far from home to do his fighting best and "carry on" no matter how hard the task. It isn't much they ask—letters and the Magazine, so don't forget them.

Sumner, France, September 9, 1918.
Editor, C. M. & St. P. Ry. Employees' Magazine,
Chicago, Illinois.

Dear Editor:

Just received from Seattle a copy of our great little magazine and can say already it is nearly worn out from passing around among the boys. They all found items of interest and it was really like being at home for a few hours.

Would it be asking too much of you to make us over here an allotment of ten magazines per month, and send them all direct to me for distribution. I have the names of over 140 ex-Milwaukee men who are in this outfit, and it sure is some regiment.

We are not permitted to write, as you no doubt are aware, of the railway operations over here, but can assure you things are going forward with

all the pep in the world, and it would do you good to see it.

Trusting that you may see your way clear to grant our modest request, believe me to be,

Yours truly,

Roy Jackson,

Co. B, 31st Engineers, A. E. F.

A. P. O. 718, care D. G. T.

The following is from Private F. W. Howard, formerly agent at Zenda, Wisconsin, to B. J. Simen, ticket agent at Libertyville:

Dear Friend Ben:

Today being Sunday and as the shovel and its allied implements of warfare are laid aside for the day, I am grinding out a few letters. I saw a lieutenant from the 13th who was bound for God's country, today. Lucky guy, I'll say.

We have at various times put lines into several hospitals, and have had an opportunity to form an opinion as to who will last longest in this affair. It isn't modest to praise our comrades or to boast, but those lads who have talked to me, or whom I have helped receive, are **DEAD GAME**—their only worry seems to be "Gimme a cigarette." You have read where the boche wounded howl and raise a general disturbance when brought in. If that is so, I can quote what General Washington said upon receiving the news of the Battle of Bunker Hill—"The liberties of our country are safe."

We expect to go up in the orchestra row sometime in the near future—the thoughts of which a year ago would have made yours truly hunt the tall timber; but when you see your own countrymen returning from there and realize the inequalities in the chances they take and those we take, a fellow hasn't much manhood if he isn't willing to go up and take his equal turn. One lad I talked to said he remembered "The Dutch were beating it across the River Rhine." You know where he was from. The majority of the boys said, "We sure did give those Dutchmen a taste of — (a very warm place.)"

The natives are thrashing here now, which is very a interesting sight. I don't blame old Cy McCormick for getting tired of the dull and inventing the reaper and thrasher. They also take a yoke of oxen and hook them onto a large stone roller and drive them back and forward over the grain. I guess they thresh about 15 bushels a day. Yesterday I witnessed the difficult feat of shoeing an ox. To tell the truth, I pitied the poor cuss. They have four upright posts which are even with the animal's limbs and do not allow him any lateral movement; also two horizontal beams, one stationary, the other on an iron shaft running from the front to the rear posts; a rope girth runs from these beams and covers the animal's belly. By winding up the

moveable beam, Mr. Ox is hoisted off his pins. He has a yoke over his horns attached to the forward posts that puts his head "hors du combat." At the bottom of the four posts are iron rings. They run a rope through each of the four rings and around the fetlocks, tying them to the posts. Mr. Ox, with his great strength, is now unable to move. When the smithy wishes to work on a hoof, he slips the rope from the lower ring to a higher one which brings the rope and hoof to the correct working position. When the shoeing is completed, Mr. Ox is wringing wet with sweat and very, very angry, and also during the performance the pilory sure does shake some with the shackled struggles of the big rascal.

Give my regards to all on the C. & M. Division.
Yours truly,
Pvt. F. W. Howard,
Co. D., 415th Ry. Tel. Reg.,
U. S. A., P. O. 705, A. E. F., France.

August 1, 1918.

To the C. M. & St. P. Bunch:

After an uneventful voyage overseas we have arrived safely and soundly at our destination. We left an American port on June 30th, arriving at a French port July 13th. Of course I did not realize there was as much water in the world but now I know there is; but even at that I never got a bit seasick although I was very glad to get my feet on old Mother Earth once more. We marched up hill and down hill for about three miles to a rest camp where we were allowed to rest up three days.

We were located conveniently near to the barracks used by Napoleon. These buildings, in fact all buildings in France, are constructed of stone and cement, and through the grounds runs some of the best water I have ever tasted. While at this port I failed to see any good-looking French women, but did notice on everyone's face a very distinct expression of hardship although every face was ruddy. On the third morning at 1:00 A. M., we were called out and started on our way to some other place and the some other place was this: We boarded a French train, which, by the way, is a queer looking contrap-

tion as each coach is sub-divided into compartments having doors on both sides and no vestibule on the car. Each compartment is large enough to accommodate eight persons. At five o'clock we left our initial point, arriving at destination at 9:30 P. M. The trip was very nice and the coaches comfortable. During the trip many sights were noticeable and I will endeavor to outline those which attracted my attention mostly. First: they do all the farm work with scythes and oxen and two-wheeled carts. No up-to-date machinery is used whatsoever. Second: That no fences are seen, a hedge serving the purpose and to look out over the hills and see the different colored grain separated by green hedges is sure a beautiful sight at sunset with a few old Dutch windmills dotting the horizon. Third: That at every crossing is located a house, also crossing gates and a woman flagman with a horn and a red flag. All of the houses are built upon the same plan. Upon our arrival we unloaded our baggage, finishing at 3 A. M., and then went to camp a distance of about two miles, where we pitched our pup tents and slept until 6 A. M., after which we had some hot coffee and a canned Willie sandwich. We are now quartered in large tents holding eight men, with a nice, soft wood mattress and springs. The camp is conveniently located near a river running into the ocean and each day we see the tide rise and fall and some day I am afraid that we will wake up and find the ocean under our beds. Last week we were issued out hip-boots, oilskins, overseas caps and spiral leggings and the first were sure welcome as it had been raining very near every day since we landed and it is now raining.

I was in town last Sunday to look it over but found a very old-fashioned place. No street cars or any up-to-date contrivances, not even an automobile unless it is an army car.

Cigarettes are very plentiful here and cheap. Omars cost 50 centimes, Fatimas the same; Camels six cents or 30 centimes at the "Y." The peddlers charge us ten cents for an orange or lemon and 40 to 50 cents for a bar of chocolate and two francs or 36 cents for a coconut and four francs for a cantaloupe. Our money last a long time. Oui. (Yes.)

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Mayer DRY-SOX Shoes will keep your feet dry and warm and protect you against rain, snow and slush. They are comfortable, stylish and remarkably long wearing.

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Built on different lines from other shoes. Their construction makes them as waterproof as a leather shoe can be made.



Warning:—Be sure you get this big shoe value. Look for the name Dry-Sox and Mayer trademark stamped on the sole.

We make Honorbit Shoes for men, women and children and the genuine Martha Washington Comfort Shoes. If your dealer cannot supply you, write us direct.

F. Mayer Boot & Shoe Co., Milwaukee, Wis.



The houses here in a great many cases include on one end the barn with a sod roof and in all cases a concrete floor. The woods are plentiful or rather forests, I should have said. This I neglected to mention in the forepart of the letter during our trip, but they never use lumber.

This afternoon General Pershing was in camp and I had the opportunity to be very near to him when he spoke.

Must close; give my regards to everyone I used to work with and tell Mr. Wilson that I will be back soon to pick up the old job where it was left off or some other one, but until that time I certainly would like to hear from the old bunch as news is very scarce and time hangs heavy, so all I ask is that everyone sit down and write a breezy letter with the news and I assure them it will be appreciated. Will you pass this on to the bunch although I realize it could be better written. It may be interesting to some and the time of a soldier, especially an engineer, is well taken up, but I will try to answer all letters received. Any mail sent should be addressed as below. Goodnight for this time and I will soon be back with you and it will sure be a "grand and glorious feeling."

Au old pal,

Pvt. M. J. Crandall.

A. P. O. 701. Co. A, 66th Engineers, A. E. F.

Letter written to Chief Clerk Johnson, Liberty Street station, Kansas City, Mo., from Former Chief Revising Clerk Edw. W. Keefner, now second lieutenant, Headquarters Company, 140th Infantry, in France:

France, August 20, 1918.

Dear W. E. J.:

Well, Boss, I have come to the conclusion that such things as pen and ink or writing paper do not exist in your office any more. Of course, I realize that you are a busy man, but, doggone you, you had better write me a letter once in a while, for if you don't, I'm going to get you when I return and you want to bear in mind that I'm a big husky now. Do you fear me? Suppose you are having a hard time getting help, as I know there is quite a number of the railroad boys now with Uncle Sam. However, I presume there are a lot of fine looking girls looking for jobs, if so hire them and hold them for me, as I would sure love to be around the good old American girls once more.

Now, I know you would like to have me write all about the war and this grand old France, but I'm afraid if I got started on that subject you would think me the biggest liar that ever lived, for my imagination might play too big a part. However, I think you folks get more dope on the war than we do except the little part that we particularly participate in ourselves, as I just got hold of an old Saturday Evening Post, and was reading Irvin S. Cobb's article entitled, "At the Front of the Front," which I thought real good; but I suppose we who have seen things similar really appreciate the article more than you folks do. I remember one little sentence that reminded me of one of my own experiences, which was, "That the most noticeable physical effect of having a big shell exploding in one's immediate vicinity is a curious sinking sensation at the pit of the stomach, complicated with a dryness of the mouth and a sudden chill in the feet." I think that comes about as close as words can express the feelings of a man when a shell bursts 10 or 20 yards away. I remember quite well the first one that hit close to me, as it was the first time that the thought of praying had entered my head. I have encountered a number of thrilling events, but as you know it wouldn't be well for me to relate them as they were, you might say, trivial happenings compared to what some of the other boys have experienced.

How is Mr. Richards and all the boys? Gee, I was just picturing myself sitting back there at the old desk, plugging away. Those were sure great old days and just the thought of Mr. Adsit calling me on the phone and giving me — for not ronting a ear a certain way, makes me appreciate the old job. Well, Boss, here's hoping that I'll be right back there some of these days soon.

Am goofing so I can spring a word or two of French now and then, but can't say that I care very much for this lingo over here. Well, Boss, try your best to write to me and give my regards to the entire force and you can tell them

for me that old Bill Keefner is going to get his share of the boches and that every Yank over here is doing his best and believe me, when I say his best that means something, for I have seen them in action, and take it from me, the boches fear the American soldiers.

Bill Keefner, (not Kaiser Bill.)

Extracts for letters from France of First Lieutenant Earl P. King of Beverly, Washington, son of Judge and Mrs. S. S. King of Leltrich, Idaho, written to his wife and children now residing at Dietrich:

We had a splendid trip coming over. No storms as per members of the crew, but rough enough at times to be very satisfactory from a landlubber's point of view. We were very fortunate in the boat to which we were assigned, in that it was nicely fitted, and the accommodations were much better than I expected, and I believe much better than the average transport service. In addition we had an exceptionally fine crew who used every endeavor to make the voyage pleasant for us. Officers were quartered three to a state-room and a bunk for each. A good many of the men had same quarters, though not as good locations on the boat. A few of the men had to bunk in the after hold, however, where they got a good deal more motion when the sea was running high, than they needed. I expected to be seasick—to be the sickest one in the whole blooming outfit—but got through without a moment's inconvenience. Never missed a meal nor failed to enjoy one, but am getting mine in plenty now. My head got so used to bobbing around that I can't get settled down. Slipped in a ditch yesterday and fell over the place, before I could catch my balance. Couldn't locate the blamed thing. Seems it is going to take several days to work it off. Several of the officers were sick but not greatly so. One of the most pleasant impressions of the voyage was in the care and consideration from the Y. M. C. A. They had a splendid man on board who was on the job every minute. He saw that we were all constantly supplied with reading matter, and gave us a movie show every evening. We had music also at dinner every day. On the Fourth we had quite a fine program, during which every ship in the convoy hoisted the Stars and Stripes. I had never expected to see Old Glory above the Union Jack of England, but I certainly did see it that day.

After writing you of our arrival and resting



Lieut. Earle P. King and Wife.

up a bit we moved on. Am unable to say if we will be here any length of time, or if we will move on again soon. We are located in a beautiful country, an ideal place for a camp, nicely situated and well cared for. Since arriving we

have been able to establish our old mess, and are feeling like home folks again. I am still mess officers and gaining a lot of good experience so far as taking care of us is concerned. We are getting the best the United States can get together. We eat at the officers' mess here at a cost of 35 francs per week, a little more than a dollar per day, and it is excellent. The men are even issued a tobacco ration. We can buy anything we need in the way of toilet articles, tobacco and cigarettes direct from the quartermaster at prices very much less than in the United States. For instance, Camel cigarettes cost 15 cents straight at retail and 11 cents from the quartermaster in the United States, but here they are sold for 6 cents. Understand the government has taken over the factory, and of course pays no tax on them. This is true even of toilet powder, etc.

I am unable to get the straight of the manner in which trains are handled. Everything seems perfectly protected and kept on the move, but so far it is a rather weird proceeding to me. Engine whistles are shrill, piping affairs, a good deal on a parity with what we usually use on a little portable sawmill outfit at home, and is very little used. There are scarcely any grade crossings and the few at grade are all closed by gates. Am unable yet to get wise to even the signals on the whistle, which they seem to use more for fire drill than anything else that appears appropriate to me.

Yesterday was a welcome day in camp as we finally received a car load of mail, some of the men getting as high as forty letters. The arrival of mail in camp has placed the men in better spirits. It is hard for anyone to get along without letters from home, and when the men do not receive them they commence to grouch at the folks for not writing. You see every one of them feels he is making a great sacrifice in having enlisted, and when home folks fail to write each man feels that he is forgotten too quickly by the very people he is endeavoring to help.

We are getting a supply of motor stuff. What we had on the other side has been here for some time, and is probably in use up at the front long ago. The trucks we are now given are new and in good shape. Motorcycles are Harley-Davidson and brand new. In some respects I like them better than the Indians. The side cars ride easier and some of them, of which I got one, have much better storm protection, the apron extending over the entire body.

I suppose that most of our work will be between large cities, and that we will be billeted in small towns only. As the small towns I have seen have practically no amusement places, and we will have no time for them anyway. I figure that what we will see of France and its people will be only that which we come in contact with in the course of our daily work. Even about the larger towns there are but few people in sight. I suppose that every available person is employed constantly and has little time to be out.

The establishment of American army post offices here is wonderful, and even our little post office which has just been established has daily service to the coast, so that as soon as a mail boat gets in our mail is forwarded to us promptly. Wonderful, also, is the service the Y. M. C. A. gives us. Every little working unit is somewhere within reach of a "Y"—even away back behind the lines, and it seems to me they are all over France. The quartermaster now allows the "Y" to be sales agent for a large portion of the smaller articles for the men, which is handled at cost, particularly in regard to tobacco, cigarettes, etc., sold to us for half what we pay for them in the United States. Most certainly the soldiers are well looked after. In the matter of health we have not had so far a man seriously sick in the whole battalion.

We came down here on wheels and had a fine trip over the splendid roads and through a beautiful country. The roads are all so thoroughly marked here that with the aid of a road map which one buys for two francs, it is easy to go anywhere without the possibility of getting lost, or even getting mixed up. It is wonderful how easily one can get about, figuring on making thirty miles per hour, which is the road limit.

Just now I have splendid quarters in an enormous chateau, costing something over a million dollars about fifty years ago. Splendid hangings

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NOTE carefully the exclusive patented features in the circles above. Found only in the SENSIBLE Work Suit. They mean *everything* to your comfort, safety and convenience. Popular in price. Popular with Railroad men.

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Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

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Ask Our Agent or
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Railroad Department . . . H. C. CONLEY, Supt.

and furniture, more than twenty bedrooms, all differently furnished with most elegant and costly materials, noted for age and beauty. My room is about eighteen by twenty feet, with entire suite of Circassian Walnut, most of it probably centuries old. The bed is an enormous affair with big rolls at each end and so heavy that it is mounted on a little track that folds back underneath, used in moving the bed out from the wall. I have a ladies' cabinet, a wardrobe, two big bureaus and the desk at which I wrote. All of walnut and topped with Italian marble, unquestionably of great cost. We all have splendid rooms but eat with the company, the people living here giving us space only. The men are quartered at the combination servants' quarters and barn buildings which seems to be the usual manner of handling these big places.

I am in good health, good spirits, a good location and the best cause man ever gloried in.

From A. L. Patoek, formerly in the freight auditor's office, to Assistant Federal Auditor Murphy:

Sunday, August 18, 1918.

Dear Mr. Murphy:

Just a few lines to let you know I am now in Blighty. Received a dose of the Hun's mustard gas, and it sure is hot stuff. Did not get an inhaler of it and can consider myself lucky that I did not. This gas affects the body specially, more so when a person is perspiring, which I was, and a shell burst right in front of me, which gave me a greater dose than I may have gotten, as I got it from shoulder to heel, and it sure does burn and blister.

Wrote you some time ago, and as yet have had no reply, and have been wondering if you ever received that letter, as I had sort of a hunch it would be censored.

How is everything in the office? I suppose all the men I worked with must be about all gone off for various training camps. By the looks of things now it's only a matter of a short time and we will all be back home again.

Am getting along nicely and hope that by the time I am ready to go back into the lines the job will be over with. Then again would like to get one more good swat at him.

Will close for this time, hoping to hear from you soon. With regards and best wishes to all.

Sincerely yours,

A. L. Patoek,
U. S. Army Base Hospital No. 33,
Portsmouth, England.

Letter received by General Agent Adsit from Former Bill Clerk Jack Hoverson, Liberty Street station, Kansas City, Mo., but now of the U. S. S. Celtic:

New York, Oct. 11th, 1918.

Dear Mr. Adsit:

Just returned to New York after nearly a three-months journey. Left New York the second time early in August for England and after a somewhat rough voyage and 16 days on the water arrived at ———, quite a nice and very old city, where we discharged a part of our cargo. We were in ——— about 10 days during which time we were treated fine, in fact, they all look up to the "Yanks." During my stay I attended a meeting of a Masonic lodge. It was a great treat for me as it was my first time in lodge since I was made a Master Mason. The work is quite like ours, but shorter, although it was very impressive. In London I took in as many of the sights as I had time for and I got to see the one place I have always wanted to see—"Westminster Abbey." Of course, I didn't have time to see very much but saw several of the most prominent places of interest. We were in ——— for nearly a week and returned to the U. S. A., the only real place.

England is a very beautiful country, but different from this. All traffic runs opposite to ours, and I must tell you of their railroad rolling stock. Their cars are 40-ton, while the box and refrigerators are 10 and occasionally 15-ton, and are about 16 feet long, no automatic coupler, just a link and only about one-third equipped with air. The switchmen carry a long rod to make a coupling and use a whistle for signals. It was quite amusing to watch them. The passenger equipment was somewhat better. They have no conductors on passenger trains, just a

"guard." When one purchases a ticket it is punched once as you go to the train shed, and isn't taken up until you go out the gate of the station at your destination.

The cities are very clean. In fact, more so than ours, but the houses are all built together, like a large flat, and all of brick or concrete. They have no tall buildings or skyscrapers as the tallest are only 4 to 5 floors.

England surely knows what war is as everywhere there are hospitals full of wounded and on the street one sees all kinds of them, and it is a grim sight to see how some of them have been torn up. One can always tell when the fighting is most severe as there are more of the large hospital trains moving than ordinarily. On my way to London we passed a hospital train and we got a glimpse of the men. It was a sad sight but they seemed cheerful. They all say that it will be over by Christmas, and from reports today, I think they are right. Might tell you that the slogan of the American soldier "over there" is "Hell, Heaven or Hoboken by Christmas," and they all say it will be Hoboken. Food is quite a proposition as everything except vegetables is the "card system," very little beef (8 ounces per person per week) with little or no sugar and no butter and very little flour. Women are taking the place of men on the trains, cars, in the machine shops and in fact are everywhere, and everyone works.

Will say that their nights are like Kansas City when there is no gas. Rather hard to get around after sun-down.

The Milwaukee Magazine was waiting for me when I got here and I enjoyed it immensely, and I want to thank you for it.

Well, it is time for taps, so must close for this time. With best regards to you and my regards to the Milwaukee people, I remain,

Sincerely yours,

John Hoverson,
U. S. S. Celtic.

France, September 4, 1918.

Mr. J. W. Casat,

429--19th Av., Milwaukee.

Dear Friend and Brother:

Your letter of August 8th reached me just about 30 minutes ago. I have a few minutes to spare while waiting for mess call, so I'll try to scribble a word or two in answer.

First of all, I want to thank you for the letter and for your expressed desire to help me. There is one thing that you can send, which needs no special request from me nor the signature of any of the officials. That is reading matter—news-papers, magazines, etc., in fact anything readable would be very greatly appreciated by myself and the boys.

I have made several appeals for reading matter to several different parties, but it seems that all of my requests have been received with indifference. If the folks back home knew the importance of sending us things to read they would keep us well supplied. It keeps us away from the wine joints. I've got very little use for them anyway.

When we first came to this country we could not drink enough of the stuff they call "vin blanc" and "vin rouge" (white and red wine) and champagne; now I hate the sight of it. It tastes like vinegar to me. We have been in our present camp for so long now that the nearby towns no longer attract us, either. I would much rather stay home and read after our day's work is done. We haven't had much time even for reading lately, for we have been pretty blamed busy building narrow gauge railways and big highways. We have been working from seven in the morning until dark, stopping only long enough to get our meals. We don't mind the work, which sure is hard, nor the long hours, for we all realize that it will not last much longer, and besides we have been promised an active part in the next drive. That alone would make us work our heads off.

As I said before, most of our work has been construction, but I still live in hopes of operating at least part of the roads we have built. I would like nothing better than to either run or brake on a train right up to the very front of our line of defense, and we may do it yet, and very soon at that.

It has tickled me more than you can imagine to learn that the boys feel as they do towards us, and if they would write as you say they intend to, I would appreciate it very much and you may rest assured that I would lose no time in answering their letters.

As you know, there are several boys from the terminal in Company C: Herb, Paul and Johnny Geckler are two young "hoggers" whom you no doubt have worked with while they were firing. Paul fired on the job when I had the east end of the Air-Line job nights in 1914; Geckler fired transfer jobs up until he was called into the service a year ago, so you surely ought to know him.

"Geck" got a copy of our company magazine some time ago. He showed it to me and I was surprised to find a reproduction of a letter I sent to Ben Schwartz.

The boys are all lining up for mess, so I will have to get into line if I want to "manger" (eat) so I will thank you once more and say goodbye, with regards to you and all the boys, and write again soon to Johnny Cox.

The following is a copy of a letter written by Captain Joseph Lieberman, to Ageni Richards.

"France, August 26, 1918.

"My dear Mr. Richards:

"It has been a good many days since we have heaved our sails from home shores, and no doubt you thought that I had entirely forgotten the folks at home. Of course, this is not the case, but the real reason for it was the busy and untimely moves and the uncertain places. We are at the front now and doing all the good work necessary to keep the Huns on the move and keep them away, without any return ticket, and as you will observe, they do not stop very often to look back for information.

"We have covered a great distance since arriving in France; and what a lovely country! The part untouched by the enemy looks like a vast garden. The historic old chateaus, the wonderful towns and the patient people that have borne the enemy's brutal doings with undaunted perseverance; every one, big and little, deserve to be mentioned. Just think of the horror of four years of war—it will speak for itself. But now, France knows that America is here, doing the heavy part, and will stand by until the last bugle will be sounded. Our men are like born fighters. They go into battle singing, joking and above all, with determination and one aim, and that is to beat the enemy and beat him well. Wounded and fatigued men do not complain. They patiently wait for help. No one complains. Everyone works like a big machine, for the good of the cause. I very often wonder that men, taken from all sorts of professions, bear themselves with so much credit; young men who have worked in stores and a mere sight of blood would have caused them to faint, are now heroes, and do up the savage hordes of the Huns with much credit.

"This is all for one reason and that is the hatred for their dastardly deeds to unprotected souls left at the critical time in isolated towns. I could tell you a great many stories of heroism but you will know it. You will know by personal observation, in our own line, that our men are not cowards, and here where recognition is awarded to everyone, it shows up so much better. Our government is the greatest and the best; everyone is taken care of with so much care that I wonder what we will do after the job is finished and we again return to the peaceful pursuit of our daily life. But this is where the people at home will come in, they are behind every soldier in France; everyone knows that someone at home thinks of his homecoming and he will be met with open arms, so no one worries.

"There are a good many men over here who were members of the great Milwaukee family; every soldier in France; everyone knows that joy when the old road is mentioned, so please don't forget us. This I know is not necessary to mention, but we like to be remembered.

"Please, Mr. Richards, tell everyone that the men over here send their best wishes to their former comrades.

Sincerely yours,
"Joseph Lieberman,
"Captain, U. S. Army."

THE WESTERN IRON STORES

Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.

One Block South of Grand Ave.

Milwaukee, Wis.

WHOLESALE

RETAIL

Co. Phone Grand 1246.

To Milwaukee Ry. Men

"Continental"

MEANS

**Income Protection
Liberal Policies
Courteous Agents
Fair Claim Settlements
Abundant Resources**

Continental Casualty Company

H. G. B. ALEXANDER, President

■■■■TEAR OFF AND MAIL TODAY■■■■

CONTINENTAL CASUALTY COMPANY
910 Michigan Ave., Chicago.

Please send me information in regard to your Health and Accident Insurance

Name..... Age.....

Address.....

Occupation.....

C. M. S. ST. P.

Special Commendation

Illinois Division Conductor John Ryan has been specially commended for watchfulness and prompt action. He discovered a loose wheel on truck of coach 302, train No. 32, about 7:15 a. m., October 7th, while train was standing at Hermosa. He had car set out and train departed at 7:30. This discovery was fortunate, as train would probably have been derailed going around wye at Pacific Junction, tying up a great amount of traffic.

Charles Stockwell, bill clerk at Western avenue, has received special commendation for discovery of dragging brake beam while the transfer was moving over the C. & N. W. crossing, September 30th. He stopped the train before the derailment had resulted. Credit has been given Mr. Stockwell in the service roster.

Superior Division Brakeman C. A. Anderson has received a letter of commendation for discovery of a broken transom and truck bound so that wheel was climbing the rail, on St. P. car 22139, loaded with logs. Inspection of train was made while taking water at Randville, and Brakeman Anderson's vigilance, no doubt, prevented a derailment.

Dubuque Division conductor and his crew have received special commendation for their hearty co-operation in getting twenty-six cars of stock over the road, October 9th, when the regular fireman reported sick. There was none at Preston to relieve him, so Conductor Greener fired the engine from Preston to Reno, train leaving Preston on time and arriving at destination on time, so the stock arrived at Savanna on No. 68 on time. Such service is greatly appreciated and credit has been given them in the service roster.

I. & M. Division Brakeman C. Amundsen has received special commendation for close inspection of train, finding G. N. car 212048 off center. Car was set out before accident resulted. Credit has been given him in the service roster.

T. M. Division Brakeman Jack Pender figured as a hero in a runaway accident September 24th. His train, a long stock train, was pulling into Rhame when the runaway team with a woman and children in the wagon came tearing along just as the pusher was being taken off. Pender and a stockman saw the trouble, left the train and caught the team before it had caused much damage. Pender rushed back and caught the caboose as train was pulling out. The stockman was not so lucky and Pender pulled the air, stopped the train and recovered the lost stockman.

Superior Division Brakeman Herman Zaeger has received special commendation for vigilance in inspecting his train at Plymouth, October 8th, when he discovered a large casting weighing several tons shifted and broken through the car floor and grinding on the wheels. The timely discovery, no doubt, prevented serious damage.

C. & M. Division Conductor T. Shellenberger and crew of the Rondout switch run, while going to Gurnee last month, found a fine cow on the right of way between Rondout and Wilson. They drove the animal back onto the track and closed the opening in the fence, thereby without doubt, saving the railroad a considerable claim for loss and the owner a valuable animal. The entire crew have been specially commended for their zeal in protecting the company's interest.

Milwaukee Terminals Switchmen Henry J. Sherman, James Bechtol, Joseph Harmeyer, Alvin Creve, George Morgan and Pete Petrie have received a special commendation and credit in the roster for prompt action in assisting to stop a cut of nine heavily loaded cars that broke away on the down hill side of the Hump on August 30th. The fact that these cars were brought to a stop without doing any damage is an indication of good work on the part of Mr. Sherman and those assisting him. Such service is highly appreciated.

Dubuque Division Conductor H. J. Smith has been specially commended for close attention to duty, discovering inside brake beam down on top of rail under car D. & R. G. 65066, lumber, for Dubuque. Beam was removed, thus averting a probable derailment.

Dubuque Division Conductor J. H. Bassett has

been specially commended for discovery of broken wheel on C. F. & I. 85502, coal for Waukon Junction. His careful inspection undoubtedly prevented a serious derailment.

Operator F. D. Meyers, Northfield, Minn., has been specially commended for vigilance. While extra west No. 1993 was passing Northfield, he noticed a leaky tank car in the train while on his way to work, and promptly reported it to the dispatcher, who had train stopped at next station so the leak could be repaired. Mr. Meyers' zeal in protecting the company's interest is greatly appreciated.

Dubuque Division Conductors R. H. Kearny, J. M. Cassidy, J. A. Broskey, C. J. Greener, W. Graham, C. H. Clark and F. Gongoware have received the following letter from Trainmaster Thurber:

"Your weekly over, short and damage reports are being received at this office and each one of them is taken up with a view of improving conditions. Please continue to send these reports every week, and I wish to inform you that the interest you are taking in these matters is very much appreciated.

(Signed) "W. M. Thurber."

River Division Brakeman J. D. Bohn has received the following letter from Superintendent Thiele, which speaks for itself:

"Minneapolis, October 18, 1918."

"At the Safety First meeting last Monday attention was called to the special efforts made on your part to save a man sitting on the edge of the eastbound platform at Lake City, October 9th, from being struck by an eastbound train while a westbound train was passing. I understand you had to run for some distance to get to the man, and you got him off the platform just in time.

"In addition to any expressions of appreciation made by the man, whom you saved, I want to tell you that we certainly appreciate your action, and have instructed the trainmaster to give you a credit mark on the roster."

Dispatcher J. T. Raymond, Marion, sends the following letter from Section Foreman John Macek, Martelle Section, Iowa Division. Mr. Raymond says, "Here is one grand old patriot—this makes \$5,500 for him on all the loans. He keeps Old Glory flying over the section house and never allows it to fade." His letter is addressed to Roadmaster G. Barnoske and follows:

"Dear Sir: Coming to buy more Liberty Bonds. Haven't got the money right now, but will raise the amount after January 1, 1919, for which I am subscribing. Every little helps to lick Kaiser, even if a fellow has to patch more overalls. This makes me \$1,700 for Fourth Liberty Loan. Hoping rest of foremen on Milwaukee Road would follow me while U. S. Treasury needs money for the war.

"Yours truly, "J. Macek."

(Signed) Agent T. M. Hogan, McGregor, Iowa, has been specially commended for vigilance, discovering a defective door on C. & N. W. car 3069 as train 762 was passing station, October 3d. Train was stopped and the damage repaired. Car was loaded with stock and his timely discovery doubtless prevented a heavy loss and damage claim.

Flag Raising at Nahant.

It did not take the day force at Nahant long to go over the top with their Liberty Loan subscriptions, for on September 30th, the sixty employes had subscribed for \$3250 worth of bonds. They then celebrated the achievement by a flag-raising in the afternoon. A 70-foot pole had been erected in front of the car foreman's office and the flag was floated to the accompaniment of patriotic songs and addresses. General Car Foreman J. T. Clark was master of ceremonies and six members of the 5th Battalion from Rock Island Arsenal hoisted Old Glory. Attorney G. W. Scott of Davenport was the orator of the day. General Agent M. H. McEwen gave a short talk on the history of the flag, and the Milwaukee Band rendered patriotic music. William Birney gave several vocal selections.

Swear Off Tobacco

Tobacco Habit Banished In 48 to 72 Hours

Immediate Results

Trying to quit the tobacco habit unaided is a losing fight against heavy odds, and means a serious shock to your nervous system. So don't try it! Make the tobacco habit quit you. It will quit you if you will just take **Tobacco Redeemer** according to directions.

It doesn't make a particle of difference whether you've been a user of tobacco for a single month or 50 years, or how much you use, or in what form you use it. Whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff—**Tobacco Redeemer** will positively remove all craving for tobacco in any form in from 48 to 72 hours. Your tobacco craving will begin to decrease after the very first dose—there's no long waiting for results.

Tobacco Redeemer contains no habit-forming drugs of any kind and is the most marvelously quick, absolutely scientific and thoroughly reliable remedy for the tobacco habit.

Not a Substitute

Tobacco Redeemer is in no sense a substitute for tobacco, but is a radical, efficient treatment. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It quiets the nerves, and will make you feel better in every way. If you really want to quit the tobacco habit—get rid of it so completely that when you see others using it, it will not awaken the slightest desire in you—you should at once begin a course of **Tobacco Redeemer** treatment for the habit.

Results Absolutely Guaranteed

A single trial will convince the most skeptical. Our legal, binding, money-back guarantee goes with each full treatment. If **Tobacco Redeemer** fails to banish the tobacco habit when taken according to the plain and easy directions, your money will be cheerfully refunded upon demand.

Let Us Send You Convincing Proof

If you're a slave of the tobacco habit and want to find a sure, quick way of quitting "for keeps" you owe it to yourself and to your family to mail the coupon below or send your name and address on a postal and receive our free booklet on the deadly effect of tobacco on the human system, and positive proof that **Tobacco Redeemer** will quickly free you from the habit.

Newell Pharmacal Company
Dept. 629 St. Louis, Mo.

Smoked for 25 Years

Tennessee, 1915.
I am 37 years old, smoked cigarettes and pipe since I was about 12 or 14 years old. I did not think I could quit smoking; I would get up in the night out of bed to smoke, was spending at least \$2.00 per month for tobacco and matches—\$24.00 per year and now have no desire for tobacco and ever hate to see or smell smoke. I have gained 15 pounds in weight and I am unable to explain the full benefit **Tobacco Redeemer** has done for me but it is worth, in my opinion, thousands of dollars. I would not take anything for my benefit I got out of **Tobacco Redeemer**.

T. J. LAUTHNER,
Conductor Southern Ry. Co.,
Stanton Division No. 139.

Free Book Coupon

NEWELL PHARMACAL CO.,

Dept. 629 St. Louis, Mo.

Please send, without obligating me in any way, your free booklet regarding the tobacco habit and proof that **Tobacco Redeemer** will positively free me from the tobacco habit.

Name.....

Street and No.....

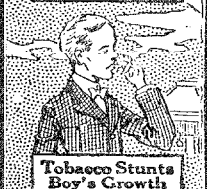
Town..... State.....



Tobacco Tells on Nervous System



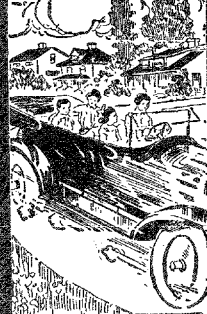
Tobacco Ruins Digestion



Tobacco Stunts Boy's Growth



Tobacco Robs Man of Virility



Tobacco Steals from You the Pleasures, Comforts, Luxuries of Life

On the Steel Trail

Miss Eckman Ill.

We regret to report that Miss Ruby Eckman has been seriously ill for several weeks. Although she is improving she is not yet sufficiently recovered to resume her work. For that reason Iowa Division M. & W. is missing from this number. Hurry back, Ruby, a whole railroad and a whole army of readers "over there" can't spare you from "The Steel Trail."

Our Annual Convention. *Steel.*

Our Magazine arrived last night, 'twas loaded to the brim; I picked it up and there I read the news by slender "Slim;" then journeyed on and read with joy the news for you and me, and then I came across the tracks of one styled "O. J. B." The pages turn, its news is food, let's call the others in—the lace upon our curtain now shows Harriet Apple; we come across a new made name, 'tis strange and hard to spell, but just beneath beams Helga with the name of Heuwinkel; for them congratulations and a life of love with will, the next page flashed with Nora's wit—she wrote it o'er her Sill. A joy called Minneapolis with a shop just full of reads with the name of Jimmie Nellins, wonder where he buys the seeds to create all those wordings. Then we jumped to Prairie du Chien, where the face of H. R. Mayville was reflected on the screen. Another whirl around the curve, down near the river's bank, we bump into one Rellihan, his news would fill a tank; and then we slipped and stumbled when we struck the old "Guyline," he stretched it straight across our path then asked us in to dine upon his few choice locals, and they are the kind that stick, we'll amble down his newsy trail and meet Perlickitiek who moves around Chicago when Chicago's gone to sleep, his words are enervating but he does not make one weep. Another splurge the Pudget Sound, there's naught but "Scraps" for me, and there she stands with regal air our loyal I. A. B. Another jolt—away we flit in cars, and hacks and rigs, and hesitate where lager flows there meet mein neighbor Griggs. On, on we go with haste and speed for we have come to see and bump into a Raymond chap they call him plain Jay Tea. Once more I hit Milwaukee where the damps are amber bright; O'Malley heads me homeward in the morning of the night; then back again to Prairie du Chien—Miss Murphy at the gate. We're going fast, there's miles ahead and it is getting late, But Hawley with his nag and rig in Channing's sunny streets says: "Get right in, I'll help you on to hasten up those meats;" the Black Hills next with Quass on deck, then comes the C. & M., with Brother Simen at the wheel, he questions: "Where and when?" And now for flour and other flowers where "Eleanor" holds sway; a flutter back towards Illinois away, away, away; here Mabel Johnson with a smile says: "What, back home once more?" We wave our hand and hasten on to reach that other shore where Iowa meets Miss Issipp and hurry overland to greet Miss Ruby Eckman, pioneer in this big band. Still farther west we hasten for our benefit and good and when we hit that old K. C. we meet our scribe named Wood; then shifting with the winds and waves our path grows rather squeamish, but joy of joys! A hero grows, we're saved by H. J. Beamish. Another flight to where high winds create a windy city, a salute by one F. E. Kuhrt, his news is trite and witty; back west again where dust storms brew we meet Miss Ida Hooper, and also meet Guy Sampson with his newsy scooping scooper. The Deer Lodge shops where "Patsy" writes are not an also ran; Wisconsin Valley at the front and there beams "Lilly Ann;" a hasty flight, away we speed and wave goodbye to Lilly, for from the doorstep at K. C. calls one, you know, "Miss Billie." Again way north where whole wheat grows, one "Wava" waves a hand; this journey's drawing to a close, we've covered heaps of land. Gee! What a bump, ker whick, ker whack, it's old Chicago town, and "Sister Hopkins" calls for aid, we thought she'd turn us down.

So ends our big convention that I held the other night; we'll hold a real convention when this world is whirling right—when this grim old war is over there will come another day, when I hope again to greet you, and here's hoping that I may.

I. & M. Division. *John Schutz.*

Vern Culien, former roundhouse foreman's clerk, is spending a few weeks with the home folks prior to leaving for Camp Cody with the next draft.

Police Officer John Manning has resigned and now holds forth in the new office building for the S. M. division. Mr. Porter takes his place as company officer.

The "Spanish flu" has been at work among the men. We are glad to report that all are as well as can be expected.

Now that the movies are closed on account of the "flu" several of the boys will spend their evenings at home, for instance Jack Skinnon, Ed Erickson, Carl Keim and, well, I guess I better include myself.

Since the No Smoke rule has gone into effect Agent J. E. Ober has moved his office out doors, using a cartoon of "Cuban Bloom" for a desk.

We are glad to report an improvement in the condition of Miss Edith Grau, daughter of Operator Grau. Miss Grau has had a serious siege of pneumonia.

Mrs. Rob Groom and Mrs. Jerome Herzog have returned from a visit at Missoula, Mont., and Seattle, Wash. Oh, yes, they took Bob and Jerome along. It would never do to leave those two home alone. All report a splendid trip.

Brakeman Leo Blabum broke his arm while cranking a Ford car. Better stay with the old caboose.

Lineman Walter Chestnut has the finest garden on the I. & M. division. Also the largest musk melon, weighing 24 pounds. How's that for Minnesota soil?

Ticket Clerk John Schultz spent a few days at Washington, D. C., but rather than live on a diet in order to get by he decided to return to Austin. You will now find him at the old stand. Yep, he's the guy that writes these items.

I understand one reason why Schultz left Washington was because he had to work in the same room with about 200 girls. We all know how bashful that boy is.

The sympathy of all is extended to Engineer Chas. Longshore for the death of his wife. She leaves to mourn her loss the bereaved husband, three children and many friends.

William J Meyer died at his home Tuesday, the 22nd. Mr. Meyers was a charter member of the Veteran Employees' Association, being in the employ of the C. M. & St. P. for 40 years. The sympathy of all is extended to the bereaved family.

Agent J. E. Ober has been enjoying a visit from his brother, I. M. Ober of Los Angeles.

The S. M. officials are now located in their new offices. We are glad to welcome them here. Among them we find our old friend, Simon Johnson, formerly of the Monon road. Larry the Cook also came along. Larry wants to learn how to play "smear." Can't say much about the girls; they appear somewhat bashful.

When it comes to fishing and hunting trips the prize must go to Lou Diliger, Bob Laufie, Joe Mayer, Chas. Becket, Godfrey Houston, Bailey Fisher, Fred Fisher and Carl Keim. The boys went to Twin Lake and it goes without saying that they brought back the limit. We can't swear to that but we know that when anyone goes fishing or hunting they always bring back the limit. Lou acted as cook and we understand he can fix up some feed. Even Chas. Becket was satisfied and it takes some cook to give a fat man enough. Godfrey was the crack shot of the bunch, getting the ducks with the others. I don't just understand how that could be in view of the fact that Keim did the most shooting, but it's rather difficult at times to know just what Carl is shooting at. Bob

Everyone Needs a Flashlight

Valuable Pocket Lamps Have a Thousand Uses. How this Handy Little Device Produces Light.

A pocket electric flashlight is the handiest little device ever perfected for use about the home during the night. It saves all the bother of striking matches, of lighting lanterns and the carrying of lights when you want to look into dark places. And, often enough, a light is frequently wanted for use where a lantern would be of no service whatever and matches or open flames would be dangerous. When it becomes necessary to investigate the interior of an automobile while touring in the night, when you want to look into dark partitions, shadowy nooks, into dusty and inflammable places, the flashlight is handy and safe.

There is no mystery about the handy little flashlight, in spite of the fact that it can be carried around for weeks and weeks and yet is ever ready to give a beam of brilliant light on demand whenever the tiny switch is manipulated. This beam of light can be thrown into the most impossible places, from almost any position. The flashlight is an electric light. It differs in no way from the other electric lights in your home, except that it is smaller. The tiny miniature **Mazda** lamp at the end of the flashlight is a perfect little lamp consisting of a fine filament of tungsten wire encased in a glass vacuum bulb no larger than the end of your finger. Tiny wires lead the current into this lamp through the base and stem to the filament. The lamp screws into its socket and can be easily renewed at a trifling cost when it is burned out, like any other electric lamp.

The electricity for the flashlight is produced by small chemical batteries concealed, within the handle, or body of the device. These batteries are made to conform with the shape of the handle. Each battery consists of three elements, a zinc plate, a carbon plate and the electrolyte, or chemical. The electrolyte is in the form of a paste surrounding both the zinc and the carbon. When the light is not in use the spring device of the push button keeps the circuit

open and the battery produces no electricity. The instant the circuit is completed by pressure on the bottom the chemical compound begins to act on the zinc, in a form of combustion. As the zinc is decomposed by the chemicals, electricity is produced. This electricity flows out over the electrical circuit, consisting of tiny wires concealed within the device, to the electric lamp and causes it to glow and produce light. The light is reflected out into a straight beam by a small reflector affixed behind the little lamp.

The tiny flashlight is really the only pocket light which can be carried without danger of leakage, bad odors or dirt. It is ready at the pressure of a finger and throws a strong beam of light where it is most needed. The lamp does not have to be lighted with matches, requires no dangerous chemicals and the batteries can, when worn out, be replaced instantly by the merest novice, at trifling cost.

Flashlights can be purchased all the way from 25 cents to several dollars each, depending upon size, finish and the life of the batteries. They are made in sizes small enough to be carried in the vest pocket and these little fellows are very serviceable, giving plenty of light for nearly three hours steady burning, if required, without replacing the batteries. The larger sizes of pocket lamps will burn 10 hours continuously or will last for a long time when only used for short intervals, now and then, as required.

Flashlights are carried quite generally by country residents who are frequently out on dark nights where street lights are unknown. They are used about the house, in cellars, dark closets and in general where a light is wanted for half a minute where it hardly pays to light a lantern. They are invaluable for service around inflammable materials. One man easily located an article dropped down a partition, by tying a small flashlight on a string and lowering it between the walls. Another had to crawl under a barn to fix a drain and found the flashlight handy and safe to use amid the cobwebs, chaff and other highly inflammable matter. In many other ways the flashlight is invaluable.

must have been among the tall weeds when he shot that bunch of mud hens for ducks. Fred Fisher was watchman but it kept Joe and Baily busy to keep him awake. They say that ducks were wild and so were deuces.

Agent J. E. Ober and wife visited a few days with Mr. Ober's brother at Preston.

Machinist Dad Anderson of Uncle Sam's navy is home for a few days recuperating from an attack of the "flu."

The B. and B. department has been pretty busy on the I. & M. division this season, and we are getting some big improvements. The new offices for the S. M. division headquarters at Austin are now completed a new depot at Montgomery, Minn., to replace one destroyed by fire a year ago is nearing completion; also the new mechanical coaling station at Farmington. We are also to have some improvements in the Austin shops. The painters are also busy on the division painting bridges and buildings.

Mrs. Jacob Rush, wife of B. & B. foreman J. Rush, died on October 15, after several months of lingering sickness due to erysipelas. Funeral services were held from the home on October 17. She leaves to mourn her loss the bereaved husband and one son. The sympathy of all is extended to them.

Gust Johnson of Sam Johnson's crew, who has been laying off due to injuries is back to work again.

B. & B. foreman L. Hainstock of Medford has been promoted to King of the Baby & Baby department. Yep! Twin girls, finest in the land. Can't just state whether they look like pa or ma. Somebody who saw them claims they beat any baby for looks in these parts. Tom has been busy handing out 11-cent cigars, but don't complain about the cost. Many congratulations, Tom, and bring them around some day.



Private Fred O. Wernich, Co. A, 117th Machine Gun Battalion

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

N. B. Still.

It does seem as if that person who signs Ed should keep her dates. Here I dressed all up in my brand new tam, that I paid too much for, considering all the Liberty Bonds I have to pay for also, and rushed down to the "deepo" in the wee sma' hours of the morning around nine five and the operator on duty and the board in the waiting room both announced there was no seventeen. So I went back home again. Of course, she will tell me there was a bridge or something burned out on some other division, but a date is a date.

Goodness gracious, if Fireman G. F. Collins isn't father, a son and heir born October 12th at their home in Deer Lodge, who certainly will have to be named nothing less than Woodrow Wilson, if his father's actions have anything to do with it.

Mrs. Kate Chambers made a trip to Three Forks this week to bring her small son to the doctor, returning the same day. Her cousin from Miles City is visiting her at Lennep and is working

second trick there during the shortage of telegraph operators.

Mrs. Houston had the misfortune to fall while crossing the tracks here in the yard and break her arm, but is doing nicely when last seen. Mr. Houston has been sick in bed for some time, but is better now.

Dick Hilton has been in the hospital in Great Falls for ten days, but is again back at work.

Mrs. James Toy, wife of Conductor Toy, has been in Sheridan and Billings for several weeks. She was in the Billings hospital where she was operated on, but is able to be out again and is much improved in health. Mr. Toy was off a few trips on account of sickness with the influenza, but is back to work again.

Brakeman Rockefeller is back to work after a lay-off caused by a broken finger. It is better now and he is again on the pay roll.

Conductor William Park, who has been sick this month, was taken ill on the road and brought in to the hospital and later taken to Deer Lodge, where he was advised to go to Rochester, Minn., for treatment. He is some better now, but not able to be out and around again.

Agent Bothmer at Lennep was off a few days on account of not knowing if he was going to work for Uncle Sam in France or Uncle Sam in the United States, but he is still in Montana and back at work again. He was relieved while away by Operator Edison from second there.

The entire setation force, Agent Elliott, Operator Monthy, Operator Patterson and anyone else I have neglected to mention at Ringling have been sick with the influenza.

Arthur Lieb, brother of Engineer Lieb, of the Rocky Mountain Division, died at his home in Miles City, October 15th. Mr. Lieb left for there on No. 18 and later went with the widow and family to Spokane, where his brother was buried. The Rocky Mountain Division offer their deepest sympathy to Mr. Lieb. Mrs. Lieb was sick in bed at her home at the time, but is much better now.

Engineer Johnnie Smeltzer has signed up for a Lewistown run, and Engineers Tompson, Hyrup and others have made some trips over there during the month.

Conductor John Rice has been off several trips on account of sickness.

William Phalen, former chief timekeeper at Deer Lodge, has resigned and is now working in Chief Engineer Jackson's office in Butte. Miss Elvira Bergren has taken his place in Deer Lodge.

The Ruby Theater here showed on the screen the night of September 18th the pictures of all the boys from here who have gone to France or who have either been drafted or enlisted as far as they were able to get the pictures. Some of you boys who read this should have heard the folks holler and cheer when we looked at them on the screen and you would have known we are all back of you over here all right.

Operator Goggin from Butte yard has been working extra train dispatcher at Deer Lodge since the shortage of dispatchers and I neglected to tell you in last month's magazine that our side table operator, Jack Weatherly, and also Operator Grogan have their names on the time tables as train dispatchers, working second and third tricks. Chief Dispatcher Haggerty has returned to Deer Lodge again from the Missoula, where he was assistant superintendent for a short time. Mr. Blossingham, working in Mr. Haggerty's place, is away on a visit east.

A daughter was born to Mrs. Townsley, wife of Engineer Ed Townsley, but as I am not just sure of the date, will have to omit that part of the good news. Both Mrs. Townsley and baby are doing nicely.

Conductors Welch, Wilson, Buyers, Hamp and Carlson; Brakemen Braughton, Jenkins, Westbrook, Sprague, Mannon, Johnson; Engineer Shaduck, and Conductor Sterling are all sick with the influenza.

Mr. Ross is sick at his home with influenza, but is reported today as some better. There are a great number of cases here in Three Forks and at Harlowton and Deer Lodge, but with all care possible we hope to stamp it out now in a short time.

A sad death occurred here the 16th when Engineer William Jones passed away at the Three Forks Hospital. He had been ill some time with the influenza, but was getting better when a turn came for the worse and he died at 2:30 a. m. the morning of the 16th. Mrs. Jones was in Spokane

where she had gone for her health and one son is at Fortress Munroe on the U. S. S. Neptune and could not be home. Another son, Claude, and daughter, Thelma, are left to mourn the loss of their father and all the division mourn with them, as no more popular or better liked man ever worked for the Milwaukee than Mr. Jones and we offer our deepest sympathy to the sorrowing family. He was laid to rest beside his father at Willow Creek.

Another death occurred the night of the 18th, when brakeman Tom Sprague died at the hospital here from the influenza. He had been working for the Milwaukee a short time only, but was well and favorably known here. He leaves a wife who was with him when he died and will be taken to Roundup for burial. The Rocky Mountain Division offer their sympathy to the widow in her grief.

A small dancing party was given at the Sackajawega Club rooms the evening of September 26th for Mrs. Sterns and Miss Vaninwegan, nurses at the Three Forks Hospital, leaving the next day for training in Chicago. The rooms were gay with autumn leaves and asters and music from Bozeman just simply made your feet move around. Miss Viewig was hostess and we all had a lovely evening.

C. & M. Division Notes. B. J. Simen.

The Fourth Liberty Loan went over on the C. & M. with a whoop. At Rondout, Yardmaster George Dyer sold \$4,000 worth of bonds, Car Repairer Emil Sewach purchasing \$1,000 worth.

Leverne H. Graves, son of Conductor Herman Graves, is reported seriously injured while in action "Somewhere in France."

Operator H. F. Guyot of Rondout, with his family made a visit with relatives at West Salem, Ill., for a week.

P. B. Pinney, agent at Solon Mills, has been on an extended trip through Canada. It is rumored that it was a wedding trip.

Brakeman William Barbour of Libertyville has moved to Chicago. Bill has been on one of the Libertyville switch jobs for several years has just taken his examination and passes as conductor. We wish you success.

E. E. Ellsworth of Libertyville has been made foreman over the new material yard at Rondout.

We are glad to hear of the promotion of our friend, J. H. Valentine as chief dispatcher at Madison, Wis. Jack, we are sorry to lose you and you have our very best wishes. Accept our congratulations.

Harold C. Cone, former first trick operator at Rondout, has been promoted to the position of train dispatcher in Chicago. He is moving his family from Libertyville to Chicago. Good luck to you, H. C. C.

One of our Janesville line boys, C. E. Larson, has been made night chief in Chicago. We are certainly glad to see you get this merited promotion.

Engineer Frank G. Cleveland of Libertyville left a few days ago for Springfield, Oregon where he was called on account of an accident to his father, who is 89 years old. It is not probable that his father will recover.

Engineer Eddie McCann is sick at the home of his daughter at Madison. He is reported much improved and we hope that he will be able to resume work soon.

Conductor Arthur Slade has resumed work on No. 1 and No. 4. This puts Bill Carr back on one of the Deerfield runs.

It is reported that Conductor Bill Hill will take one of the Libertyville switch jobs. This would make Bill a good job as he would be at home every night as he lives at Libertyville.

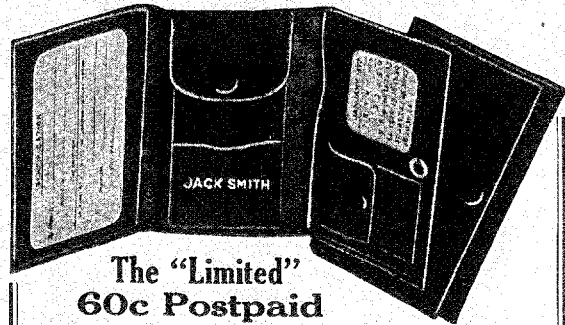
We are sorry to hear of the death of C. R. Johnson. He was taken ill with a cold that developed into influenza and a few days later into pneumonia. He was sick only a few days. Mr. Johnson was just promoted to conductor within the last two weeks. The bereft family has our sympathy.

Frank C. Appley, clerk at old station Libertyville, has been sick with influenza and pneumonia. He was sick for three weeks. His wife was also sick at the same time. Both are able to be out again.

Steve P. Cudahy and wife spent a week visiting relatives at Webster, Iowa. Steve has quit the way freight and is now braking on the Libertyville switch run.

Earl Gladman has been on a work train on the

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Janesville line for some time. They are picking up old ties for engine wood.

Otto M. Schalla, former lampman at Libertyville, is listed in the overseas casualties of October 17 as wounded, degree undetermined.

Dr. J. L. Taylor, company physician at Libertyville, was laid up with the influenza for a week.

Conductors Mitchell, Hare and Elliott are on their annual Canadian hunting trip.

A subway 80 feet wide is being made under our tracks at the junction switch at Libertyville. This is to accommodate the gravel company, who have been operating their pit on the south side of the railroad to cross under our main line at this point to reach their property on the north side of our tracks where they will open a new pit.

The fireman's job is through for the season, so now he is on the milkwagon. Who? Henry Bond.

Conductor James Yahnke's wife and son were sick for a week with influenza but are again well. Jim had to lay off for a few days to take care of them.

Brakeman William Tohm, of the Libertyville switch job, was up for examination a few days ago and is now a conductor. Congratulations, Bill.

Scraps from the West End.

L. A. B.

Do you know every stange person I asked for news this month said there wasn't any. My! how surprised they are going to be when they read this column and really learn what is happening in their midst.

First of all we have had a lot of company the past few weeks. On October 1st and 2d we had the pleasure of the society of all our distinguished and able superintendents, and it is my private opinion, publicly expressed, that they are a pretty classy looking lot of men, and I have no doubt their wives agree with me. Messrs. Ruseh, L. W. Smith and E. D. Campbell were also present and must naturally be included in the above statement. Many important matters of state were undoubtedly settled at said meeting and I know a large number of questionnaires were cussed and discussed.

Then a little later E. A. Murphy came out from Chicago and called in the chief clerks from Spokane and Tacoma, also numerous others, and I can't discriminate but must admit they are all good looking, too.

Mr. Byram, also Mr. Penfield, Mr. Pierpont and Mr. Haynes are out from Chicago, and I guess that proves pretty conclusively what the Chicago people think of our end of the line.

And if you need any further evidence I will say the Editor in Chief was also out to see us and flitted around from office to office cheering us all up and then blithely hastening away to conquer fresh fields. I was glad to see her (she took me to lunch) and I learned she had induced that Love man over in Tacoma, who called me the "Society Editor," to promise to write interesting locals for Tacoma. I do hope he comes across with something real clever, don't you?

That nice Mr. Soergel has gone and moved away to Portland and is now with the Northwestern Freight Tariff Bureau. One less person to scrap with. E. H. McAvoy is also with the same bureau and E. J. Hyett has taken Mr. Soergel's place. Mr. Hyett looks like a newsful person and we are so glad. But enter Mr. Kellogg, once more. I wish he would keep out of my column, but he simply won't. It's a standoff between he and Mr. Barkley as to who will appear the oftenest, and Miss Fiedler wants her name mentioned and so does Mr. West. I just simply will have to charge them extra. We are getting too popular. And, oh yes, there's Roy Hayes and Josse Wynona, James and Henry Williams, who will get sore if I don't mention them, and Mr. Long simply insists on having his car mentioned. And Dr. Narramore says I never say anything about him and I am sure it is all a mistake. I speak about him often.

Then there's Miss Tellefson in Mr. Gilman's office. Her name has never been mentioned because I just met her the other day, and Mr. Jones who wrote up the budget. And there's Frank Oliver who writes up all the pass lists and Floyd Williams who collects all the taxes and everything. I mustn't forget him and Miss Sheble, Miss Bouldin, Miss Hammerslaugh and Miss Stedman. How am I going to get them all in? And Miss Snow who just got back from her vacation. And Mr. McCarthy who said he liked my notes.

I surely must remember him. I can't forget Mr. Barkwill who lost his mustache. Nor Miss Gardner and Miss Bayley (the latter didn't come from Vancouver, at all; she lived in Calgary), they divide their lunch with me.

And there are all the folks in the Engineering Office. They are good friends of mine and all of them subscribed to the Liberty Loan, too. And there's Mr. Veitch and Mr. Weeks, the Liberty Loan men. And all those nice operators in the telegraph. Especially Mr. Chapin who gave me a piece of lemon pie and Mr. Mercer who gave me a knife to cut it. And there's the Purchasing Department where I go to look up requisitions and oil barrels, and A. C. Merrill who used to be there is now a second lieutenant, U. S. A. And all the nice people in the same office with Mr. Nye. You can see for yourself I am up against it. And if I don't mention Dick Lindstrom he will never find any more papers for me and Turner will make me write all the AFE's and Howard Reiben will make me work overtime and Mr. Schmidt won't tell me any more about Marion, Iowa. No! there is simply no use starting anything along this line for I can't finish it, so I won't even breathe the name of any of them, but continue and tell you about Mr. Kellogg.

He has money! I saw it! If our pay checks are late, see Mr. Kellogg, the workingman's friend.

J. J. Wilms, our genital labor agent, came across with a box of candy last Saturday. It was divided into three equal parts and I don't know which part vanished first. I was too busy watching mine.

As for the assistant superintendent of transportation's office, they are 50 per cent bad order and on the rip track. Chief Clerk Winter holds out hope for ultimate recovery. A few of the faithful are holding down the office and "Brick" Thomas has been awfully busy looking for the first symptom of a mump and has consumed enough pickles in the interest of science to start a delicatessen.

It is with deep regret that we announce the death of Hubb C. Smith, tariff clerk in the general freight. Mr. Smith was 21 years old and had been with the Milwaukee since 1911. Our deepest sympathy is extended to his friends and associates.

H. B. Brownell, formerly employed on the lines east of the river, is now rate clerk in the general freight. W. J. Toohey, his predecessor, has gone to the Bon Marche as traffic manager.

Andrew Angvick, the 17-year-old messenger boy from the general manager's office, has left to join the forces of the Northwestern Steamship Co.

Wm. J. Grinnan, brother of H. X., has gone up for a commission in the quartermaster's corps at Jacksonville, Fla.

We are in receipt of a letter from our old friend Valentine Spies. Val is very busy collecting at least one girl from every place he stops and is bewailing the fact that so far he has not had time to go to France and smile on those fascinating Parisian mademoiselles. But I forgot, he said girls did not interest him any more. How stupid of me.

We are also in receipt of news from Sergeant (if you please) Byron Inslee, who is now "teaching school" at a base signal school in France. He was just back from a permission spent at Lix Les Bains and what a time he had been having.

And what has become of Harry Wurzbacher? Guess we will have to ask Lieutenant-Colonel Rice. What do you say?

Nora! Come down to earth! "Give the lady three dollars or some little thing." I, at least, admire your nerve. Perhaps you don't know there's a war in Europe and I have to buy Liberty Bonds and Thrift Stamps (also postage stamps). The next time I get you a compliment, send the money in advance.

And do you know I have thought up something real clever. I am writing this on blue paper so if the editor blue-pencils it, the printer won't know it. What do you know about that?

So, good-bye, everybody. I go, but will return anon.

Iowa (Eastern Division and Calmar Line).

J. T. Raymond.

Earl Edwards has accepted a position as clerk in the dispatcher's office at Marion and has moved his family here.

E. W. Griffiths has been appointed general storekeeper, Iowa division. Ed was calling on Marion friends recently and receiving hearty congratulations on his rapid progress towards the top.

Agent Tom Lynch of Delaware was absent on a two weeks vacation.

Agent C. A. King was called away on account of the death of his mother, funeral services being held at Cambridge. The *Employes Magazine*, on behalf of the employes of the division, extend to Mr. King and family their deepest sympathy in their bereavement.

Press dispatches from Washington, D. C., Oct. 9th, announced the promotion of Wyman Piske Marshall of Marion to a lieutenancy in the Engineer corps in France. He is a son of Supt. Marshall and has been in service with the Thirteenth Engineers, A. E. F., for more than a year. Previous to this he was a train dispatcher on the coast extension at Missoula. The news of his merited advancement was received with much pleasure by friends here.

Conductor C. R. Cornelius was called to San Francisco on account of the serious illness of his daughter with pneumonia. She was accompanying her husband, Dr. Hennessey, to Honolulu, where he will be located as chief surgeon in a large cantonment.

Operator J. V. Richardson has been appointed third trick at Green Island.

Operator R. E. Tathwell appointed to extra work second trick Marion, for 30 days.

Operator R. L. Taylor has taken 30 days leave of absence and is visiting friends on the north-west coast.

The remains of Leo P. Marchant was brought to Marion from Port Bayard, N. M., where he passed away Sept. 27th, aged 29 years. Leo enlisted in the service of the country May 26, 1917, with Company D, Thirteenth Engineers, U. S. A. After 40 days' training he went to France, where he remained 14 months, when he was returned to the United States, going to Port Bayard for treatment. The funeral services were held at Marion Sunday, Oct. 6, at the Masonic Temple, Lodge No. 6, A. F. & A. M. having charge of the services. Previous to enlisting the deceased was employed in train service on this division and had made many friends during his railroad career. We extend heartfelt sympathy to the surviving members of the family in their bereavement.

Conductor Fred Williams and Joe Rubeck went to the vicinity of Waucoma on a fishing trip. Fred brought back a good crop of whiskers. We did not see anything else so guess fishing isn't as good at that place at it was 30 years ago when Fred used to haul 'em out so fast.

Mrs. L. A. Kell, wife of Agent Kell of Stone City, died Sunday, Oct. 13, after a brief illness. The remains were taken to Olin, where the funeral was held Tuesday, Oct. 15. Mr. Kell and family have the heartfelt sympathy of us all in their great loss.

Conductor and Mrs. Wm. Hyde of Savanna received word October 6 that their son Walter was seriously ill with Spanish influenza at his home in Nashville, Tenn. They started for his bedside immediately but were unable to see their son alive as he passed away Monday, and his wife, who was also ill with the same disease, died the next day, and the latter's brother, age eight, the following day. This sad news was a great shock to the employes of the division where Conductor Hyde has been employed for a number of years and heartfelt expressions of sympathy were heard on every hand for them in their very sad bereavement.

The following on this division have been victims of the Spanish influenza: Agent and Mrs. Madsen, Agent M. E. Burns and Agent M. B. Leonard.

Conductor J. E. Coakley and wife have returned from Wibaux, Montana, where Mr. Coakley harvested a bumper flax crop. John has a farm very close to the town where he expects to retire in about 75 or 30 years and talk about the good old times on the C. M. & St. P.

James Keenan, former train dispatcher on this division, is now located in the Officers' Training camp at Camp Humphreys, Va. Jim passed the examinations admitting him to this privilege with flying colors.

O. R. Werkmeister of Savanna has been appointed foreman of the Marion roundhouse, succeeding W. E. Graff, who resigned and contemplates returning to his former home, Dubuque, Mr.



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White Bldg., Seattle

Operating at Eagle Harbor, Wash., the Largest Creosoting Plant in the World.

Graff has many friends in Marion who regret very much his leaving and wish him success in his future plans.

Arthur Daniels, formerly of Marion, has been promoted to district engineer at Minneapolis. This news was received with much pleasure by Marion friends.

J. M. Oxley of the Rules Examining board spent several days in Marion on business, also renewing old acquaintances. Mr. Oxley has resided in Marion twice during his official career with the company and has many warm friends here who welcome his visits.

Operator E. H. Claussen of Green Island was called to Camp Forest, Ga., on account of the serious illness of his brother Henry who was in training there with Co. C, 211th Engineers. Word came Oct. 16 that he had died. We extend our sympathy to Operator Claussen and family in their loss.

Miss Mary Parkhurst is now employed on the clerical force in the superintendent's office at Marion.

Conductor Thomas Nevins has the Savannah-Davenport run on the west side of the river in place of Conductor Regan.

Conductor Frank Lafferty, whose foot was badly injured at Monticello some time ago, has been removed from Monticello hospital to his home in Marion and is recovering slowly. His foot was saved.

Word comes from Corporal Joe Elsner at Niote, France, and Fred Lindmeier at Fort Leavenworth, Kansas, that they are putting in their "best ticks" for Uncle Sam, and that everything is lovely. They send their best regards to all the boys.

D. J. Fitzwater died September 30 at his home in Marion. He had been an employe of the C. M. & St. P. Ry. for 35 years and always faithfully performed his duties, and was a member of the Veteran Employes Association. Mr. Fitzwater was a native of Ohio and had he lived until Nov. 4th would have been 70 years of age. His wife and one son, Jesse, survive. The remains were taken to Savannah for burial. We extend sincerest sympathy on behalf of the employes of the division to the bereaved family.

Minneapolis Shop Happenings.

James Nellius.

Business at shops on the increase to such an extent as to call for more supervision. Blacksmith Charles B. Anderson has been appointed assistant foreman blacksmith in charge of night forces of that shop. His appointment takes well with the men of that shop and particularly with those working under his jurisdiction. He has been well tried out during his service as a journeyman blacksmith and there is no question but what he will make good.

Not to be out-done by the blacksmith shop, the boiler shop has also had an additional assistant foreman appointed, Henry Jesberg being the one selected to take charge of the night forces of that shop, and he too has been put to a test during his service here as a journeyman boilermaker and he will make good in the new job. Here is wishing him all kinds of success.

Machinist Fred Berglund of the Air Brake Department, has been selected as roundhouse foreman at Milbank, S. D., and while there are regrets here at his leaving us, yet all wish him success, if there is such a thing as success in a roundhouse foremanship. He was a most agreeable and popular young fellow and just the kind of a man one would wish to have as an associate. He served his apprenticeship here and was one of the family.

Superintendent of Motive Power E. J. Brennan recently made a business call here and spent the greater portion of two days at the shops with Assistant Superintendent of Motive Power F. S. Rodger. Judging from outward appearances, Mr. Brennan was pleased with affairs here.

Frank Erlinger, clerk to Division Master Mechanic H. G. Dimmitt and Traveling Engineer W. E. Blase, has resigned his position as such and joined the colors, fighting for the overthrow of autocracy in the old country and to make this old world a good place to live in. Frank was a most agreeable and companionable young fellow and it seems lonesome without him and his smile that refused to come off.



Private George Walschen, 118th Machine Gun Battalion

Miss Emily Hiddleston, stenographer in the office of the assistant superintendent of motive power, has been advanced to the position in Mr. Dimmitt's office made vacant by the resignation of Frank Erlinger. A well-merited advancement for Miss Hiddleston and this seems to please all associated with her in the work.

It has finally been discovered who is the cause of the backwardness in our receiving our back pay checks in accordance with general order No. 27.

A committee on intelligence, consisting of one man, self-appointed, has found this to be the fault of our office boy and when little Eddy was made aware of his terrible responsibility, he soliloquized, "Gee, I gets blamed for everything," and the responsibility was so great on his shoulders that he has not been seen since.

Our clerk, Miss Ethelyn Buddle, was recently summoned to the headquarters office at Milwaukee in an effort to unravel the intricacies of the nerve-racking, and brain-cracking, very vexing and most perplexing Form 625 report, a report that calls for extraordinary brain work, and there is no doubt but she has now become master, or rather mistress, of the affair and all required was a little coaching and instructing.

The young lady reports a very pleasant trip and is delighted with the gallantry shown her by the men in the office of the superintendent of motive power, making particular mention of Mr. Dayton and his able right-hand man, Mr. Koch, and as ye scribe has recently had dealings with those two same men, he will vouch for her statement as regards their gallantry to strangers.

Rumor again has it that men of advanced years are to be "ostricized," that is, relegated to the attics, wood sheds, closets or the cellars, but let us hope that those rumors are idle ones. If men could avoid growing old they would do so, but fates are against and it was hoped that followers of Oster, the champion dunce of the world, were a class of the past, buried so deep that dynamite would not resurrect them. A word of an old man to the young, "save your money so when you quit work you will not quit broke," and in that way you will not be so horrified when you are told "die, d——n you, r be chloroformed."

It seems nice to read of the patriotism of our fellows at the West Milwaukee shops having such numerous flag raisings and the write-up and cut of the boiler shop flag raising was especially interesting for they are a gallant class and the other crafts have to go some to keep pace with them.

We noticed our friend H. J. Wandberg in the picture and also noticed what good company he was in.

Also took note of the item that the office of the superintendent of motive power and others in same building was to be improved. That's right.

Also took note of change of occupation of Thos. Scott and hope it is a good one for our young friend, as brother Griggs mentions it as a promotion.

Best news of all is that concerning friend Joseph Koch, although it would be a sight to see a smile bigger than the one he always carries, but good reason for an extra one this time. Congratulations, good friend, and let the good work go on.

Brother Griggs says "a few flakes of snow on the 18th!" All right, we will accept his word for it.

The Fourth Liberty Loan drive is on at those shops and it is predicted that it will be a 100 per cent drive. Remember our good old Uncle.

Through neglect or oversight, we failed to make mention of the appointment of George W. Carr as division storekeeper of the Hastings and Dakota division. A most meritorious recognition of the worth of friend George, as he has been through every branch of the Minneapolis store department and thoroughly understands the business. Congratulations both for Mr. Carr and also for Mr. Kelly in his choice of an assistant.

Our mail clerk, Eddie McArdle, having resigned, he is succeeded by Johnny Gannon. Johnny is taking well although we do miss Eddie.

It seems good to see John Hatton back at his trade as boilermaker. Homesick and simply could not stay away.

HERE AND THERE.

Sted.

Good morning, Miss Billie. I suppose you noticed Miss Minerva Bath of the west end scrap pile had returned from her trip to California? Also Nora B. has returned from a trip to some waterfalls some place in the some where in Montana. This must be what they call vacations.

In The Natural.

Old Nature now is rich and ripe, the harvest days have come, the Yankee boys are reaping wide their dwindling crop called Hun; and as the time for threshing nears no smut can halt their speed, they'll stack the Germans o'er the fields with shocks of deadly greed. And when the grain is packed and baled this world will hear a noise—"Amen, all's well, our crop is in, God bless those Yankee boys."

Many thanks to the cordial Miss Bath for the speedy delivery of that message from California. You are mistaken, Miss Bath. I will not try to imagine who sent the message. Imagination is only a symptom of guessing, and we do not care to guess in this case.

Save the Fuel.

They say that words inflamed with heat, warm hearts cannot create; 'tis better far to yield a bit with friendship at the gate; to win in heat with bitter words breaks friendship's bonds and ties, 'tis better far to yield and smile, then friendship never dies.

And did you have a good time, Nora? That was a pretty card, and it also was a pretty waterfall, but we have one right here in Spokane that is prettier. I may add that although this town is dry the waterfall is not. I do not really mean anything by this but one of the boys from the Coast Division requested me to say it. Where are you going next? Spokane?

Where We Live.

Sted.

Traveling Accountant A. A. DeLeo was a recent visitor in Spokane. Del purchased a brand new suit while he was here and appeared quite nobby.

Miss Ethel Ronald of the chief dispatcher's office spent two weeks and some days sojourning around the outside precincts of Seattle and Tacoma. To use her own words, she had a dandy time.

Chief Dispatcher P. L. Hays is confined to his home by sickness. Sharpshooter Gus Rossbach is acting as chief during the latter's illness. We hope Flew will recover soon and display that same old smile.

Former Stenographer Ray Shook writes that he is now outward bound on some vessel over the Pacific waters destined to some place in some where. The best of luck, Ray.

Assistant Material Clerk Claude Mitchell was grabbed by Uncle Sam recently and whisked away to the training camps in California. Good luck and honors from the office will follow his trail.

Miss Lillian Roberts is now holding down a cushioned chair in the office, being listed as assistant distribution clerk. She fills the position with grace and graciousness.

Dispatcher Guss Rossbach and wife have returned from their vacation. The idle days were spent in California.

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

Material Clerk Jimmie Kearns and wife spent a week end visiting friends on the coast.

Assistant Material Clerk Miss Alice Muggett enjoyed the pleasure of a 14-day vacation somewhere, but she did not say where this someplace in somewhere was located. Anyway, she reports a delightful holiday.

Please get this right off the bat: Do your Christmas shopping early.

Operator Steel McVey has been transferred from the Spokane office to the little city of St. Maries. We expect he will get that smell of lumber and shingles which all residents of this burg peddle.

Railway Exchange News.

B. H. Perlick.

Art Stock, coal man, G. L. Whipple's office, has been down with the Spanish influenza during the past few weeks, but latest reports indicate that he is getting along nicely. We are glad to hear that he is on the road to recovery and hope that his smiling face will be among us again very soon.

Joe Wolf, H. W. Penfield's office, is having his troubles. Joe received a questionnaire some time ago and you could see him stepping around at nine points for two days. Joe has been thinking seriously of matrimony and was a little in doubt for awhile as to whether or not to tell Uncle Sam of his intentions.

Frank Guirk, Joint Facility, F. E. Allen's office, recently accepted a position as chief clerk to G. A. Van Dyke at Minneapolis, which is his old stamping ground. Frank was a friend to everybody and we are sorry to lose him. His many friends wish him success in his new position.

Attention, Company! The Y. M. C. A. has just completed a big home for the boys at Camp McClellan. They need victrola records and sheet music. See if you have any to spare. If so, send them to H. E. Smith, C. M. & St. P. R. R., room 1307, Railway Exchange Building, Chicago, and he will send them on. Put your name and address in your package. Thank you.

E. A. Witt of General Manager Gillick's office, was absent recently on account of the serious illness of Mrs. Witt, who, unfortunately, was also a victim of the "flu." We hope that Mrs. Witt's recovery will be rapid.

Another smiling countenance has been added to the forces of General Manager Gillick. Miss Ruth Dukas has accepted the position of file clerk vacated by Miss Lora Graves. We are certain that Miss Dukas will like her new position and everybody has promised to do everything possible to make her feel at home.

Bill Pasho and W. J. Coates, both being well known as speed artists, use 'em frequently "but only judiciously," Bill says. Cuss words is what we are referring to, and new ones, too. Our impression was that W. J. C. was a quiet "guy" but get him started—then say goodbye. Bill also bought several thousand dollars worth of Liberty Bonds. How do you get that way, Bill?

Ye scribe, Perlick, has been appointed "stationery engineer." All those in Room 1215 who do not believe in keeping things in a neat and tidy condition in the stationery cabinets please muss 'em up—but for the love of Mike, don't let Perlick see you do it.

Frank Guth, former secretary to C. M. Dues is now a corporal, and is located at Camp Wadsworth, S. C. Frank is in the Insurance Department, and likes it first rate. He writes that he would be pleased to hear from some of his friends back home as he is quite lonesome. His address is "Camp Personnel Office, Insurance Department, Camp Wadsworth, S. C."

C. H. Ordas of W. H. Penfield's office says he knows a way to beat the "flu." Charlie travels by gasoline motor car when he goes anywhere outside of Chicago and says "it's great stuff."

Granger Smith of G. L. Whipple's office says he has found a way to save his money. He is now night passenger car distributor. No show tickets and suppers to pay for now. I wonder who will pay for the telephone calls and telegrams to and from Joliet?

Fred Westphal is officiating in Granger's place as assistant passenger car distributor.

Glen C. Chambers, formerly of Mr. Caldwell's office, recently called on me and said that everything was agreeable. Glen has gained eight pounds because of fresh air and good fare and

left for Paris Island, S. C., on the date he called on us.

The prevailing epidemic has handicapped Federal Manager Byram's office severely. Mrs. Brooks, the Misses Gregg and Settig and P. H. Johnson were afflicted with the illness, but it is hoped that ere the next issue of the magazine, they will have returned to their desks none the worse for their experiences.

Frank Lippert was at Escanaba the greater part of the past month checking and rewriting books for the E. & L. S. R. R.

Miss Bertha Melcher, of Mr. Whipple's office, intended sending a sweater to France. Postmaster Cartile talked her out of it.

M. J. Buckley believes in doing most of his work after regular hours. How much overtime last month, Buckley?

P. R. Marshall, who formerly handled the coal reports, passed away several weeks ago in New London, Conn. At the time of his death Perry was in Uncle Sam's service as a bluejacket. He was one of the most gentlemanly fellows in the Exchange Building and his many friends regret his untimely death.

Miss Kate Smith, formerly of F. E. Allen's office, was married recently to Ed Gillespie. Miss Vera Hill also joined hands for life with John Campbell. The best wishes are extended to both couples.

P. M. McPherson, of General Superintendent Weidenhamer's office, dropped in on us unexpectedly the other day and is as jolly and "chesty" as ever. Mr. Bagnell promised to show Mac the sights as soon as the latter has had his eyeglasses adjusted.

Herb Bush's behavior has been exceptionally good lately. We can't say a blamed thing about him.

Miss Bessie Peterson of the press bureau, spent a two weeks vacation at Merrill, Wisconsin, and reports having had an exceptionally good time.

Remember the fellow who commenced studying biology. He has forbidden me to mention his name in this book again. Well, we won't mention it, that's all. But he has "funked." He is now studying something else but we haven't found a name for it yet. You should see him as he promenades down Michigan Boulevard will all the sangfroid of the most blasé boulevardier.

Kansas City Terminals.

C. V. Wood.

The Fourth Liberty Loan in Kansas City Terminals was met by the C. M. & St. P. employees in the proper manner and practically everyone subscribed for bonds, many making real sacrifices. Committeemen W. E. Johnson of the local office, and H. S. Zane of the warehouse should be especially commended for the good work of their departments, who, after reaching the 100 per cent mark, made additional subscriptions of \$2,600.00, making a total for the station of \$9,050. Other departments that reached the 100 per cent mark are the C. P. & P. A., superintendent's office, Coburg operators, East Bottoms Tower, yard clerks, yardmasters and car department. Many second subscriptions were received from these departments also, the car department doing exceptionally well. The amount subscribed at this time by the C. M. & St. P. employees in the Kansas City Terminals has reached \$31,450.00.

Miss Katherine King of the general agent's office, spent the first three weeks of October visiting her mother at Ludlow, Missouri. She was greatly missed around the office, but is back again and says she had a lovely time.

First Lieutenant Walter G. Stagle writes from France that Joe, Ed and himself have the Germans on the run and it is taking all their time to keep up with them. He sends his regards to the Milwaukee family.

Safety First meeting was postponed on October 17th on account of the mayor's orders that there be no meetings held with an attendance of twenty or more people until the Spanish influenza was under control. This was disappointing as a large attendance was expected from all departments and with Mr. Kane present, we felt confident we were going to have an interesting meeting. Our next meeting will be held on November 21st, and we would be pleased to have just as many of our employes present as possible.

We missed the smiling face of Bert White around the general agent's office on October 14th.

Bert, being very up-to-date, we were not surprised to learn that he had Spanish influenza.

The telegraph office at Suburban Junction was closed October 1st, releasing Operator Cook, who was assigned to North English; Ed Parsons, who has gone to Williamsburg, and D. J. Martin, who is located at Northern Junction now.

The offices of superintendent of terminals and city freight and passenger agent have been moved to 723 Walnut street, the office formerly occupied by the ticket agent, R. A. Laughlin.

Miss Ruby Eckman and friend from Perry, Iowa, were visitors in Kansas City September 18th. We hope Miss Eckman can stay over next time she passes through and call at the office as we are all anxious to meet one of whom we have heard such glowing reports.

Card was received from Jack Hoverson on October 15th, stating that he had just returned from his second trip across the pond, having had a very interesting and thrilling journey. Jack is now a full-fledged seaman.

Private Harry Studt writes on September 21st that he has been in battle, his division capturing 400 prisoners and various stores, his letter being written on paper from a German storehouse.

Word from Private Ralph Francisco dated September 17th, says the boys of the 117th Ammunition Train are close on the Germans heels and are making it very interesting for them just now. Ralph had just met Rayburn Potter in a recent battle and they were reviewing their former experiences with the C. M. & St. P.

James I. Leach on October 15th was attending the signal school at the Great Lakes. Says he is feeling fine, getting leave from camp every Saturday and Sunday and having a fairly good time.

Gladys Clark of the car department spent a few days in Davenport during the early part of October.

Inspector Lucas Palace is said to be investing quite heavily in oil stocks these days.

Gus Westman spent a few days looking after his wheat interests early in October.

Captain Lieberman wrote on October 2nd that his company was occupying territory formerly held by the Huns, and had taken part in a very heavy sector of the recent drive.

Yard clerks, inspectors and various other department clerks have been placed on an eight-hour day, and everyone likes it fine with the exception of Frank Reed, and he just naturally likes to stick around.

Arthur Latterman of the car department injured his foot and was off for a few days the first part of October, but is back with us again.

The new mill in the car department has been completed and is ready for operation as soon as the machinery is received.

Operator F. A. McCarthy spent a few days visiting his friends and relatives at Sturges and Chillicothe last month, also attending the corn carnival at Chillicothe. Miss Mary McCarthy, his sister from Sturges, visited him at Kansas City a few days also.

Mrs. Sam Madison and son are visiting with friends and relatives at Madison, Wisconsin.

Mrs. George Harris is visiting in Topeka, Kansas.

Night Yardmaster Madison is said to be quite experienced in the art of fumigation. It is not

likely that anyone working around the Coburg yard office will be reported sick with influenza.

We are sorry to report the death of two of our employes: Engineer Roy Nelson and Brakeman Usrie, both due to influenza. To the relatives of these employes, we extend our deepest sympathy.

Sergeant Wm. D. Bateman, formerly one of our yard clerks, is reported killed in action on October 14th. Sergeant Bateman was formerly a member of the old Third Regiment, serving his time on the Mexican border, going to France as a member of the 35th division. He has many friends in the Kansas City Terminals who are proud of his gallant service to his country and humanity and who mourn his loss.

The work in Cashier Owen's department had increased to such an extent he was unexpectedly given six additional clerks on September 26th. While they are not experienced in railroad work, he reports them doing nicely and we are all sure that they are going to be a howling success.

Miss Lillian Bates, our former stenographer, Liberty Street station, is now employed by the St. L. & S. F. as a bill clerk.

From the Musselshell Division.

T. J. Thomas.

Miss Anne Butcher, ticket clerk at Miles City, spent a few days with home folks at Bozeman, Montana.

Miss Charlotte Harris, the general assistant cashier at the Miles City freight office, enjoyed a brief vacation with her grandmothers at Mystic, Iowa.

Former Ticket Clerk Joe Cain, who is now in the service of Uncle Sam's engineer, was a Miles City visitor on a recent furlough. "Joe" looks fine in a uniform and says there is "nothing like it" for soldier life.

The Musselshell Division and shops went over the top in the Fourth Liberty Loan and now for the record in Thrift Stamps among the various divisions.

Conductor Sam Burbridge is back to the vanished cars after taking care of his errands on the west end.

Miss Lucy Kriedler has accepted a position as clerk in the local office at Miles City.

W. Doherty, chief operator, packed his grip and visited the Windy City on a recent vacation. He says he had a good time.

Superintendent Etnis is back after a brief vacation due to illness.

La Crosse Division Doin's.

Guy B. Sampson.

Another month has rolled around.

And write again we must,
But like machinery on the farm,
'Tis better to wear than rust.

So much has happened on our division this month that we fear that our column will be far too small to contain all the news. One of the most important items is the wedding of Passenger Brakeman Chas. Schumann to Miss Meta Haack of Watertown. The affair was attended only by relatives and members of the crew that Charles worked with. Conductor John Pugh conducted



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the railroad end of the wedding, assisted by Engineer McCaine, Fireman Harry Meyers, Head Brakeman Hanson, who saw to it that the crowd headed in at the right time and place, Flagman Percy Jadckay protected the rear, and saw to it that no one gained admission who was not a relative, nor a rail. A. J. Schmaus, brother of the groom was chief entertainer, and ended up the occasion by wishing the newly-weds all the little joys of life, and then some. And the sad part of it was that the next day after the wedding the run between Watertown and Milwaukee was pulled off and poor Charles had to take a run between Milwaukee and La Crosse, instead of spending every night at home in Watertown. But to look on the bright side, it was nice that the run continued until after the courting was over.

Another important item is the arrival of a brand new baby boy at the home of Passenger Brakeman Dick Stole. Yes, a regular bouncing baby, and Dick says that they are going to keep him even if his name does give one the impression that he is a Stole(n) boy.

Conductor Leroy Shackley and crew had the satisfaction of meeting ex-President Taft as he was riding on their train, Oct. 11th.

Engineer E. Schneider has been taking T. Cleary's place during Tom's vacation.

The steel king and ship builder, Chas. Schwab, recently made a trip to Milwaukee and our employes could not help but notice that he rode on the St. Paul road from Chicago to Milwaukee. This speaks well for the service on our line as men who travel know what service is and where to find it.

Wife and children of Operator Burgman of Bangor spent a short vacation with Mrs. Burgman's relatives at Marquette, Mich. "Bertie" went as far as Milwaukee with them, but as operators are as scarce as hen's teeth around here, he had to hurry back to take his trick on time.

Operator Mike Donnelly of Sparta, was called to the Canadian border to attend the funeral of his aged mother. C. K. Wright was taken from his position as brakeman of the helper engine, to work as operator while Mr. Donnelly was absent.

Trainmaster Holbrook was absent from his duties a few days on account of sickness.

P. Cull has taken the second trick operator's job at Tunnel City; J. D. Ferris the night job at East Rio.

Carpenters have replaced the roof of ice house No. 1 at Portage.

Oscar Bowen, operator at Tomah, spent a few days visiting with his son and family W. G. Bowen, at Portage.

George Horswell, crossing tender at New Lisbon had the misfortune to have the end of one of his fingers amputated by the bale of an iron coal bucket falling on it. As the coal shed was working short handed Mr. Horswell thought to give the boys a helping hand at a time when they needed help and in doing so met with the accident that cost him his finger.

On Sunday, September 29th, employes at Portage were shocked to learn that a few hours before in the yards at Milwaukee a collision had occurred in which two LaCrosse Division employes had met their death and another had been seriously injured. Conductor Herman Zodtner and Brakeman Fillinger were the two men who had met an untimely death and Brakeman Frank Williams was the seriously injured employe. Brakeman Fillinger was unmarried and had been on the road only a few weeks. Conductor Zodtner has been with the company a good many years and leaves a wife and three children. He also has two brothers and a brother-in-law, who are all conductors on our division. All employes join in extending their sympathy to the bereaved relatives of both of our co-workers. Brakeman Williams is fast recovering from the accident at his home at Portage.

Another death in our ranks this month is that of Passenger Conductor Alvie Russell at Milwaukee on October 6th. Mr. Russell has been in failing health for several months, suffering from an attack of brain disease. Many friends from Portage attended the funeral which was held from the home in Milwaukee October 8th. All employes extend sympathy to the bereaved family.

As we promised last month to give our readers this month a line-up on the different changes in position we will endeavor to keep our word. So watch carefully and see where your old-time pard may be located now if on our division.

H. B. LaFerer appointed agent and operator at Okauchee.

Agent C. L. Parsons of Deforest, who by the way is Irish and a great lover of their brand of potatoes, has traded positions with Agent Ward at Mauston, who is a great smoker; and as Deforest is a great tobacco locality and Mauston the great potato center of this state both men ought to feel right at home in their new quarters.

G. D. Carney is appointed agent and first trick operator at Tunnel City.

With the moving of the S. M. Division offices to Austin the La Crosse Division took charge of the dispatching of trains over the three-mile bridge over the Mississippi river at North La Crosse. To use Brother Bullock's own expression as to the location of this dispatcher's office, "It is located on the ground floor of the Cobweb building which stands just east of the Black River drawbridge at North La Crosse." Upon our visit there in search of news we found T. C. Welch just leaving after putting in the first eight hours and Brother Bullock just taking charge for the second trick and he informed us that C. L. Alderman would relieve him when he had stuck around and dispatched and detained trains on the bridge for his eight hours. We were also informed that there is a move on foot to build another story on their office and use the present rooms for a furnace room and the new story for the dispatchers—but that is another story, and when completed we will report the same in its regular turn. The moving of the S. M. offices also made it necessary to put on a two-man job at La Crosse proper in the old S. M. offices to handle the relay work. M. Evans of Bangor is appointed first trick and E. Manning of La Crosse drew second trick position.

F. T. Ross is working first trick at North La Crosse and Y. D. Smith second trick at the same place temporarily.

If there are any other changes in the brass pounding department we have failed to see or hear of them. (More next month.)

Mr. Fisher's crew of carpenters are at work making the temporary depot at La Crosse a more substantial building for the winter weather. Double floor, storm windows and all will help out a lot when Jack Frost settles down on us.

Second Trick Dispatcher S. Hunter was off from duty a few days the last month on account of attending to some official duties connected with the county fair at Portage.

M. Larkin enjoyed a few days vacation from his duties as conductor on the night helper engine at Sparta on account of getting one of his fingers in the same place that the iron handle of a coal bucket had a habit of striking every time that it fell when unfastened from the hook that raises the bucket to the engine tank to be dumped. Wm. Keeney took charge of the engine and crew during Mart's absence.

Conductor Ray Long and wife are enjoying a visit on the Pacific coast and from the reports Ray writes back to the boys here, they are enjoying every minute of the time fishing and hunting.

Yardman George Weber of La Crosse has been very sick at his home with la grippe.

A small news item slipped by us last month unnoticed and that was the new daughter that arrived at the home of Yardman Otto Ristow and wife. Otto says she is the only girl in the world, and to prove it he calls upon the rest of his family, which consists of Mrs. Ristow and their two sons, both in their teens and old enough to back up the assertion of the parents, of their only sister.

We sent three October magazines to France—how many did you send? More than we did, I hope. Notice what the boys over there say about getting the magazine and then let us see that they get one every month until their return.

Safety First—get the habit. Read every word of Mr. Belpap's address printed in the September issue and then all take the oath to help conserve man-power by studying, preaching, acting and living up to SAFETY FIRST ideas.

The C., M. & St. P. R. R. Employes' Band.

The C., M. & St. P. Band is not only now a popular organization among our fellow employes, but also with the public, as has already been demonstrated. Since the band has proven such a success in promoting enthusiasm and patriotic inspiration for various flag raising and patriotic gatherings, it is like all good American bands of today, always in demand.

As an organization, we do not boast of being a so-called professional band that is, we are not in it for profit or personal gain, but solely for the production of good, wholesome music, both concert and military, and the reward is the satisfaction received in being appreciated and in observing the enthusiasm and inspiration created by the production of such music. Do not, however, take it for granted that because we are not thus rated as a professional band, the organization is amateur in ability, for it certainly is not. Taken individually, practically 90 per cent of the members are professional musicians, and under the efficient leadership of the directors the band is so fortunate to have, it is capable of producing music of very high standard.

It may be of interest to the readers of our Employes' Magazine to note that the membership of the C. M. & St. P. Employes' band totaled ONE HUNDRED AND NINETEEN musicians on October 15. A complete list of officers and members, on that date, follows; it will be noticed that each division is a complete organization in itself:

Chicago Employes' Band Division.

Director—James L Rippey.
Assistant Director—Bryant Elwood Hadley.
Manager—P. L. Palmer. Address, Yardmaster, Galewood Yards.
Secretary—B. E. Hadley. Address, care Architects-Engineer Department, 719 Lyon & Healy Bldg.
Treasurer—A. L. Eldred.
Librarian—William H. Whitmore.
Drum Major—Sergeant C. Wm. Busch, Co. D, 11th Regiment, I. N. G.

Cornets.

Henry L Fortier
Wm. J. Kling
P. L. Palmer
Wm. R. Neversan
Robert Pilgrim

Trombones.

A. D. Law
Henry Wolf

Baritones.

F. T. Hiddleston
Raymond Wolff

J. W. Cody
A. Makoveckas
C. G. Micka
B. E. Hadley
George Henricka

Theo. Petersen
E. D. St. John

L. Thorp
Charles Dilley

Summer Shaw
W. F. Gray
John Wilson
Robert E. Connely
Edw. Lichtenstein
A. G. Sittler
A. L. Eldred
D. L. Elinwood
Frank J. Weichbrod
C. B. Arrington

Bases and Tubas.

Peter W. Vogel

Tenor.

Albert C. Scharf

Melophone, Alto and French Horns.

J. H. Brown

Wm. H. Whitmore

H. G. Eilers**Saxophones.**

E. F. Munn

Harry Kaiser

Clarinets.

Alphonse J. Halac

Albert Benkert

Piccolos.

Wm. Rogers

Drums.

Paul Plack

C. McCloska

L. J. Silver

Milwaukee Employes' Band Division.

Director—Math De Sio.

Assistant Director—Max Schwarze.

Manager—A. N. Lucas. Address, Supt. M. P.

Office.

President—Ed Reynolds.

Treasurer—Charles Petran.

Secretary—Arthur F. Metz. Address, Gen'l

Store Dept., Milwaukee Shops.

Librarian—E. A. Karkut.

Cornets.

Merrill Burkett

Ellis Burmaster

Frank Eckes

Edwin Edelman

Chas. Fanjoy

Jos. Javor

E. A. Karkut

Joe Kozak

John Mueller

Ed O'Gorman

Max Schwarze

Ed Stahl

Trombones.

Walter Cochran

W. Dahlstrohm

Harold Hannahan

John Marinelli

Gordon Moll

Raymond Wolf

Baritones.

Carl Borzowiz

Charles Helm

John Merchning

Harry Moll

Bases and Tubas.

James O'Gorman

Gust Aebli

John Regner

Wm. Wilkinson

W. Nichols

Melophones and Alto Horns.

Art Huck

Dan Lewis

Ed Reynolds

Herman Wolf

Paul Metzfeld

Joe Tutino

Clarinets.

Martin Djuba

Theo. Garnick

Art F. Metz

Joe Nortman

C. Pelligrini

Joe Zeidler

Chas. Niebler

Piccolo.

Julius Hirth

Drums.

Geo. Derse

Richard Rissman

Hugo Schuettig

Henry Weis

Dubuque Division Employes' Band.

Chairman of "Patriot Committee"—Thomas Bell.

Drum Major—Charles O'Connor.

Cornets.

Charles Wright

Otto Berwanger

G. S. Brown

Wm. Zwaek

Albert Hepp

Chester Huber

Ed Spahn

Melton Holt

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	Trombones.	
Fred Hohenadel		Oscar Huber
Wm. Theesen		
	Baritones.	
Allan Ross		G. S. Brown
	Bases and Tubas.	
Frank Spahn		John Leppe
	Alto Horns.	
J. Malsmar		Frank May
Frank Tritz		Albert Shidecker
	Clarinets.	
Herbert Spahn		Chas. Leppe
		Joe Chesnoy
	Flutes.	
James Carter		Joe Schaeftgen
	Drums.	
Harry Selke		Fay Eatsman
Fred Grutymarker		H. Gernecke
Chas. Agard		G. Sigworth
E. D. Jobgen		W. Rosenburg

Notes of the Chicago Band Division.

E. G. Callard, one of Director Rippey's star saxophone quartet, decided to combine his patriotism with a furtherance of his education and about October 1st enrolled at the University of Illinois, at the same time availing himself of the opportunities offered in the Student Army Training Corps. Mr. Callard is much missed in the band, but we admire his ambitions and feel that a young man of his ability will make a success of his undertakings. Mr. Callard was employed in the drafting room of the Engineering Department under H. C. Lothholz, engineer of design.

The most serious loss, not only to the band, but to a family and host of friends was the death of Wiley E. Kuns on October 12th. Mr. Kuns, an alto horn player in the band, was a young man of estimable character, always earnest and sincere in anything he undertook to do. Mr. Kuns was well liked among his fellow workmen as well as by all the members of the band. He was employed as chief sealer at the Galewood yards freight house. All officers and members of the band extend their most sincere and fraternal sympathies to Mr. Kuns' family.

On Sunday, September 5th, sixteen members of this division of the Employees' Band went to Milwaukee and joined the Milwaukee Division of the band in a patriotic public concert at Juneau Park on the lake front. The combination made a fine band of fifty pieces which played excellently before a large and appreciative audience.

The band members from Chicago had a most pleasant trip and certainly appreciated the hearty welcome and hospitality of the Milwaukee Band Division.

Passengers on the trains on which the band made the trip were treated—that is, they appeared to appreciate it as a treat—to a new war-time novelty, "a railroad band on a railroad train."

One of the most recent and interested musical employes to join the band at Chicago is Will P. Gray. Mr. Gray is freight cashier at Davenport, Iowa, as well as a prominent musician in that city and the Chicago Division is fortunate to enroll so valuable a member.

Notes of the Milwaukee Band Division.

When it comes to "doing things," especially in a short space of time, you've got to "hand it" to the Milwaukee Shops Division of the Employees' Band. While the originators and pioneer organizers of the C. M. & St. L. Employees' Band movement are Chicago employes, and while the Milwaukee Division was somewhat slow in getting started, they certainly made up for lost time after once started.

Had it not been for the persistent efforts of Max Schwartz of Milwaukee, chief head light inspector, there probably would not have been the splendid band organization at Milwaukee Shops that now exists. It is indeed fortunate to have such a booster and supporter as Mr. Schwartz.

It is hoped that in next month's issue a picture of the Milwaukee Shops Band will be published, as they are now being outfitted in new uniforms which they have been successful in securing.

The band is to be congratulated on the most efficient and popular director they have been so fortunate as to secure. Math DeSio, director, is a prominent musician of Milwaukee of wide reputation and is without doubt just the man for the position.

Wisconsin Valley Division Notes.

Lilly Ann.

M. E. Smith, master mechanic, called on us for business purposes last week.

Foster O'Leary of the medical corps at Madison and Francis O'Leary, who is in training at the Great Lakes Naval Training station, were at home visiting their parents, Mr. and Mrs. James O'Leary the latter part of the week. They have both returned to resume their duties.

Mrs. C. E. Krueger, wife of Ticket Agent Krueger at Grand Rapids, is visiting at Chicago.

Mrs. R. D. McCarty is spending a few days at Tomahawk visiting with friends and relatives.

Mrs. J. D. Whalen spent a few days at Eau Claire, Wisconsin.

Leo Stockwitz was called to Milwaukee on business.

News was received at this office of the death of the little son of brakeman Ed Beauperlant, residing at Merrill. The fellow-workmen extend sympathies to both Mr. and Mrs. Beauperlant.

W. W. Seannell, car accountant, visited our office during the week in connection with reports, etc. We were all glad to meet Mr. Seannell and have a personal interview with him concerning reports issued from this office.

Mrs. Eli Morren, acting storekeeper, visited in this city last Sunday.

Mrs. J. H. Johnson is spending a few days at Grand Rapids.

Mrs. A. O. Sundett is visiting at Chicago.

J. Horn, roundhouse foreman, visited the county fair at Portage last week.

The serious epidemic prevalent at the present time called two of our well known men, Myles Bourcier, brakeman, passed away on October 12th, and Robert Alexander, engineer, was called on October 15th. Both were stricken with the disease about a week ago and the sad news of their death came as a shock to all. The entire division extend sympathy to the bereaved families.

Helen Conklin, timekeeper, and Mrs. Chas. Conklin, Sr., spent a few days visiting at Chicago and Detroit. The attractions for Helen were all at Detroit, but we have been unable to get details regarding the trip.

Mrs. A. E. Griffiths and son Douglas are visiting at Pittsville with Mrs. Griffith's parents.

A mimeograph was added to our office appliances and is much appreciated by all. "Minnie" is a great friend of the office force.

Arthur Radant, who was stationed at Jefferson Barracks, Mo., passed away at camp on October 10th. The body was brought to Wausau for burial. Mr. Radant was formerly employed as brakeman on the W. V. Division.

Mr. and Mrs. M. E. Millard and son Douglas are visiting at Portland, Seattle and Salem, Oregon.

Mrs. A. J. Akey is spending a few days at Grand Rapids.

Mr. and Mrs. H. M. Gilham and daughter Katherine are visiting at Portland, Oregon, and expect to visit at Deer Lodge, Montana, with their son Roy before returning home.

The J. W. Held, A. W. Warner, and M. M. Harrington families enjoyed a motor trip to the Dells of Eau Claire, where they spent the day picnicking and fishing. They reported a most enjoyable time, and the chauffeur was thankful he did not encounter any "speed cops" on the return trip.

Mildred Duvie was a Wausau visitor last week.

Mrs. Geo. Boehm and daughter are spending a few days at Mauston.

Dan Callahan has gone to Chicago for medical treatment.

Mrs. Henry Vachreau has been on the sick list for the past week but is much improved. We hope to see her out and about again soon.

Dubuque Division News.

J. J. Reithan.

Promotions in Company C, 60th Engineers: L. M. Hubbard, sergeant; M. Galvin, corporal. The boys' many friends on the Dubuque Division will be glad to get this information.

Conductor C. H. Clark is now on the West Union line, W. W. Graham being back on the main line in the freight service.

Baggage man Boxleiter was on the sick list the early part of last month. Baggage men Jonassen and Becker doubled and covered his run while he was laid up.

While running for the caboose after closing the switch at Dubuque shops on the evening of

October 9th, "Scotty" Muir lost all his belongings, which was a meal ticket and pocketbook, containing a sum of money and some receipts. There is one good honest man living yet, and his name is Al Bensch, a machinist at Dubuque shops, who happened to find it and didn't lost any time until he found the owner.

"Dad" Esmay used to be a joke but now its a reality, he being the proud father of a baby girl, born at their home on September 21st.

Albert A. Dwark, night operator in the Dubuque dispatcher's office, died at Mercy Hospital, Dubuque, Friday evening, October 4th after a brief illness with pneumonia. Mr. Dwark was one of the many victims of "flu" and was sick but a few days when pneumonia developed. He was born in Port Atkinson, Iowa, 26 years ago, hiring out with the Dubuque Division as an operator in April, 1912, and has been employed at Guttenberg practically all of the time, being transferred to Dubuque about 6 weeks previous to his death. He leaves a wife and two children, and his father, who is first trick operator at North McGregor yard.

The change in time on the Preston line has made some difference in the crews. No. 434 now leaves Preston at 7 a.m., and No. 437 leaving Reno at 5:15 p. m. Billy Cutting has given up the run, bumping Joe Welsh, who in turn displaced Chas. Merwin, and he took the Preston line run. Fireman Jim Hart and brakeman Schrader have returned to the main line, but Engineer Bobby Byrnes is still on the branch.

The Dubuque Roundhouse Park was the scene of a very fine dedication of a service flag October 6, 1918, in honor of the roundhouse employes and the locomotive engineers and firemen from the Dubuque Division. Several thousand people witnessed the dedication in honor of the 39 boys who have gone to the service of their country. We have much to thank Mr. Parkinson, master car builder, for doing so much to make a park at the roundhouse possible.

The roundhouse foreman now boasts of a fine new office, which he claims is as good and possibly better than nine-tenths of all offices in the Southern Division. It was through the efforts of

our A. S. M. P. and the help of Mr. Parkinson that Dubuque now has a first-class roundhouse foreman's office.

A. J. McNulty, our new master mechanic, took charge September 15, 1918 and seems to like his new place; and is certainly making good, although he can't get around to give up leaving Chicago, where he enjoyed headquarters for a long time handling different positions there.

Foreman M. M. Messer has accepted a very fine position as superintendent of the stoker being applied on C. M. & St. P. engines as they go through the shops. He has his headquarters at Minneapolis.

The engineers and firemen are now enjoying their new rest room which has received a general cleaning and repairing, and is made to suit all those who have been very patient and lived in small quarters for a long time.

Roundhouse Clerk Clarence Brophy saw fit to join Uncle Sam's army a few weeks ago and was presented with a fine wrist watch and a package of smokes which will last as a fitting remembrance of appreciation for the many kind acts which he extended to his fellow-workers.

Engineer Dan Huntington, one of the oldest veterans on the Dubuque Division passed away after an illness of several weeks' duration. He was accompanied to his last resting place, which was at Zwingle, Iowa, by a large representation of the engineers from the division and his Masonic brethren.

The Bridge and Building Department are very busy these days repairing bad parts on the floor and roof of the roundhouse, trying to make it habitable for the winter. A large force of men under Mr. Kennedy are installing stationary boiler and other machinery, which we hope will greatly assist the shop and roundhouse men during the winter months.

Following appointments October 15th: V. Nelson, second trick and C. Anderson third trick at Gordon's Ferry; E. Russell night operator, Cameron; J. Smull, third trick at Clayton; T. E. Marshall, second trick at North McGregor, second trick at Guttenberg, and night operator Edmore on bulletin.

27 YEARS THE ENEMY OF PAIN

AK HEADACHE TABLETS



FOR HEADACHES, NEURALGIAS, LAGRIPPE, COLDS,

WOMEN'S ACHES AND ILLS

ASK YOUR DRUGGIST FOR "A-K" TABLETS

THE ANTIKAMNIA CHEMICAL COMPANY, ST. LOUIS

10
CENTS

25
CENTS



Lt. Wm. E. Jones, 62nd Engineers; Formerly Engineer, Missoula Division

E. J. O. has discovered a new hair tonic. He is going to try it out on Conductor Dana.

One of Agent Clausen's brothers died in Georgia. Miss Nelson handled the station while he was at Teed's Grove attending the funeral.

Miss Ebendorf took a few days vacation. She was relieved as second trick operator at Harper's Ferry by Miss Barbars, a daughter of Section Foreman Barbars.

W. J. Whalen, who left the service a few months ago and enlisted in the army, was again pressed into railroad service on account of the death of Roadmaster Cassidy, he being assigned to the north end of the division with headquarters at McGregor.

V. K. Clark is now a training officer at Fort Benjamin Harrison, with the title of sergeant. On account of the camp being quarantined, he is being delayed from getting into the overseas service.

The Dubuque Times of September 12th contained a picture of Barney Halligan, the rear guard of Eddie Lee's train, who keeps it from being submarined.

Another new lady operator on the division—Miss Marion Slater of Genoa, Ill., and a former school teacher at Savanna. She started in at Lansing as 2nd trick operator October 10th, when Ed Boeckh went to Minneapolis to get his "timber leg" fixed.

O. A. Rampson has been appointed night chief dispatcher to fill the vacancy caused by "Jimmy" Beerman's transfer to Mason City.

Some time ago we mentioned that Conductor V. K. Clark and about 250 railroad men were stuck at Fort Benjamin Harrison on account of their enlistment papers having been lost. Some time last month the papers showed up, having been mixed with some regiment abroad, so he will no doubt be on his way to Berlin soon.

We have now a pretty good railroad, the 90-pound rail in the vicinity of Harpers Ferry having been laid, and a surfacing gang is now at work fixing up the low spots.

It is reported that C-5's will soon displace the B-1's on this division.

J. J. Lannin was appointed roadmaster at Dubuque October 1st, J. P. Whalen having resigned. We do not know at this writing what Jack's intentions are but we wish him good luck.

Brakeman Sylvester LaTronch was thrown from the top of a caboose entering Savanna yard, caused by a hard stop. He landed in a coal flat just ahead of the caboose, receiving minor injuries.

A pick up train was run over the division the latter part of September and it's wonderful the amount of "junk" that will accumulate around stations, tool houses, etc.

W. O. Wright and Vic McCurdy have been appointed regular dispatchers, the side table positions now being bulletined.

Just a week after the death of his father, baby Neil Albert Dwarck died October 14th, pneumonia being the cause of death. His body was removed from Dubuque to Guttenberg to be buried beside his father. Miss Dwarck has the sympathy of a host of friends in her double be-

reavement.

Roadmaster Frank Cassidy was stricken with the "flu" at McGregor October 10th. On the 12th he was removed to St. Francis hospital at La Crosse, pneumonia developing, and he died on the morning of October 15th. Frank has held the position of roadmaster for about three months, he succeeding J. W. Whalen, who enlisted in the army. He was a genial good fellow, just commencing to climb the ladder and his departure is a sad loss. His remains were buried at Lansing.

While train No. 93 was pulling out of Clayton October 15th Conductor A. E. Muir discovered a brake beam down on one of the cars. The train was stopped and the car disconnected without further trouble.

Program.

Dubuque roundhouse service flag dedication, October 6, 1918.

Opening Remarks—General Chairman W. F. Walsh.

Flag Raising With Exercises.

Song, "America"—Audience, accompanied by C. M. & St. P. Shop Band.

Quartette—Lagen, Ellwanger, Thompson, accompanied by Earl Mitchell.

"My Experiences in Front Line Trenches"—Corporal Brunner of Olwein, Iowa.

Selection—C. M. & St. P. Shop Band.

Dedication of Service Flag With Short Remarks—Hon. J. W. Keutzner.

Solo—Accompanied by C. M. & St. P. Shop Band.

Selection—Eagles Drum Corps.

A Few Remarks—City Attorney M. Czizek.

Address—Hon. A. M. Cloud of Manchester, Iowa.

Selection—C. M. & St. P. Shop Band.

Salute of Firing Squads—Spanish American War Veterans.

Closing Remarks—W. F. Walsh, Assistant Superintendent Motive Power.

Notes From Milwaukee Terminals.

"O'Malley"

It is with great pleasure that we note that the yardmen (yardmasters, switchmen and switch-tenders) approximately 500 men, have gone over the top with \$31,300 of Fourth Liberty Loan Bonds to their credit, and a lot more to hear from.

The terminals have done themselves proud by exceeding their subscriptions for the Third Liberty Loan to the extent of \$47,000.00, and bringing the subscriptions for the Fourth Liberty Loan to a grand total of \$152,000.00 at the close of business Saturday, October 19th. And we say in one long, loud voice, "Uncle Sam, we are with you;" to the navy, "We are with you;" to the army, "We are with you to our last dollar; call again and let us prove once more that the old adage, 'money talks,' is true, and that Milwaukee Terminals has lots of that kind of 'talk' for you."

It is rather surprising to read some of the expressions of surprise "from our Allies over there" at the expert marksmanship of our soldiers, shown in all of their battles; but it is no surprise to us here, when we recall that the rifle and pistol are one of our ordinary sports. Take a great many of our brave lads who are over there, or just as many who would be, were they accepted for service—and it will be found that the rifle, revolver or shotgun are their main sport. Some of our devotees of hunting have worked every day for months past, that they may have a few days shooting as is the case of Yardman E. M. Olson, who is on the Poyigan Marsh for a few days and a few ducks—we wish you good luck, Ole. Also the only and original Yard Conductor, Max Poleyn, is now working every day but still finds time to run out to Muskego Lakes for a few hours shooting. He says there are lots of ducks at the lakes and he says he is going to get his share. Perhaps he is right, but we are from Missouri.

Art Reiss, J. W. Axtell, A. J. Hammerer and several others are often seen with their heads together and one catches remarks about Winchester, Savages, ammunition, etc., etc., and then Tony will have something to say about a "Berserino." Now, don't think those fellows are slackers and are shirking at their work far from it. Those boys have all subscribed their full quota and then some, to all the war funds; they work every day, and when the opportunity arrives, and there are few extra men available,

Ruptured?— Throw Away Your Truss!

For Many Years We Have Been Telling You That No Truss Will Ever Help You—
We Have Told You the Harm That Trusses Are Doing. We Have Told You
That the Only Truly Comfortable and Scientific Device for Holding
Rupture Is the Brooks Rupture Appliance—and That It Is

Sent On Trial to Prove It

If you have tried most everything else, come to us. Where others fail is where we have our greatest success. Send attached coupon today and we will send you free our illustrated book on Rupture and its cure, showing our Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, we use no salves, no harness, no ties.

We send on trial to prove what we say is true. You are the judge and once having seen our illustrated book and read it you will be as enthusiastic as our hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time whether you try our Appliance or not.

Cured in 6 Mo's after 18 Years

Hinton, Ky.

C. E. Brooks, Marshall, Mich.
Dear Sir:

I never wore the Appliance a minute over six months and was cured sound and well—and I want to say no man ever did any harder work than I did while I was using it—I hauled 40 perch of rock, too big for any man to lift.

I was ruptured 18 years and words cannot tell how thankful I am. Use my name if you like.

Yours sincerely,

RUFUS FIELDS, R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.
Mr. C. E. Brooks,

Dear Sir:—The baby's rupture is altogether cured, thanks to your Appliance, and we are so thankful to you. If we could only have known of it sooner our little boy would not have had to suffer near as much as he did. He wore your brace a little over four months and has not worn it now for six weeks.

Yours very truly,
ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.

C. E. Brooks, Marshall, Mich.
Dear Sir:

Have used one of your Appliances until it was worn out. I have been going without it for nearly a year and have not been troubled the least bit with my rupture, so I am well satisfied I am cured.

It seems nearly impossible, but I have gone through a summer's work on a farm without one and have not been troubled.

I was born ruptured and never wore a truss until I was 21 years of age, and got your Appliance. If I ever need another one I shall send in my order.
Yours truly,
BARNEY OSKINS, R. F. D. No. 7



The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunates who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

I am, Yours very sincerely,
JAMES A. BRITTON,
80 Spring St., Bethlehem, Pa.

**Ten Reasons Why
You Should Send for Brooks
Rupture Appliance.**

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.

2. The Appliance for retaining the rupture cannot be thrown out of position.

3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.

4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.

5. It is small, soft and pliable, and positively cannot be detected through the clothing.

6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.

7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.

8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.

9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.

10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitation in sending free coupon today.

Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill out free coupon below and mail today.

FREE INFORMATION COUPON

Brooks Appliance Co.,
115 State St., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

they take a few days off. This has always been the practice, and the result is that when our young men were called to the service, they were not "gunshy," and they not only knew which end of the gun to point at the target, they also knew how to point it; as thousands of those beasts in human form called Huns have realized when it was too late.

Yardmaster C. S. Strube spent a few days at Lake St. Germain, and landed some of the big ones—muskie, pickerel and bass. Charlie is sure some fisherman. To hear him describe the fight with a 25-pound muskie makes Verdun, the Marne and St. Mihiel look like a Quaker meeting so far as excitement is concerned.

October 14th was Liberty Bond week in Milwaukee Terminals and all the workers were busy boosting to go over the top on Saturday, October 19th. And say, boys and girls, did we go? Ask Mr. Hoehn. Saturday is usually a half-holiday, but not this Saturday. At noon all desks were cleared for action, to receive and check up reports from outside workers. All the office force were busy till a late hour; the overflow was taken care of. Sunday morning everybody was tired but happy—we had reached our goal.

Little saved up nickles,
In ways you scarcely see,
Help our brothers fighting
For the Victory.

Have been trying to get some notes from the superintendent's office, but the only notes you can get from there are BONDS.

Notes from all sources must give way this time as everybody is too busy either buying, selling or checking up on Liberty Bonds.

Yardman J. W. Casat received a letter from John Koch, a copy of which was sent to the editor for this issue of the magazine. We sincerely wish that all employees on the system will read this letter and govern themselves accordingly. Folks, there is an appeal in that letter for reading matter that should be answered by the people here. The appeal is backed by a reason, read the letter, let it soak in, and say to yourself: "I will apply the letter signed 'Johnie Cox' to my own son, brother, or sweetheart." Send a paper, send a letter, and with all this send to our boys from the old Milwaukee, a copy of the Employees Magazine.

We extend the sympathies of our readers to our old friend, Ed Canavan and family, in their recent bereavement in the loss of their daughter.

The little son of Switchtender Frank Clark is very ill at this writing. We hope for an early recovery.

Now that the Fourth Liberty Loan drive is finished, and that we have far surpassed our objective, and we know that our boys over there are shouting with pride and joy to know that they have the nation behind them, and we know that there is an entirely different kind of shout (or should we say howl?) in Berlin; a howl of rage from the Beast of Berlin and his degenerate offspring, the "Clown Princeling," and we must not forget that even though we have this war won, we have over 2,000,000 of the very flower of our young manhood over there, and we must take care of them and be prepared to bring them home, and give them a proper reception on their arrival; so now, everybody get ready, work every day, save every penny, and when the Fifth Liberty Loan is called for be ready to DIG and DIG DEEP; for our boys are digging deep into the ranks of the kaiser, and will continue to do so until they have wiped Prussian autocracy off the face of the earth and made this old world a decent place to live in. Then when our boys come home we want to give them such a welcome as there has never before been given to a returning victorious army. We can truly say to them, "We are proud of you," and they with equal truth can return the compliment.

Wonder what is the matter with the notes from the telephone exchange? Perhaps they will arrive later.

Bert Meixner reports our friend at Minoqua as doing fine. Bert did not send any notes as promised, but that is all right. We know the reason—it is good BONDS.

A lot of joy is being knocked out of life these days, by the men fighting over there, and they are knocking it out of the kaiser. Amen!

Signal Department "Wig Wags."

"Slim."

If we were busy last month, the whole department has been twice as busy ever since and going stronger every day.

Mr. Smith and General Inspector Allen are still around Moberidge getting things lined up for new signals in that territory.

On the Coast Division, Supervisor Dill is busy with preparations for winter and has had some bad luck on account of Ayres, maintainer at Cedar Falls, being sick with the Spanish "flu."

Supervisor Westermark of the Idaho and Columbia Divisions is also making things hum on his territory. He expects to put a small crew to work at once on the Idaho Division getting things in shape for winter. Mrs. Westermark was ill with the Spanish "flu" but is improving.

Foreman Wieberg is in the Deer Lodge hospital due to burns received in an explosion of a barrel of gasoline and the last report is that he was getting along fine.

Our draftsman in the Tacoma office, sometimes known as Frank, or "F. G. M.," now commonly called "George," took the fatal step September 25th, marrying Miss Mary Wechselberg of Milwaukee, and after a two weeks' trip, arrived home with a mild case of the Spanish "flu," which, he says, is the cause of the two additional weeks he has stayed at home. Anyway, that is a better excuse than none for staying home and we don't blame him as long as he gets away with it. We all extend our congratulations.

"Trude" was off a week for the same reason; no, not getting married—Spanish "flu."

Been too busy to stop very much for visitors but did, anyway, with Mr. Londelus of the Chicago Valuation Engineer's office, and had a little old time talk with McMahon of Middleton's force. "Puck" is an old-timer with us and we are always glad to see him.

Mallanny announces that D. C. signals from Cedar Falls to Maple Valley will be taken out of service to make room for new A. C. work October 21st of this year. The only thing that kept us out of a fight with him over the write-up N. B. S. gave him, was his new four dollar pipe and a promise that the "red-haired girl" was not to get a copy of the September Magazine.

H. Schutzman of Tacoma Laboratory is with Uncle Sam at the Student Army Training Camp, University of Washington, Seattle. R. A. Hooten has taken over his work.

J. F. Whalen, maintainer at Butte Yard, is at Camp Lewis. A. C. Biddle has taken his section from Deer Lodge to Donald.

Mike Biddle is entirely recovered from wounds received during the battle he and R. A. L. had with their stove at Deer Lodge. We understand he is in such good shape that he is wanting a battle with the party who said he had his clothes on inside out during said battle with the stove.

P. S.—We appreciate any and all items sent in for the magazine, but absolutely refuse to divulge any names as to who sent said items in or where they came from and for the same reason, refuse to have any battles over them.

Milwaukee Shops Items.

H. W. Griggs.

A new flag floated from the main office pole September 23rd.

Miss Merrill Walker is doing drafting in the mechanical engineer's office, being the second lady doing technical work.

Engineer E. J. Young received a very interesting letter dated August 27th from E. J. McKam, Company B, 59th Engineers R. O. T. A. P. O. 717, A. E. F. He took a new locomotive across one portion of France, and found out when he reached the terminal that he was reporting to Major Alex Young, who told him no wonder the engine was received running cool, considering who brought it. Old-time memories were quickly gone over in the happy meeting.

The Snoqualmie Chapter of the Wisconsin Loyalty Legion at Milwaukee Shops, being the car department, put on a fine entertainment at Plankinton Hall, Auditorium, Thursday evening, September 26th, which was greatly enjoyed by the large audience present. The Milwaukee Shops Band gave a number of fine selections, and are showing a wonderful improvement for the time

they have been together. Leader Matthew DeSio is the man for the job. Ex-Congressman Leuz of Ohio gave one of the most interesting talks of the season. Our headlight inspector, Max Schwartz, presided at the pipe organ and proved an artist in his line. The Milwaukee Shops chorus, mostly ladies and gentlemen from the car department, was another discovery, and shows that a whole lot of hidden talent around here is being brought out. Yes, and a lady's orchestra is the next thing coming. Messrs. Petran and Juneau managed the affair in their usual good style, and they were not responsible for the moving picture man showing the shop groups all out of focus, and a none too good light on the war films, which were otherwise most interesting. We must not forget Chas. Meyer's voice solos rendered in his usual good manner.

Miss Hazel Billy is down from the stationery department in Mr. Anderson's office.

Miss Margaret Bonifas is a newcomer in the S. M. P. office.

Our old time friend, Engineer Jno. Brady of the Richland Center Branch, was a caller the first of October. John is keeping up well. His son, J. E. Brady, has been appointed assistant superintendent, Puget Sound Terminals.

Lieutenant George J. Stanek, 340th Infantry, France, writes an interesting letter to Ed Zimmerman, dated September 9th.

The store room elevator was out of commission a day or two recently, making the lower floor look like an army depot on the coast.

Quite a few changes in roundhouse foremen lately, up state.

The scribe is elected V. E. A. chairman for the Milwaukee Shops, and as such, thanked General Superintendent C. O. Bradshaw on behalf of the boys present for the special car on Train 15, the "Olympian," and honored transportation thereon, as voiced by the returning Vets. It is not good for us young bloods to be out as late at 1:30 A. M., but it is only once a year, possibly twice.

The shops are running close to one hundred per cent in Liberty Bonds, which means at least a \$100.00 bond per man as we are told some of the officials are figuring; and Harry Smigielski, car trucksmith, took a \$1,000.00 bond in cash payment. Hats off!

If the Car Department keeps on beautifying their office yard landscape we will have to go up in a flying machine to take the photo. The same machine could be used for drying rush blue prints.

We miss the countenance of Robert Dunlop over in the shop superintendent's office.

We called on our old friend, Jas. Howard, on Thirtieth street the other evening, and found him keeping up only fairly well. Howard was gang boss in the locomotive machine shop up to 15 months ago, when sickness overtook him. Go up and see him, boys. Howard has his two sons in France, both giving a good account of themselves.

The Liberty Loan drive is not quite over at the shops at the time of writing, but the tank and truck carpenters and trucksmiths under Foreman W. O. Davis (196) men) subscribed \$15,050.00 and four of these subscribed \$200.00 each; six, \$150.00; sixty-two, \$100.00; and one man \$1,000.00 cash.

Miss Ruth Hannemann is Mr. Davis' clerk. Mr. Davis at first objected, but now she is "Just the best in the plant." We, too, objected to having a lady in our department, but O! Dear! we have one for an assistant, and she is doing fine.

Milwaukee Shops Foundry News.

Jos. Bartlin.

Wm. Mau, a veteran employe of the Foundry Department, has returned to work after a short sickness. We are all glad to see you back, old boy!

The Foundry Men's Convention at Milwaukee brought out many visitors at Milwaukee Shops during the week of October 12th. On Thursday, October 10th, there were at least two hundred men visiting the shops, and they were entertained by the following: H. E. Brownell, A. N. Lucas, A. Bennett, P. J. O'Connor and Jos. Barlein. Chas. Schwab, the shipbuilder, spoke at the evening meeting of the convention. The visitors had much praise for the Milwaukee Shops, especially the cleanliness and efficiency of such a large plant.

Miss Oril Brownell is the new clerk at the

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.

Merchants National Bank

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

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

THE Massachusetts Bonding and Insurance Company

wants to contract with several men who are acquainted with

C. M. & St. P. Employees

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

General Offices—Accident and Health Department
Saginaw, Michigan

foundry, taking the place of Frank Beness, who is now in the army.

The following men became members of the Veterans' Association October 16th: Fred Egich, John Jelinski, John Lopinski, Edw. Williamson and Alb. Geerlings.

The foundry department is now 100 per cent, and will keep on being that way if Chas. Wilde has his say. Chas. is some hustler.

The Foundry Department again leads all departments in the plant in the Fourth Liberty Loan; the average per man employed is \$104.00, which is going some.

Wm. H. Humes tells us that he is going to buy a bulldog, as he feels that a single man will not be safe after this next draft. How about this, girls?

Deer Lodge Shop Notes.

"Patsy."

Mrs. J. A. Robinson has gone east to visit her son, who is stationed at Fort Dodge, Iowa.

Miss Hazel Hahn, timekeeper at the shops, left for Rochester, Minnesota, the first part of the month. She expects to be back in a couple of weeks.

Mr. and Mrs. Sam Hulben have returned from Chicago where they made a brief visit.

On account of the epidemic of "flu" the office forces of the shops and superintendent have been depleted. Miss Edith Warren of the superintendent's office and Miss Thelma Rule, general foreman's clerk, have been very ill, but am glad to state that they are both rapidly recovering.

A young lady has come to stay at the house of E. H. Foster, chief clerk to the D. M. M., which is the reason for his perpetual smile.

Axel Strand, general car foreman of the Deer Lodge Shops, has been very busy these days. He has had the office painted and re-arranged. He now boasts of an office equal to the D. M. M.'s.

S. B. Brakey is an addition to the car department, taking the position of chief clerk to the general car foreman.

Leo Reardon, stenographer to the storkeeper, has enlisted in the mechanical department of the United States army.

Miss Marie Crumrine has been added to the office force of the yardmaster. Miss Crumrine is the first girl clerk in that office.

Miss Dorothy Cook is now messenger for the shops.

River Division.

Harriet Asplin.

Above is a picture of W. D. Jones, conductor on the River Division, who is now with the 60th Engineers in France. He enlisted some time in April and although he seems to have lost considerable weight, he looks well and happy.

Engineer Hagen is again in the passenger ring after having been off several weeks due to illness.

And right here before I forget it, I'm going to let you in on a little secret that I know about one of my co-workers, namely "Eleanor" of the Twin City Terminals. She's spoke for! She carries the proof right around her third finger so I can cross my heart and hope to die about it. She has millions of our best wishes to live happy ever after.

Engineer Dickinson now has three sons in the service, which is a record Dick should be proud of, and no doubt he is.

Ross Hanson, former car repairer at Wabasha, died at Great Lakes of Spanish influenza. His remains were brought to the home at Wabasha for burial.

September 19th the Liberty Loan Special wandered down over the division, stopping at our principal cities, at which time a delightful program of band music and speeches was rendered and the war relics displayed. This was a fore-runner of the Fourth Liberty Loan drive which kept our officials and everybody so busy the last couple weeks.

T. B. M. E. J. Brown, Conductors H. L. Wahl and J. S. Fitzwater have all had attacks of influenza. It is reported that Messrs. Brown and Wahl are on the road to recovery, but Mr. Fitzwater is still very ill at this writing.

Engineer Knappen has taken the way freight with the La Crosse lay-over, so as to have regular hours of work for a while at least.

Engineer Alex Ward had to give up working

out of Farmington due to illness and has come back to Minneapolis, and is now running a K-1 in the yard. Since coming to Minneapolis, he has suffered the loss of his sister, who died of influenza.

Engineers Oeltjendier and Weaver were duck hunting a few days ago, at least so they said, but no ducks being brought back, we don't know whether they were hunting or just took a journey.

The sympathy of friends are extended to the Garins in the loss of wife and mother.

Word was received that Howard Bein, former section laborer at Wabasha, was seriously wounded in action in France.

Paul Moore, chief carpenter's clerk at Wabasha, had the misfortune of colliding with a Henry Ford, while on his motor car. Mr. Moore was not injured but the poor motor car was and, as is usually the case, the Henry escaped without injury.

Beatrice Oie, stenographer in Mr. Thiele's office, has resigned and returned to her home in Duluth. Miss Louise Moore has taken her place.

H. J. Brogan has a new daughter. Who said Hastings wasn't a progressive town?

Roadmaster C. Carlson journeyed from Red Wing to Wabasha to borrow a hatchet from Roadmaster Kassabaum's office. Some of you may think that's a long trip for a hatchet but if you could see the roadmaster's clerk, I'm thinking Mr. Kassabaum would have to stock up on hatchets for there would be a great demand.

J. Ostrom, H. C. Kassabaum and J. Gunder came up from Wabasha to attend the Safety First meeting on Monday the 14th.

Trans-Missouri Notes.

"J. M. W."

Leon Hooper, former baggageman, and Harold Jennings, assistant timekeeper, have entered the Minnesota "U," going into the Students' Army Training Corps.

Robert E. Burns has been promoted to timekeeper, relieving W. G. Fitzgerald, who has gone to Everett, Washington, to enter the employ of the Northwestern. Harold Tucker of Minneapolis has taken "Jenks" Jennings place.

Miss Hazel Keller, former stenographer in Mr. Campbell's office, writes from her new position with Mayo Brothers at Rochester, Minn., that she is enjoying her work.

Elizabeth Labidee, material clerk in the superintendent's office, has had her share of the influenza and is now able to be around.

Miss Myrtle Jackson, assistant cashier, has severed her connection with the C. M. & St. P. and taken up the occupation of managing a home, and with the help of a young conductor, the affairs of the new company will be managed to great advantage. Congratulations.

It was with sorrow that we learned of the sudden deaths of Henry Thompson and Grover Deal, two railroad boys, who died within a few hours of each other at the Milwaukee hospital, from pneumonia contracted after a case of Spanish influenza. Their deaths were a shock to the community as their illness was short, any they leave a host of friends to mourn their loss, especially in the railroad work where they were so well known.

William Boyle has been promoted to the position of assistant cashier in the freight department.

Bert Jones, chief clerk for Chief Carpenter R. A. Good of Harlowtown, was a business caller in the city last week.

E. E. Clothier returned from Chicago Friday where he was in attendance at the annual meeting of the American Railway Bridge & Building Association.

Bridge AA-84, near McIntosh, a 100-foot pile structure, burned October 12th. Material and men were on the job a few hours after and No. 18 crossed the new structure 12 hours and 30 minutes later, which sets a new record for rapid bridge building.

Mr. Howell, superintendent of steel bridges and structures, was in Moberge last week.

Miss Ruth Denniston has been having a siege of the influenza for the last week, but is now a great deal better and expects to be back at work in a few days.

George Howard, coal dock foreman, returned from a three-weeks' visit with his folks at Peoria, Illinois.

Mike Cullen, section foreman at Lemmon, died at his home in Lemmon last week of paralysis.

He had been an employe of the Milwaukee for thirty years, most of that time spent in the track department.

Josephine Bamberry spent three days at the Lemmon fair, mostly riding in the merry-go-round and trying to win Kewpie dolls. She reported a fine time.

Another switchman has been added to the roll of the C. M. & St. P. Engine Foreman Emil Johnson being the proud father of a bouncing boy. Cigars were distributed very freely.

Trans-Missouri news is rather scarce as almost every one is sick and the ones who are able to work are working double tricks and do not have time to write news items.

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

Life is so full of these little sorrows. We had such a promising note from a young lady in Beloit—she was going to send some notes—oh, such a lot of notes—and regularly. But she proved to be a Morning Glory—faded with the first ray of the sun, and we never got a note.

Former Superintendent G. R. Morrison made us a short call October 11th, on his way to Lyons. We are always glad to see him and he seems to have a very warm spot in his heart for the old R. & S. W. He now has charge of the newly-organized service department, for the entire system, with offices in the Railway Exchange Building.

Conductor Grissinger and wife were visitors at Cedar Rapids, Iowa, the first of the month. Victor wore the spangles and gave very good service after we insisted on his keeping his feet on the outside of the counter. It's hard for Jim to forget that he is an office pest.

"An engineer, covered with grease and dirt, went into the dispatcher's office and said to the T. D., 'Morning, sweetheart, do you want to kiss me?'" The rest of the story can be obtained at the Beloit dispatcher's office.

General Manager Gillick inspected the division October 18, accompanied by General Superintendent Wiedenhamer and the division officials.

We are sending a very rare gem, in the poetic

line, to the editor with these notes. The author is a well-known Mr. Carter, of "the largest German city in Racine county." We trust that the editor will give it proper recognition. We predict a great future for Mr. Carter in his latest venture. O. Wendell Holmes ain't got nothin' on him.

The Greatest Fair on Earth (Elkhorn) was more of a success than was expected, this year. Crowds were well up to former years in spite of the bad weather. Ticket sales on Saturday following were \$1100, and a big increase over the last year's sale. It was, however, a blow to many of the aspiring passenger men on the division when the officials cut the extra help down to two Buege and Regan. Now, at least, another year rolls away before the moth balls can be removed and the buffons brightened. Now—all together—DAMN THE KAISER!

Jack Regan has deserted us and taken the Beloit-Rockford run, after many years of earnest endeavor to please the various agents along the line. No more will the old familiar "All ready, Eddie, with 8 and 4," be heard and F. J. M. (if he were with us) would have to find some one else to roast.

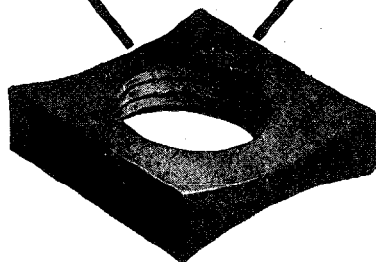
We now have C. E. Corcoran as trainmaster—and we earnestly hope he remains. He is an old R. & S. W. man and made an instant hit with all the boys. It got so, for a time, that anyone with a clean collar could get on the caboose and have the shacks on top, going through stations, and the conductor awake the entire length of the line—no one knew who the T. M. was they changed so often. It was beginning to show on some of the boys and is no nice way for any road to act.

This division is all littered up with new conductors. Voght, Dunlap, Mallock, Campbell, Burdick, Morrissey, Bane, Hixon and H. Brice are the names that have been handed to us. The Elkhorn Independent printed a very touching article regarding Mr. Dunlap and giving Charlie Hayes great credit for the perfect papers which Mr. Dunlap turned in. It seems that Hayes takes a great interest in his men—coaches them carefully on all the finer points, so that his entry in the Handicap had great advantages over such

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men as Bane, who had to rely on Horton's tutoring. However, we play no favorites, and wish them all success and will endeavor to have a few cars for them to pick up at all times.

Again the agents and operators show the other departments up. In the Fourth Liberty Loan drive they came across 117 per cent as against 76 per cent for enginemen and 86 per cent for the trainmen. And the Adamson law never touched us, either. In passing, we wish to state that the village of Corbiss was "there" with 222 per cent. Any other entries?

Recent appointments—Overcash, agent Delavan; Smith, agent Darien; Hildebrandt, third Elkhorn; Williams, third Burlington; Beak, second Tower B-12.

Former Conductor E. J. Stauffer called on old friends along the line the first of the month. Elmer is with the Florida East Coast as conductor, and likes the country very much.

The death of Mrs. Henry Raasch of Racine was a great shock to her many friends on the division. She was the wife of Engineer Raasch and was a young woman of great personal charm and justly popular with all who knew her. We extend the sympathies of Mr. Raasch's railroad friends to him and the little daughter.

Miss Regina Morrissey, sister of Operator Morrissey, died at her home in Elkhorn October 8th. "Gene," as she was known to the railroad men, was employed at the Elkhorn depot for several years and her friends join the family in mourning her loss.

Black Hills Division News.

J. R. Quass.

Conductor G. K. Foote and family have moved to Sanborn, Iowa, where G. K. will take a crew out from that point.

Conductor C. J. Wilson has bumped Conductor Frank Penarose on runs 505 and 504 on west end. Penrose in turn bumped P. G. Gallagher on the work train at Custer, and the latter will now take a crew between Mitchell and Mardo.

Engineer A. M. Saxer and wife are the proud parents of a baby boy.

Engineer Chas. Tonest has been laying off a few days visiting his family at Rapid City. He was relieved by Engineer John Ouldman.

Roadmaster A. J. Barber has an extra gang out on the division giving it a general overhauling for heavy fall business, which is increasing all the time. There are now nine train crews and eleven engine crews between Mitchell and Mardo.

Engineer Elmer Young and wife of the Kansas City Division spent some time during October visiting his brother, E. M. Young and family at Mardo.

Walter Hampton is back in the service of the company as roadmaster's clerk. Walter has tried several things in the past several years but returned.

Virgil Haley is again on the firemen's list after a year as passenger brakeman. We are all glad to see the boys return.

Fireman Ed Rutan and wife have rented Conductor A. K. Foote's home and are now located on Railroad Avenue.

Fireman Carl Zickrick has drawn a passenger run, No. 4 and 5, and is firing 2235 for Wm. Johnston.

Fred Duhl is dispatching engines at Murdo since so many crews tie up there now.

Thos. Bray, who has been agent at Preston for several years, has taken Running Water and will move his family there soon so his sons, John and Howard, can attend Springfield Normal school. Relief Agent Graham is at Preston until bulletined.

Fred Cavanaugh, who has been third trick operator at Murda the past year, has resigned.

Conductor Frank Maynard has been laid off a few days with the Spanish influenza. He was relieved by C. J. Wilson.

There has been several cases of Spanish influenza, but none serious that we have heard of.

Roadmaster A. J. Barbee, F. & M. Trainmaster B. O. Searles and Roundhouse Foreman A. A. Ricks were over the division on Liberty Loan drive and report 100 per cent.

October 1st we had a new time card which changed all train time a little, and also took from Iowa & Dakota Division the Running Water Line and gave it to S., C. & D. Division, reducing the mileage on our division.

Des Moines Division.

Arba Webb.

For some time past the Des Moines Division has been without a correspondent and as being a reporter is entirely out of my line I wish everybody on the Des Moines Division would try and do their share to help me show our friends that we are still very much on earth. Jot down little happenings and mail them to me before the 24th day of each month so I can have them in the editor's office by the 20th.

E. W. Lollis, formerly of Beloit, Wisconsin, trainmaster R. & S. W. Division, has been appointed superintendent of the Des Moines Division, effective Sept. 15th.

Leo. L. McGovern, formerly of the superintendent's office at Savanna, Ill., has been promoted to chief clerk to Superintendent E. W. Lollis. He has our best wishes for his continued success. Confidentially we heard the other day that a young lady said that she wished he wasn't married. ("Nuff Sed.")

Effective October 1st, that part of the I. & B. Division between Spencer and Spirit Lake, (known as the Spirit Lake Line) became a part of the Des Moines Division. This line is 20 miles in length and serves the following communities: Fostoria, Milford, Arnolds Park, Okoboji and Spirit Lake. The last four named stations are summer resorts on or near Lakes Okoboji and Spirit Lake, and during the heated term approximately 20,000 people flock to Iowa's largest lakes for rest and recuperation. Aside from these resort places, a large gravel pit is located near Milford, and during the ice harvest much ice is stored and shipped from Okoboji. This is indeed an important addition to the Des Moines Division.

Since the opening of the U. S. R. R. A. Consolidated Ticket Office at 403 Walnut Street, Des Moines and the closing of our former city ticket office, the office of Division Passenger Agent Warren has been moved to the Union Station.

Mrs. Kathleen Taylor, E. & F. timekeeper, is convalescing at her home after an operation. During her absence from the office her place is being filled by Britt Stuber.

Miss Ethyll Weems has been added to our office force and is assisting Mr. Dargan in the chief dispatcher's office.

Conductor Nick McGrath slipped one over on us last month. He done gone and got married—Miss McCrary is the woman in the case. He has our heartiest congratulations and condolences for the married folks told me what "H. C. L." stands for and Nick is going to find out. He was old enough to know better, too. Candy is candy—even though one has to ask for it—and we wish to thank Nick for his contribution even if we did solicit it.

Mrs. Tidball, wife of Conductor Tidball, had a cataract removed from her eye recently—from all reports she is doing nicely.

Golly, I wonder who gave Bill Dargan the two black eyes? He isn't married??? It didn't look so bad until they started to turn yellow and green—Dargan ought to be thankful for the green, otherwise it would look like he had a streak of yellow.

Captain McCutcheon and Corporal Hayden were in Chicago for a few days conferring with Major Mathew. They said it was purely business. I wonder?

Wm. Caskey, one of our popular passenger conductors and I might add "most handsome" was busy for one day on account of transporting General Bower and some more of his staff, including Major Bert Sipes in his super-six. He handles a car most beautifully.

Harry Berman, train baggageman, is contemplating on spending his lay-over time this winter at the lakes by moving to Spencer.

W. M. Weidenhamer, our general superintendent, made Des Moines a visit October 24th.

The quarantine for influenza extending over a period of about three weeks during last month materially decreased passenger travel. Trains generally carried about one-third less in number than at normal times. The bulletins from the State Board of Health requested people to transact their business and go home.

C. A. Bestor, formerly city ticket agent at Des Moines, is now the information clerk at the consolidated ticket office. Gene Bachman, assistant to Mr. Bestor in the city office, is proudly wearing the uniform of the United States army, and is located at Camp Dodge, Iowa.

This division has assigned two roadmasters—L. A. Anderson, formerly roadmaster of the I. & D. Division has been assigned to the district north of Rockwell City to Storm Lake, and T. C. Barrett, who was in charge of construction work at Atkins terminal, takes charge of territory between Des Moines and Rockwell City and from Clive to Boone.

Bill Dargan has a sweetheart in Milwaukee. She must be sweet because she came in a box of candy. We hope she isn't too dark because it was a box of chocolates and no one ever accused Dargan of being color blind.

Efficiency—alias Miss Florence Fosdick, has not only a sweet disposition, but a sweetheart as well. It's no sign he's a Frenchman, because he writes from France. Anyway, Miss Fosdick is a real patriot. Of course I haven't been in the office and I really don't know what I'm talking about but I have my suspicions.

One of the most important events in the life of Paul Van Mareu, chief clerk, D., F. & P. A. Hilliker, will take place on or about November 12, 1918. Paul was born in Pella some 20 years ago and expects to live his three score and ten, so you can see that we are divulging all information obtainable.

Conductors Price and Flynn have been confined to their homes with the influenza but are getting along as well as can be expected.

Channing Scraps.
F. M. Hawley.

We find that Machinist George Otterson can't get along without Channing. He is back on the job after visiting Milwaukee and Chicago. George found the weather somewhat colder up here. He was shivering and asking for a fur overcoat. Wonder what he will say when the mercury lags on the 40 below mark.

Boiler-maker Foreman Frank Baneu of Green Bay is a Channing visitor and worker. Frank came up to this neck of the woods to help out the rush. Frank doesn't say much, but his work is plentiful. We hope he visits here a long time, for Soda Ash Majeski certainly shakes his feet.

Bridge Carpenter Ben Thompson paid us a hurried visit. We don't know his object, but a few repairs on the roundhouse wouldn't hurt anything.

The old terror is making a few repairs on his 49 for the coming winter. Dan was always a studious person, but his skylight has an opening.

Boiler-maker Ben Dustin, better known as "Hookey," has come to Channing. We wish him success in his new undertaking.

Boiler-maker Carl Christensen is laid up with a wrenched back. Don't blame Carl, for the accident came just in time so he could take in the Wisconsin State Fair at Milwaukee.

We have been taking special notice of a new fort being built by Transferman Porter Getling. He is getting along fairly well with the work and we expect to see the new guns installed on the roof house.

Lost—Four nails by Roundhouse Carpenter Emil Cassino.

Engineer Ed Redline and family have moved to Green Bay. They have been Channing residents for many years. Ed expects to pick out

the easy stuff and see the sights around the Bay City.

Boiler-maker Edward Dourpenhaus has been taken to Green Bay hospital, where he is confined with typhoid fever. It will be some time before he is out again.

Boiler-makers Herman Marks and Bill Riscal have come up from Green Bay to help out with the rush. The boys were somewhat disappointed when they got off the train, for their overcoats could have been of some use.

Business being at a standstill, we notice young engineers and firemen sharpening their axes. We expect there will be quite a little fire wood cut, thus saving coal.

Machinist Jake Ellison of Green Bay feels as if his conscience were not clear if he did not come to Channing to help out during the rush and the absence of two machinists. Jake claims he has worked hard all his life and ought to have a show with the easy stuff.

Machinist Pete Stinson has returned from Green Bay after a week's layoff on account of sickness. Pete has a little blonde love at the Bay who seems to be the cause of his heart failure. We don't wish him any hard luck, but a box of cigars wouldn't go bad in chilly weather.

Conductor Ben Rumanek is the proud parent of a baby girl, born September 1st.

Engineer F. M. King and family were Channing visitors September 20th at the residence of Machinist Hawley.

Boiler-maker Helper Stanley Majeski has returned from Milwaukee after a week end visit. Saambo has many things on his mind. He says he can't afford wedding bells; he has lent the Liberty Bell all his savings.

Machinist Jeff Modrow met with an accident October 2nd. While Jeff was experimenting on the drill press, the shank and drill dropped from the press proper and cracked one of Jeff's spokes.

Engineer Mark Ennis was an Ontonagon visitor October 2nd.

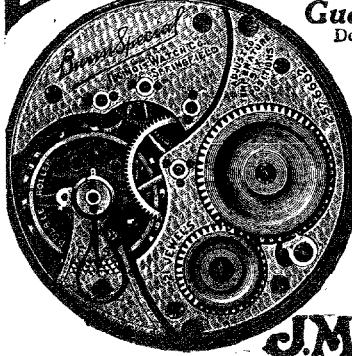
Just Mere Money.
Sted.

There's money in wheat, there's money in pork, there's money in cotton and wool; there's money in most everything that we eat and wear through this goldenized pool; but the sweetest old money that ever I spent you can bet wasn't baled out of hay, 'twas five little checks Mister McAdoo wrought and he listed the gild as back pay.

From the detailed description portrayed of us by the versatile Editor Sampson our pride has retired into the regional depths of, well say some place over there. Here we thought we were big and manly, but from now on we will have to class with the tid bits. But as Editor Sampson never measured us with a tape line we can justly remark that he made a poor guess.

If Slim will send some wig-wags over this way we will try and connect. It must be hot work making connections with the Magazine under the wig-wag system. Wigs and wags were quite popular during the Revolutionary period of our country, and as the electrification of our great system is emerging from the state of beyhood we fear we may lose our wig wagger. Get some stickum and glue it on Slim, because we would not care to lose you and your items.

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Ross-Gould
Mailing
Lists St. Louis

Iowa (East) Division

J. T. Raymond

Switchman Jack Timson and family are spending a few weeks visiting in St. Louis, Mo.

Switchman George Long was badly injured by falling from a box car on to a flat car loaded with rails, breaking several ribs. He is improving slowly.

General Yardmaster E. W. Crain of Marion is now the owner of an automobile. We all expect a ride soon.

Frank Morton, who was appointed storekeeper at Marion a few days ago, has been promoted to traveling storekeeper of the Illinois division with headquarters at Savanna. We will miss you, Frank.

Donald, son of E. R. Brooks, repair yard carpenter, was run over by an automobile recently. It is not known yet if he will fully recover. We all hope so as Donald is a fine little fellow.

Chief Carpenter E. McGuire attended the American Railway Bridge & Building Association convention which was held at the Sherman House, Chicago, October 15, 16 and 17.

Marle Marchant, who was called home by the death of his brother, Leo, arrived October 3rd. He has been completing his studies for radio service at Harvard University, and expects to begin his work November 1st, the boys having already been assigned to their ships.

Mr. and Mrs. W. C. Dubbs and son are home from a visit in Richmond, Newport News, Washington, D. C., and other eastern points.

Mr. and Mrs. G. W. McElwain started on an auto trip recently and will visit friends and relatives in Ames, Des Moines and Creston.

Harry Murphy and wife attended the funeral of a relative at Sigourney. The deceased was a soldier and died at Camp Taylor, Kentucky.

E. F. Grossman, former operator on the Iowa Division, visited Marion while on a furlough. He is now an ensign in the navy and is looking fine. He goes to Annapolis for further training soon.

George Snyder and his gang of painters are busy brightening up the depot at Marion, painting the woodwork and eaves a dull green.

Operator A. B. Campbell was in Chicago on a brief visit.

Mrs. G. H. Vandercoon has returned to Marion from Albany, Mont., where she has been looking after her farming interests, finding everything satisfactory.

Miss Maude Ratchiff, the assistant storekeeper, Marion, has been ill a few days with influenza.

Machinist Roland Brousard has returned to work after having a siege of smallpox.

Misses Idelle Fullerton and Bess Carver visited briefly with friends in Keystone.

Miss Myrtle Campbell, clerk at the yard office, has been ill with the influenza.

Bertha Burt has been assisting in the yard office in place of Miss Myrtle Campbell.

Richard Crew and James Cline are working at the roundhouse during their vacation.

Machinist Clark Butler has been spending a few days in Chicago.

John William Patterson Law, son of Machinist John Law, has the distinction of being the youngest Liberty Bond buyer in Iowa. He became the owner of a bond at the age of six hours, being born September 27th.

To the Ky-yiser.

(The Original "Kamerad.")

Smith.

Yesterday--

Urging and cheering on, his butcher horde.
Plundering, murdering, by gas, cannon and sword.

Today--

Beseeching his "gott" in deceit and defeat,
While still pilaging and ravaging in riotous retreat.

Tomorrow--

Spurned by the living, accursed by the dead;
Dreams and fanatical schemes of world-empire fled.

Forever -

To those who lie in Flanders' fields.
Come--march with your comrades who have
caught the torch,
And share in the triumph each victory yields,
Retribution for the living; glory for the dead.

Illinois Division News.

Mabel Johnson.

The Service Flag of the employees in military service of all departments, is displayed in the "Reception Hall" of the office of the division master mechanic and general roundhouse foreman at Savanna. An Honor Roll for our boys, containing 104 names, also has been framed and may be plainly seen upon entering the building. Same was written by Illinois Division Engineer George Weldon, and many compliments have been received for its appearance.

A. L. Brown, formerly division master mechanic, on the B. & O. R. R., has recently been appointed division master mechanic at Savanna. We welcome Mr. Brown on the division.

J. T. Lendrum, formerly division master mechanic at Savanna, has accepted a position with the Stoker Company, with headquarters at Savanna.

Mary Ellen Craig, stenographer at the Savanna roundhouse, spent the week-end in Chicago last week.

Mrs. Geo. Schaffer, wife of deceased Iowa Division Engineer Geo. Schaffer, has recently moved to Davenport and will make her home with her son, C. W. Schaffer. The many railroad friends of Mrs. Schaffer will regret her leaving Savanna.

Sergt. George Shrove, formerly clerk at the Savanna Roundhouse, now stationed at Camp Custer, Michigan, "bobbed" into Savanna recently intending to spend the day—but anyway George, we were glad you stayed two days longer. Come again.

Lieutenant Martinson, son of R. & S. W. Division Traveling Engineer Alex Martinson, now in the Aviation Corps, was recently married in New Yorks. Congratulations are extended.

A letter has been received from Private W. R. LaToy, formerly a passenger brakeman on this division, which reads in part as follows: "Give my regards to the boys on the road who might happen to inquire about me and tell them that I never felt better in my life." This is good news to Illinois Division friends of Brakeman LaToy, and any wishing to write him may do so at the following address: 330th Machine Gun Battalion, Company C, 85th Division, American Expeditionary Force in France.

The "flu" has also been prevalent among the families of our Illinois Division men. At this writing we learn that Conductor C. Slocum, who has been quite sick, is much improved. Here's wishing the speedy recovery of any of our sick friends.

Oh! Johnnie—"Tiny" of the superintendent's office was there, alright.

Floyd Seitzburg, machinist apprentice at the Savanna roundhouse, has transferred his "affections" from Sabula to Bellevue. Can't account for it unless he got "sea-sick."

Miss Della Cush, roadmaster's clerk, superintendent's office, spent Sept. 28th at Beloit.

P. Donahue, chief accountant, made a business trip to Beloit October 15th.

T. M. Fisher, special accountant from the accounting office at Chicago, has been at Savanna assisting in the installation of the new system of accounting. The Illinois Division is one of the first divisions having this new system.

Mr. Beatty, car agent from G. L. Whipple's office, has a branch office at Savanna, taking care of the gravel situation.

Miss Doris Calahan, file clerk superintendent's office, spent the day in Dubuque a short time ago.

Wm. Madden has been appointed gang foreman at Savanna Roundhouse, taking the place of O. Lewis, who resigned. Mr. Lewis says he now lives where the "bluebirds sing all year-round."

Ira Jorden, formerly engineer on the Illinois Division, now representative of a stoker company, was a visitor in Savanna a short time ago.

Miss Mayme Peterson, daughter of Otto Peterson, box packer at the Savanna Roundhouse, died recently from Spanish influenza. Sympathy is extended to the bereaved family.

Frank A. Morton has been appointed division storekeeper, Illinois Division, with headquarters in the superintendent's office at Savanna. Miss Mary Foran has accepted the position as stenographer in Mr. Morton's office.

Miss Byrl Grosinger, R. N., is out from Chicago spending her vacation with her folks, Company Officer N. Grosinger and family.

Miss Alma Grosinger, timekeeper, superintendent's

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ent's office, spent the week end visiting relatives and friends in Galena, Illinois.

The Misses Louise Reinehr and Laura Reinehr of the superintendent's and freight offices, Savanna, went to Tomah, Wisconsin, recently to spend a few days visiting their parents at that place.

Miss Anna Rusb, timekeep, superintendent's office, Miss Mary Schunder, chief dispatcher's stenographer, and Miss Eunice Zigler, stenographer car repair office, visited friends in the Tri-Cities a few days ago.

A. DeGarmo, freight claim inspector, Iowa division, called at the superintendent's office at Savanna recently.

J. R. Slater, general roundhouse foreman at Savanna, has made further improvements and 215 lockers have been installed in the building previously used as chief caller and roundhouse office rooms. This is a very commodious and convenient arrangement for the enginemen, and Mr. Slater's effort along this line is appreciated by them.

The superintendent's office, Savanna, is also becoming very much up-to-date, and the "boulevard lights" in front of the office quarters are appreciated. Same were installed with the motive of "Safety First." (By whose bright idea?)

The Kaiser's Dream.

"Carter."

There's a story now current, though strange it may seem.

Of the great Kaiser Bill and a wonderful dream. Being tired of the Allies he lay down in bed. And amongst other things he dreamed he was dead.

And in a fine coffin, lying in state, With a guard of lean Prussians who mourned for his fate.

He wasn't long dead when he found to his cost, That his soul, like his soldiers, would ere long be lost.

On leaving the earth he to heaven went straight, And arriving up there gave a knock at the gate.

St. Peter looked out, then in a voice loud and clear,

Said, "Try down below, Bill, you can't get in here."

"Now," said the Kaiser, "I call that uncivil, But a welcome I'll get from my old friend the devil."

He turned on his heel and away he did go. At the top of his speed to the regions below. But when he got there he was filled with dismay, For while waiting outside he heard Satan say To his imps: "Now, look here, boys, I gave you all warning,

I'm expecting the Kaiser down here in the morning.

"But don't let him in, for to me its quite clear, He is after my job, and we want no scabs here. If he once gets in there'll be no end of quarrels. In fact I'm afraid he will corrupt our good morals."

"Oh, Satan," dear friend," the kaiser cried, "Excuse me for listening while waiting outside-- If you won't admit me, then where can I go?"

"Indeed," said the devil, "I'm d---d if I know."

"Oh, do let me in, I'm feeling quite cold, And if you want money, I've plenty of gold.

"Let me sit in a corner, no matter how hot."

"No, no," said the devil, "most certainly not. We don't admit folks here for riches or pelf-- Here are sulphur and matches, make a hell for yourself."

Then he kicked Wilhelm out and vanished in smoke--

And just at that moment the Kaiser awoke.

He jumped from his bed in a shivering sweat.

Said, "Well, that's a dream I'll never forget,

That I won't go to heaven, I know very well.

But it's really too bad to be kicked out of Hell."

By Chance.

If you ever start planning a game of mere chance, don't plan one that cannot win out; don't guess on the future nor tap any wires, have ideas of what you're about. Why, there once was a man who was boss of the Huns, and he started to whip the whole world; just study his system then look up aloft. See! The Star Spangled Banner unfurled.

—Sted

One in Four of Our Men Called for Draft Examination Was Physically Deficient

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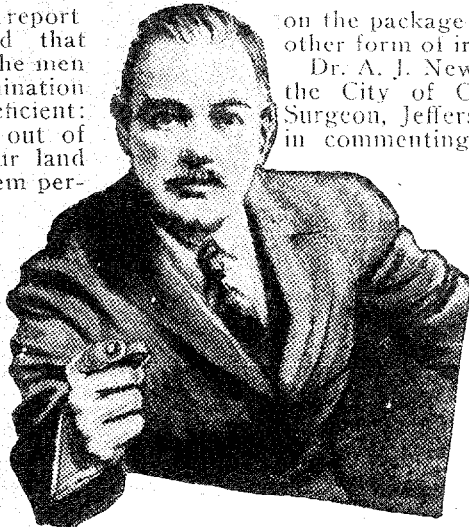
SAYS THOUSANDS SUFFER FROM IRON DEFICIENCY

And think it's "overwork," "too much worry," "a case of nerves," or some other trouble. Ordinary Nuxated Iron will increase the strength and endurance of such folks in two weeks' time in many instances.

In General Crowder's report to Congress, he stated that twenty-nine per cent of the men called for physical examination were found physically deficient; that is, more than one out of four of the flower of our land was sick and many of them perhaps did not know it.

In commenting on this serious condition of affairs, Dr. James Francis Sullivan, formerly Physician of Bellevue Hospital, (Outdoor Dept.) New York, and the Westchester County Hospital, said: "The probability is that many of these cases were due solely to lack of sufficient iron in the red blood corpuscles. When the iron goes from the blood, you can have most any kind of symptoms varying from a weak, nervous, run-down state, to those of most serious maladies; the volume of blood often increases, thereby imposing an extra heavy burden on the heart. Contrary to general opinion, lack of iron in the blood does not necessarily mean you do not have enough blood, but it means your blood is not of the right kind."

If you feel tired in the mornings; restless at night; if you suffer from weakness or lack of vitality; go to your family doctor and have him take a specimen of your blood and examine it, and if it shows iron deficiency, get him to give you a prescription for organic iron—Nuxated Iron. Do this so as to be sure that you do not get hold of some of the numerous forms of metallic iron preparations on the market which may do you far more harm than good. Or if you do not want to go to this trouble, purchase an original package of Nuxated Iron and see for yourself that the words Nuxated Iron appear



Dr. James Francis Sullivan, formerly Physician of Bellevue Hospital, (Outdoor Dept.) New York and the Westchester County Hospital.

DR. SULLIVAN SAYS

One-fourth of the people are sick—not up to the normal health mark as shown by General Crowder's reports to Congress on the draft examination. I strongly advise everyone who feels weak, nervous or run-down at times, to go to their family physician and have a blood examination made. Thousands suffer from iron deficiency and do not know it. In my opinion there is nothing like organic iron—Nuxated Iron—to help give increased strength and energy to the weak, run-down and aged.

on the package—not Nux and Iron nor any other form of iron other than Nuxated Iron.

Dr. A. J. Newman, late Police Surgeon of the City of Chicago and former House Surgeon, Jefferson Park Hospital, Chicago, in commenting on the value of Nuxated

Iron, said: "This remedy has proven through my own tests of it to excel any remedy I have ever used for creating red blood, building up the nerves, strengthening the muscles and correcting digestive disorders. The manufacturers are to be congratulated in having given to the public a long felt want, a true tonic, supplying iron in an easily digested and assimilated form. A true health builder in every sense of the word."

Dr. Schuyler C. Jacques, formerly Visiting Surgeon of St. Elizabeth's Hospital, New York City, said: "I have never before given out any medical information or advice for publication, as I ordinarily do not believe in it. But in the case of Nuxated Iron I feel I would be amiss in my duty not to mention

it. I have taken it myself and given it to my patients with most surprising and satisfactory results. And those who wish quickly to increase their strength, power and endurance will find it a most remarkable and wonderfully effective remedy."*

Manufacturers' Note:—Nuxated Iron which is used by Dr. Sullivan and others with such surprising results, and which is prescribed and recommended above by physicians is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products it is easily assimilated and does not injure the teeth, make them black nor upset the stomach. The manufacturers guaranteed successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.

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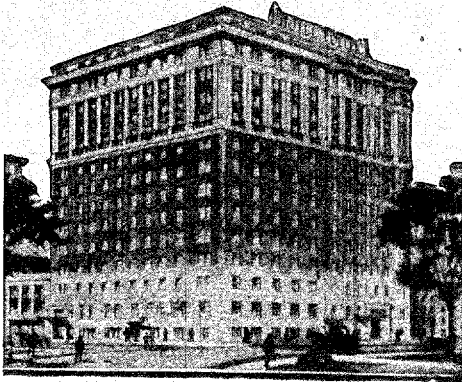
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