

THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE



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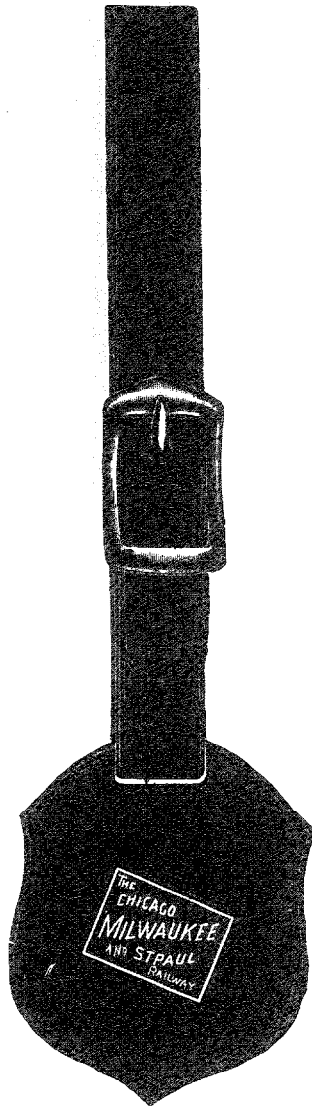
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Milwaukee Railway System Employees Magazine
Railway Exchange Bldg.,
Chicago, Ill.

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- Rolled Gold Button, Screw Back 75c
- Solid Gold Button, Screw Back \$1.25

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In Which Line Will You Do Your Bit

YOU have got to do your bit in the big task facing America. How will you do it? Will you be able to sell your services at big pay as a skilled worker, or will you have to put in your time in uncongenial work and get little for it **BECAUSE YOU LACK TRAINING?** America is faced with the problem of finding men who can think and act for themselves. It is a big problem. Trained men were never scarcer, and yet think what this scarcity will be like when America jumps into the work of reconstruction. Skilled workers in every trade and profession will be at a premium. There will be work for you, for every man, for years to come. The choice of what you do and how much you earn is up to you. What are you going to do?

Prepare Now Profit Later The fact that trained men are the money makers, that they are always in big demand, that their training is insurance against lack of employment, should make any man see the wisdom of training. You can't get anywhere without it—but you can go a long way with it. You have to work for a living. Why not get the most for your efforts?

Begin to prepare now and it is but a matter of months before you are capable of earning more money—a year or two before you are master of the job you want to hold and making the money you want to make. Training calls for no great sacrifice. Just devote one or two hours a day — time you now waste — and your study

will well repay you. Systematic home study will make it easy for you to master any of the Courses below. Nor is the cost of such training out of your reach, no matter how little you may be earning right now.

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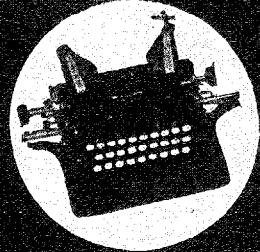
Address

New Oliver Typewriters At Half Price Latest Model

Number Nine

Was \$100
Now \$49

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



Save \$51

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

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

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

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

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

The \$100 Model

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

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

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

Free Trial; No Money Down

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

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

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

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

Amazing Facts

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

Mail the coupon now. You will be surprised.

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

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

Canadian Price, \$62.65

The Oliver Typewriter Co.

828 Oliver Typewriter Bldg.

CHICAGO

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BOOK**

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

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

My shipping point is.....

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

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

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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

OCTOBER, 1918

NUMBER 7

"Come On, Buy More Bonds"

To a body of men, as conspicuously patriotic as the railroad boys have shown themselves, from the first of our entrance into the war, it hardly seems necessary urge them to be liberal in the purchase of Fourth Loan Bonds. They have bought generously in the past and will do their share in the future,—of that there is no shadow of doubt, and the question is resolved into a matter of what among the hitherto considered necessities may be transferred to the luxury class, and be dispensed with.

We have not had much of the real sacrifices of the war forced upon us, as yet, and please God, we may finish up this job "over there" without knowing the pinching economies that war-ridden France and Belgium have endured with a heroism unsurpassed,—but if they must come, in order to forever establish this fair land of ours, the Home of Freedom, and help our Allies to a like consummation, every American will go over the top with a cheer, wearing his patched clothing, eating his "rations" and waving his fistful of Liberty Bonds,—ready in that emergency for whatever is required, and ready to buy bonds to the last ditch. That's the stuff we Americans are made of, and that is what puts the heart into our splendid soldiers, who in the short time they have been actively engaged in the front line have won the highest praises

of the trained veterans beside whom they have fought. "No better soldiers in the world," say the veteran legions of Europe, "keep them coming, and with them we will beat the Hun to his knees and drive his military autocracy off the face of the earth."

To enable our army over there to do these wonderful things, however, takes a strong and determined home army, ready to do all and give all for Victory. Money in sums unprecedented must be furnished for equipment and supplies and food and clothing and munitions,—everything that spells the war needs of the day, and this money Uncle Sam **must** have, if he would do a good job and a quick one. **We** have to pay his bills unless we want to pay the Kaiser's, and I believe there is no infinitesimal minority who would care to contemplate a contingency of that kind.

There are no new arguments to offer why the Loan must be taken and moreover, must be over-subscribed, except the brilliant achievements of our splendid soldiers. Nothing puts cheer into the boys like good news from home, and we must roll the good news along, with speed, because **they** are speeding up, working for us in the pest infested trenches, by night and by day, in the cold and rain, and soon, in the snow,—always and all the time, under fire, beating the enemy back toward the

Rhine, going to it with a song and a cheer, just as they marched away from us. Some of them will not come back, and our message to their bereaved ones, must be,—“Be of good courage, they died for Liberty, and we shall see to it, that they have not died in vain.” Subscribe all you think you can possibly afford, and then, “Come on, Buy More Bonds.”

Fourth Loan Receipts.

Employes subscribing for Fourth Loan Bonds on the monthly payment plan, will receive their receipts promptly, and get their bonds without delay when all payments have been made.

While delays incident to the Third Loan subscriptions have been unavoidable, all arrangements are now complete and Fourth Loan affairs will go over the top with promptness and dispatch.

Subscribe to the limit! It's the Victory Loan!

No Covenanted Peace with Germany.

America, unless we repudiate civilizations and abandon humanity and put a premium on savagery and brutality, can make no covenanted peace, no peace by agreement or negotiation with Germany. It would be a covenant with hell, a partnership with infamy.

Nor would such a peace secure peace, except so long as it suited Germany. We can judge the future only by the past, and to Germany sacred treaties are scraps of paper only. Germany's whole history is a record of national treachery, national bad faith, national dishonor, national murder, and national infamy.

Article 56 of The Hague Convention, to which Germany solemnly subscribed, is: “Family honor and rights, the lives of persons and private property, as well as religious convictions and practice, must be respected. Private property cannot be confiscated.”

The world knows how Germany has observed this article. There are millions of individual witnesses to her flagrant breaches of it. Every acre of foreign soil Germany has occupied bears mute, but unimpeachable evidence of it. There is plenty of German evidence of it, too.

The best answer to German peace propaganda is sinking more U-boats, sending more men to France, speeding up our work along every line, and a heavy subscription to the Fourth Liberty Loan. Peace must mean the triumph of right and justice, the defeat of Germanism, not a truce with it, not a compromise with it.

Our soldiers in France are gloriously doing their part toward victory; the Liberty Loan subscription must show them that the people at home are doing theirs.

MY CREED.

C. O. Bradshaw, Gen'l Supt.

I believe in the Milwaukee Railroad and in a greater Milwaukee Railroad. I believe in its present and its future. I will make myself a committee of one to make it a better Railroad to work for—so attractive that no one will want to leave it. I believe in the Milwaukee Railroad, in its employes and their loyalty. I believe in its old employes and their boys and girls. I believe in giving these boys and girls the best education, which will make them better citizens. I believe that the Milwaukee Railroad of the next generation should be better than this.

I believe in no friction between officers and employes which in turn makes one happy family. I believe in serving our Government, first, last and all the time. I believe in working harder at this troublesome time than ever before. I believe in winning the war. I believe in telling these things to my fellow employe, and last but not least I believe in making the Milwaukee Railroad my Home, Sweet Home.

Speed the Day.

Now war clouds darkly hover,
And the skies are clouded over,
And men to hate and passion giving rein.
But soon the mists will clear,
And the time is drawing near,
When the sun of peace will shine for us again.

Then will dawn a brighter day,
Even now its on the way,
So let us do our part and freely give.
Though the cost be blood and tears,
Yet all through the coming years,
The world will be a better place to live.

And may God speed the day,
When all strife will pass away,
And the minds of men will run in peaceful moulds.

And war and hate will cease,
And for aye the dove of peace,
Will hover o'er “Old Glory's” tattered folds.

And when from all countries,
Men clasp hands across the seas,
In brotherhood, and love, and harmony,
And rule with judgment wise,
Earth will be the paradise,
The Creator of it all meant it should be.

JACK GAVIN.

The Light Railroads of the War Zone

"Uncle Sam's most useful plaything in this war is his toy railroad" and upon the skill and efficiency with which it is operated, depends in no slight degree, the victory of the Allies and the conquering of the Hun. These "toy railroads" with their puffing little dinky engines by night and their chugging gas machines for the daylight operation are the product of American railroad boys. American railroad men are also in charge of large sectors of the standard and "strategic" roads up

its light railroads. "They are the immediate and necessary blood vessels which throb just below the skin of war and feed the surface of the fighting front." They are quickly laid wherever necessity calls them, following the flag steadily and stoically. And wherever you see the thin line of smoke or hear the "put-put" of their exhausts, you may be sure the trench frontier is just around yonder "dead man's curve," for these curves are as frequent as telegraph poles on real rail-



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Marne—Loading a Freight Train With Rails for Construction of a Road Behind the Lines.

to the trenches, where they give over their work to the light railroads that form a network of narrow lines wherever it is possible to place them. Every moment of the day and night, on these lines the dinkies and their gasoline brethren move with speed, and certainly with daring, as the shells go screaming overhead, drawing their little cars loaded with munitions, "eats" and every other commodity by which a modern army lives and fights.

No army today could exist without

roads.

"The light railroad, as the Allies operate it in France, falls into the class of old ideas which the exigencies of war have forced to an undreamed of intensive development on the battle field. In 1914, while all military authorities realized that transportation must be the backbone of any campaign, it was thought that the standard-gauge roads—the ordinary commercial lines supplemented by the usual "strategic" railways—would fulfill all require-

ments, both in the rear and at the front.

"It was soon found this wouldn't work. The 'front' was far too impermanent, both as to location and surface, for the cumbersome and permanent works of peace-time railroading. So the standard, or broad-gauge systems, retreated from the trenches, as it were, to make way for the nimbler and more serviceable light railways.

"Now, back of the entire Allied battle line, there is a zone from 4 to 5 miles wide within which a perfect network of light railways, running over 2-foot tracks, performing almost the whole function of transport. Grown-up trains bring their freight—food, equipment, munitions, and even men—to the 'rail heads,' just out of ordinary cannon range. There the toy trains pick it up and distribute it practically into the trenches themselves, jolting along with charming sang-froid whether Fritz's shells be breaking in twos and three or by the whole sky full.

"The French and British were using light railroads when we entered the war, and while we have, here and there, incorporated some ideas developed in our construction and engineering experiences, we are in the main using the French tracks and some of their equipment. Our light engines, however, are distinctly American—they are of three sizes and two types, the gasoline engine used in daylight when coal smoke would betray them to the enemy, and the heavier steam dinkies that work the night trick. In referring to these steam engines, the word heavier is used comparatively, for their weight on their

driving wheels is but 23,100 pounds. The gas engines are, in reality, big motors geared to a locomotive drive—the 30-horsepower size—weighing just four tons and the 50-horsepower size, 14,000 pounds. They are queer looking little affairs, but their pilots say 'they are some jack rabbits.' These engines can pull, practically, every type of rolling stock built to their scale—flat cars, gondolas, box cars, dumps and tanks, and some of the tanks have a capacity of 22,000 pounds, so it will be seen that they are 'little, but oh, my.' The men who operate these railroads do not admit any limitations upon their toy railroads, and it has been said that the admiring locomotive drivers will affirm flatly that his engine will do anything it is commanded to do. You are, moreover, inclined to agree with him when you know that it will pull a train straight through a trench or burrow for self-protection 15 feet under ground in an 8x8 tunnel, while the steel tied track they run on can be laid fast enough to pursue a retreating army. This last has actually been done.

"Most of the work of these light railways is of the intensely practical and useful variety, although now and then they perform stunts, such as chasing the enemy, their track being laid at the rate of ten miles a day, and when the necessity for it has passed, picking up and departing for service elsewhere. There is an existence of restless activity, always moving up needed supplies, carting back debris from freshly dug trenches, etc. Sometimes a shell gets a whole train, but the tracks are soon repaired and another train is jogging



(Copyright, Committee on Public Information)

Engineers Rebuilding Destroyed Bridges in Devastated Section.

along at the regulation speed of six miles per. These toy engines can speed up, however, if they have to, their test at the shops in New Jersey where most of them were built, being thirty miles an hour. Sometimes they jump the track, but they are easily rerailed and go bravely on their missions.

"The relations of the light railways with the enemy are frank—necessarily so. Of course, they are camouflaged—about everything at the front works under camouflage. But they are neither noiseless nor without vibration, and they can't leave their rails with any satisfaction. They must keep at their work almost wholly without protection, save that from our own artillery, though when necessary the engines can be armored against rifle and machine gun fire. So the light railway regiments of the Engineers, both of the construction and operating and shop branches, have all the dangers of battle without many compensating chances for a return of favors. But they are armed and trained, and in a pinch they will be rushed to the front for a bout with the best of the German shock troops.

"It must be understood that there are two main means of transport at the front—light railways and trucks. When the ground is so torn up by hurricane fire that the railways can no longer operate the big motor trucks come into their own. And nobly have they held their own, plunging down to Verdun, sometimes six a minute, and each with its load of shell, or staggering up to the Aisne simply spilling Foch's victory-bringing reserves.

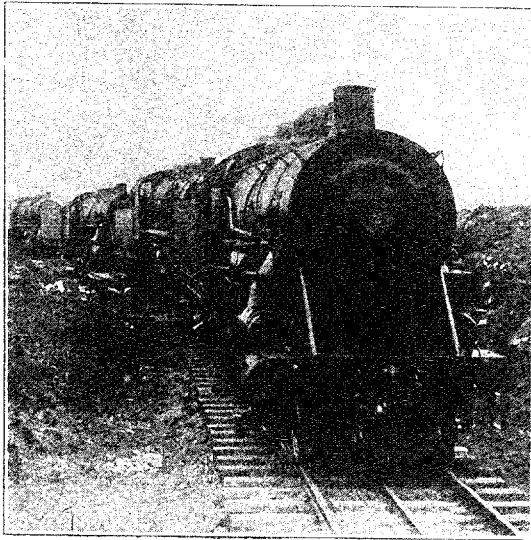
"But truck transport at the firing line is emergency transport. In wet weather trucks slip and slide, they clutter up the line of march, and they tear their own roadbed to pieces in almost no time. The light railway does none of these things. It stays where it is put, it makes and conserves its own roadbed, and even the gas engines, running over smooth 25-pound rails, develop greater power than the best truck in the world trying to climb craters.

"The worth of the toy railroad may be gauged from the fact that it is far too valuable for use anywhere except right at the front. The technique of operation is highly finished now. It will

be subject to no theatrical development, though the tactical use of these railways will doubtless be modified and specialized.

"But as the war itself develops, transport looms ever larger as one of the great determining factors for victory. We have always thought of our railroad men as the equals of any and their brains will scarcely atrophy in the Army. Nor is the vast industrial plant over here being allowed to crumble into ruin.

"It is comforting to know that Uncle Sam hasn't put his toy railroad under his pillow to dream about. Wherever there is an American front in France he has it out and spinning every minute."



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American Locomotives in France. Assembled by American Workmen.

"What kind of a fighter are you? Answer: How many Bonds have you bought?"

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.



DIG!

This big, tired trench-digger may represent the blue star in *your* service flag—or the star in your neighbor's flag. ★ He is some one's boy—and Uncle Sam's. But he's digging—under fire—for you. And you will want to dig deep for him. ★ Buy your bonds as though he were *your* boy.

4th LIBERTY LOAN

U. S. Government Bonds

The Government Administration of the Railways.

A Reply to Its Critics.

The critics of railway operation under Government management have been answered in a statement recently issued by Theodore H. Price, who is now actuary to the United States Railroad Administration at Washington.

Mr. Price briefs the grievances of the various complainants as follows:

1. The advance in freight and passenger rates.
2. The abolition of the through bill of lading for export freight and the cancellation of export and import rates.
3. The dismissal of solicitors who "took an interest in the handling of the traffic" and the consolidation of freight and ticket offices.
4. The withdrawal of the credit previously allowed in the matter of freight charges which must now be paid before or upon the delivery of the goods unless the consignee gives a bond that will protect the Government.
5. The difficulty of getting information regarding tariffs and rates.
6. The discontinuance of the package car service between important jobbing and consuming sections.
7. The withdrawal of the shippers' right to route their freight as they chose.

"We have now some details as to the first five months of Government operation of the railways; and while it is far too soon to pass any judgment, two facts stand out very strongly and are worthy of note.

"The first is that in these five months, on the face of the figures, the roads carried slightly less ton-mileage than in 1917. This, in spite of the tremendous pressures of war and of the known increase in many lines of production, is certainly very significant. Extra traffic has been carried in other ways, largely, as we know, by motor trucks.

"The second fact is that the number of available locomotives and cars remained practically the same as in the first part of 1917. There was no increase. The roads were taken over for their supposed inefficiency. But the Government, with all its money and power, has found it easier to acquire experience than to increase the efficiency of the railroad machine.

"After five months of unlimited credit and power there is no increase in cars or locomotives, or rail movement, or tonnage hauled. To move their increased traffic the industries of the country have had to resort to the highly expensive carriage by motor trucks over country roads. This may have been unavoidable, and the railway administration, like the fuel bureau, may have done everything possible. It may prove its wonderful efficiency and high superiority in time. We merely point out there is no evidence yet that the Government is performing no miracles that might not have been expected of the roads themselves, if they had simply had enough money to go ahead in their ordinary way."

Mr. Price says that this is a fairly com-

plete summary of the criticism that is being directed at Governmental administration of the railways, and after quoting the statistics upon which it purports to be based he adds that while they show that the number of tons of freight carried one mile during the first five months of the year was 0.6 per cent less than during the same months last year, they also show that the loaded car freight mileage traveled in the carriage of this freight was 552,868,512 miles, or 8.6 per cent less than the distance traveled under private management in the carriage of nearly the same ton mileage of revenue freight during the same period in 1917.

Dealing with the reduction in the average daily mileage of locomotives and freight cars, he points out that this is due to the heavier train load and car load, and explains that it is not economically practicable to haul heavy trains as fast as light ones, and that the Railroad Administration has adopted the policy of loading trains to capacity and moving them on schedules that are not too fast to be maintained.

This showing, he claims, indicates not inefficiency, but a striking increase in the efficiency with which the railroads are being operated, and asserts that it is directly due to the heavier loading of the freight cars and the greater train load now pulled by each engine.

He continues as follows:

The average carload has been increased from 26.2 to 28.5 tons, or 8.8 per cent. If this ratio is maintained, it will be the equivalent of an addition of 8.8 per cent, or 211,200 freight cars to the present equipment of about 2,400,000 cars, and if the ratio of increase in the train load, equal to 2.7 per cent, is maintained, it will be the equivalent of adding about 1,750 to the present equipment of some 65,000 locomotives of all sorts.

Surely this is better than buying new cars and locomotives at a time when they can only be had at extravagant prices and the manufacturing energies of the country are overtaxed to provide the things required for the winning of the war.

Instead of proving the inefficiency of Government management, these figures furnish the strongest possible proof of its efficiency and wisdom in demonstrating that the old cars and engines are being made to do more work than they performed under private management. The same progress toward the intensive use of the present equipment is to be found in the report of loaded cars arriving at Philadelphia and Pittsburgh during the first four weeks of July. This report is as follows:

1918.....	100,228	3,023,207
1917.....	107,158	2,752,765

These figures show an increase of 9 per cent in the tonnage and a decrease of 7 per cent in the cars used. The number of tons per car in July, this year, is 30.2 as against 25.7 tons in the same period last year. The increase of 18 per cent, if it were general throughout the country, would be the equivalent of an addition of about 432,000 cars to the freight car equipment of the railroads.

Although the Government has recently ordered 100,000 new freight cars and about 4,000 new engines have been under order for a long time, to provide for the expected increase in the traffic, they cannot be turned out in a day and while waiting for them the present capacity of motive power and rolling stock is being scientifically increased, not only by increasing the car load and train load, but by sending the traffic over the shortest and least resistant routes without regard to the caprice of the shipper. Moreover, priority has been given to orders for the large number of locomotives required by General Pershing for military operations in France and locomotive works have been thereby prevented from delivering promptly the engines ordered for the railroads.

In several cases the distance that freight in transit between two important cities formerly traveled has been shortened by from 200 to 500 miles and in one instance recently some 8,999 cars carrying freight between two western cities were within a period of sixty days re-routed so as to effect a saving of 195 miles in the mileage traveled by each car. This was the equivalent of 1,754,644 car miles, which at 6 cents a car mile means a saving of \$105,278.

As to the alleged movement of freight by motor truck it can only be said that the Government is moving regular freight and passenger trains promptly, notwithstanding the extra tax imposed on its facilities by a troop movement now averaging 1,100,000 men per month, that there is no freight congestion or delay, that the cars supplied to the coal mines are now in excess of the daily loadings and that if shippers are sending their goods in unusual quantities by motor truck, which is not provable and is doubtful, their action is not the result of a lack of railway transportation.

Of the other items in the indictment of Government operation of the railways referred to it Mr. Price remarks:

1. That the advance in the cost of trans-

portation is less than the advance in wages and the price of almost every other commodity that society requires.

2. That through bills of lading for export cannot be issued because the Government has preempted the ocean room and there is no assurance that the goods can be forwarded upon arrival at the seaboard.

3. That as competition between the railroads no longer exists there is no occasion for competitive solicitors and ticket offices and that their abandonment will save the railroads about \$23,000,000 annually.

4. That the Government is not authorized to extend credit to consignees for the freight they owe when the goods are delivered, and that it cannot exceed its legal authority.

5. That a new and simplified classification and rate book has been prepared and will be effective and available as soon as the shippers themselves approve it.

6. That a continuance of the package car service would have involved a wasteful use of facilities that are needed for the winning of the war, and

7. That if shippers were allowed to select the routes by which their freight would be carried, the efficiency and economy that are shown to have been secured by re-routing could not have been obtained.

To this categorical refutation of the grievances alleged by complainants whose attitude reminds one of the couplet which runs

"The good old times—

All times are good when old,"

and suggests that they are to be classed with the chronic reactionaries and opponents of progress, I can only add that two months' close study of what has been and may be done under a unified management toward increasing the serviceable efficiency of the American railways convinces me that the wisdom of the President's action in taking over the transportation facilities of the country will be cumulatively demonstrated as the years roll by.



Milwaukee Shops Locomotive Boiler Shops Flag Raising, July 13th, 1918.

From U. S. R. R. Administration Headquarters

United States Railroad Administration.
W. G. McAdoo, Director General of Railroads
Washington, D. C.

Circular No. 49.

Effective August 1st, 1918, the handling of loss and damage freight claims and the prevention of causes of such claims will be placed in charge of freight claim agents, reporting to the head of the legal department of each railroad.

Claims for personal injury and damage to property, other than freight, will be handled by the legal department.

Overcharge and relief claims will be handled by the accounting department.

W. G. M'ADOO,
Director General of Railroads.

Circular No. 48.

A Freight Claim Section of the Division of Law is hereby established, with jurisdiction over all matters pertaining to loss and damage freight claims and their prevention.

John H. Howard is appointed manager, with office in Southern Railway Building, Washington, D. C.

W. G. M'ADOO,
Director General of Railroads.

Circular No. 50.

To promote efficiency and public convenience in the service rendered by the railroad I have caused to be organized a "Bureau for Suggestions and Complaints" as more fully shown in the subjoined notice.

This Bureau has been placed in charge of Theodore H. Price, Actuary to the United States Railroad Administration. In this work he will have the assistance of Mr. Ballard Dunn, who is hereby appointed Assistant Actuary to the United States Railroad Administration.

The attached notice shall be permanently displayed in all stations and passenger coaches under control of the United States Railroad Administration and when practicable shall also be displayed on all time-tables, dining car menus and other printed matter prepared for public distribution.

W. G. M'ADOO,
Director General of Railroads.

Circular No. 51.

In order to raise sufficient money to arm, equip and support our gallant soldiers and sailors, to finance our other war activities, and to extend necessary credits to our allies, to enable them to continue the war against the German military despotism, the Fourth Liberty Loan campaign will begin September 28, 1918. Every loyal American must invest in the securities of his Government to the limit of his ability if America is to triumph in this war.

Railroad men and women are doing a vital service for their country. They responded patriotically to the appeal of the Government in the First, Second, and Third Liberty Loan campaigns, and I hope that they have bought liberally of War Savings Stamps. They are also operating the railroads, which is war service of primary importance. I am sure that they count it a glorious privilege to do this vital work for their country. I deeply appreciate what they have already done, but there is more to do, and I am sure that they will do more if the way is pointed out to them.

The enormous sums required to finance democracy's part in the war impose a new duty upon each and every one of us. Liberty Loans must be offered from time to time until the Kaiser is licked to a finish. Each of these loans must be subscribed in full. No patriotic American will have performed his duty by subscribing to one loan only, or by buying a few War Savings Stamps. Each and every one should practice every possible economy, save every possible dol-

lar, and buy as many Liberty Bonds as he can afford every time a Liberty Loan is offered to the country.

In the Fourth Liberty Loan campaign which is just ahead of us I wish to make a special appeal to every railroad employe to go the limit in lending of his available means to Uncle Sam. Now is the time to prepare for that campaign by saving every possible dollar, so that each may be ready to do his part before the subscription closes. Hundreds of thousands of employes in the railroad service of the United States have received, or will receive, checks for back pay, in accordance with the provisions of the Wage Order I approved May 25, 1918, and Supplement No. 4 to General Order 27, issued on July 25, 1918. No employe can make better use of his back pay than to lend it to the Government at interest, thus securing an investment of absolute safety for himself and building up a reserve for a rainy day.

You must remember that you are not asked to give your savings to the Government; you are asked merely to lend your money to your Government—and for what purpose? To back the millions of the finest American boys ever collected together in a great Army, and to help them fight irresistibly for our lives, liberties, and vital interests. One and a half million of these splendid boys are already in France, and already they have given the Kaiser a dose from which he is staggering and from which he will not recover. But the pressure must be kept up. Arms, ammunition, and food supplies of all kinds must go forward in a continuous stream if the pressure is to be maintained. It depends upon us who stay at home to keep the pressure applied. We must lend our money to our Government, lend it to the limit, so that the Government may in turn put in the hands of our splendid sons the things without which they cannot fight and without which the defeat of the Kaiser and his hateful military despotism cannot be accomplished.

I want the railroad men and women of the United States to do more, if possible, than anybody else, because I want them to be among the first always in patriotism, in service, and in sacrifice to our great and glorious country. We have the Kaiser groggy—let us keep hitting hard now until he is counted out.

W. G. M'ADOO,
Director General of Railroads.

GENERAL ORDER NO. 41.

Regulations Governing Disposition of Inter-Road Freight Claims for Loss and Damage.

The following regulations will govern carriers under Federal control in investigating, paying and accounting for freight claims for loss and damage arising during Federal control. They will not affect the distribution of settlements involving any road not under Federal control, nor the distribution of claims clearly applicable to the period prior to Federal control.

1. **Presentation of claims:** Effective September 1st, 1918, claims for loss of or damage to freight shall, except as modified in this paragraph, be presented to and settled by the destination or initial carrier. Claims filed with an intermediate carrier, through error, shall be immediately transmitted to the destination carrier and claimant so advised. An intermediate carrier clearly at fault may invite and adjust claims direct. Claims for fire or marine losses shall be referred for adjustment to the carrier responsible, and claimant so advised.

2. **Papers necessary to support claims:** Claims for loss of or damage to freight shall be made on the standard forms approved by the Interstate Commerce Commission. In the case of loss or damage, they shall be supported by original bill of lading, if not previously surrendered to carrier, original paid freight receipt, if issued, original or certified copy of invoice of value and all obtainable facts in proof of such loss or damage and

the value thereof. If any necessary document is lost or destroyed, claimant shall file a bond of indemnity to cover.

3. **Method of adjustment:** The foregoing provisions having been complied with, loss and damage claims shall be adjusted with the claimant in accordance with the established legal liability, bill of lading, tariff provisions and Federal regulations, by the carrier to which presented for the account of and without reference to the other carriers interested in the haul, before the completion of other investigations necessary for the purpose of locating responsibility or apportioning the amount paid.

4. **Car seal records:** Investigation for development of car seal records in connection with the apportionment of claims between carriers shall be discontinued.

5. **Loss or damage definitely located:** Claims for loss or damage definitely located, the legal liability for which has been established and payment made, shall be charged direct to carrier or carriers responsible therefor.

6. **Loss or damage unlocated:** Claims for unlocated loss or damage, the legal liability for which has been established and payment made, shall be apportioned to interested carriers on mileage basis, with minimum of ten miles for any carrier.

7. **Claims involving litigation:** Law expenses, including court costs, incurred in connection with the defense of an action where recovery is had, shall be apportioned among the carriers involved on the same basis as the claim. In the event there is no recovery, the law expenses shall be apportioned between the carriers interested on a mileage basis, minimum ten miles for any carrier, and subject to paragraph 8, Minimum Debits.

8. **Minimum debits:** Except as provided in paragraph 5 hereof, the entire amount of any individual loss and damage claim shall be absorbed by the settling carrier, unless the amount chargeable against all other carriers under Federal control in interest exceeds five dollars (\$5.00). Proportions less than one dollar (\$1.00) against any one carrier shall, however, be absorbed by the settling carrier.

9. **Settlement between carriers:** On or before the tenth day of each month, paying carrier shall render a statement of amount due from each debtor carrier showing thereon the claim number, points between which shipment moved over debtor line, waybill reference and date, commodity, nature of claim and amount. The total amount of such statement shall be accepted by debtor carrier as final, except if it be found that an amount was included in statement in error, or a manifest clerical error, adjustment shall be made therefor in the subsequent statement, as prescribed in General Order No. 30. Manifest errors in claim payments should be brought to the attention of the debiting carrier.

10. **Monthly statements:** Separate monthly statements shall be rendered for liabilities, which were incurred prior to January 1st, 1918, and for liabilities, which were incurred subsequent to December 31st, 1917. In no case shall a single statement include both prior and subsequent liabilities. Such statements rendered against debit carriers should be forwarded through the proper accounting officer of the carrier by whom they are prepared.

11. **Method of payment:** Loss and damage freight claims shall be audited and paid on regularly audited vouchers in same manner as other operating expenses are vouchered. Such vouchers shall be approved for audit by the Freight Claim Agent, and for payment by or under the direction of the officer designated to approve vouchers for payment. Provided, however, loss and damage freight claims may be paid by drafts drawn upon the Federal or Local Federal Treasurer having jurisdiction within the same limitations which are now in effect and authorized by the officer in charge of such authorization.

12. **Custody of claim papers:** Claim papers shall remain in possession of paying carrier, except that where individual claims are charged in full to another carrier, the papers may be sent to such carrier upon request. When documents supporting either paid or unpaid claims leave possession of carrier, they shall be plainly stamped with carrier's name and claim number.

13. **Notations of exceptions on waybills:** Loss or damage discovered at any point in transit

shall be specifically noted on face of waybill, dated and signed in name of agent, conductor or other authorized employe, giving name of carrier responsible, or point where discovered if responsibility is located.

14. **Noting exceptions on paid freight receipts:** Agents delivering freight to consignee, when shortage or damage is known to exist, shall make specific notation of extent and nature of the loss or damage on face of original paid freight bill and sign and date such notation in ink. When freight bears external evidence of pilferage or damage at time of delivery, a joint inspection with consignee or his representative shall, when practicable, be made at the delivery station and receipt taken in accordance therewith. Claim for value of freight checking short at destination shall not be paid until inquiry has been made of delivering agent and consignee to ascertain if shortage has since arrived or reached consignee through any source.

15. **Delivery of astray freight:** Astray freight (freight marked with name and address of consignee, but separated from regular revenue waybill) shall be immediately forwarded to marked destination on standard form of waybill, without charges (copy by mail to destination agent) and such waybill shall bear the notation "Astray Freight—Deliver only on presentation of original bill of lading or original paid freight receipt or other proof of ownership." Destination agent receiving astray freight shall immediately notify consignee to whom marked, and if regular revenue waybill is not received, delivery shall be made on presentation of proof of ownership prescribed and collection of tariff charges from point where shipment originated. Special efforts should be made to establish the ownership of perishable freight, in order to insure prompt delivery.

16. **Freight claim association rules:** Rules prescribed by the Freight Claim Association, except such as conflict with the regulations herein provided, shall govern all carriers under Federal control until otherwise ordered.

W. G. McADOO,
Director General of Railroads.

General Order No. 42.

To all Officers and Employes in the Railroad Service of the United States:

The approaching Federal and State elections, including the primary contests connected therewith, make it both timely and necessary that the attitude of the Director General toward political activity on the part of officers and employes in the railroad service should be clearly stated.

It was a matter of common report that railroads under private control were frequently used for partisan political purposes; that railroad corporations were frequently adjuncts of political machines, and that even sovereign States had been at times dominated by them. Contributions to campaign funds and the skillful and effective coercion of employes were some of the means by which it was believed that many railroads exerted their power and influence in politics. Scandals resulted from such practices, the public interest was prejudiced, and hostility to railroad managements was engendered.

Now, that the Government controls and operates the railroads, there is no selfish or private interest to serve, and the incentive to political activity on the part of the railroads no longer exists.

Under Government control there is no inducement to officers and employes to engage in politics. On the contrary, they owe a high duty to the public scrupulously to abstain therefrom.

It is therefore announced as a definite policy of the United States Railroad Administration that no officer, attorney, or employe shall—

1. Hold a position as a member or officer of any political committee or organization that solicits funds for political purposes.

2. Be a delegate to or chairman or officer of any political convention.

3. Solicit or receive funds for any political purpose or contribute to any political fund collected by an official or employe of any railroad or any official or employe of the United States or of any State.

4. Assume the conduct of any political campaign.

5. Attempt to coerce or intimidate another officer or employe in the exercise of his right

of suffrage. Violation of this will result in immediate dismissal from the service.

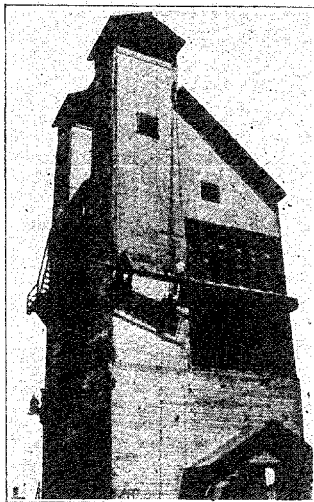
6. Becoming a candidate for any political office. Membership on a local school or park board will not be construed as a political office. Those desiring to run for political office or to manage a political campaign must immediately sever their connection with the United States Railroad Service.

I am sure that I can count on the loyal cooperation of all officers, attorneys, and employes engaged in the operation of the railroads under Federal control to carry out in letter and spirit the policy here announced. This policy is intended to secure to all of them freedom of action in the exercise of their individual political rights, and, at the same time, to prevent any form of hurtful or pernicious political activity.

Let us demonstrate to the American people that, under Federal control, railroad officers, attorneys, and employes can not be made a part of any political machine nor to be used for any organized partisan or selfish purpose.

Let us set such a high standard of public duty and service that it will be worthy of general emulation.

W. G. McADOO,
Director General of Railroads.



The New Coal Hoist at Janesville, Wis.

The above picture shows Janesville's one and only skyscraper. It is 105 feet high, and after its erection a record job of painting was completed in less than one week by Foreman Max Franke, and Painters Rheinhold Schmidt, William Buchelt, Arnold Troedel, Herbert Brummer and Harold Ganlitz, supervised by General Painter Foreman F. C. Rieboldt, middle district.

What the Liberty Loan Has Bought for the Army.

From the beginning of the war to June 30, 1918, the last day of the past fiscal year, contracts were placed by the Ordnance Department of the United States totaling \$4,300,000,000. The estimate for the current year is over \$7,000,000,000. The major items of last year were as follows:

Artillery, \$1,050,000,000; automatic rifles, \$300,000,000; small arms, \$100,000,000; artillery ammunition, \$1,900,000,000; small arms ammunition, \$340,000,000; small arms ammunition (practice), \$80,000,000; stores and supplies (personal, horse, and organization),

\$230,000,000; armored motor cars, \$100,000,000; total, \$4,100,000,000.

Some other expenditures by the War Department were \$375,000,000 for engineering operations, mostly in France; \$37,000,000 for flour, \$145,000,000 for sugar, \$43,000,000 for bacon, \$12,000,000 for beans, \$9,000,000 for tomatoes, \$2,000,000 for rice, \$47,500,000 for rolling kitchens, \$127,000,000 for shoes, \$565,000,000 for clothing; for blankets, \$147,000,000.

Some smaller expenditures were over \$6,000,000 for axes, \$1,635,000 for field stores, \$2,700,000 for carpenter, and \$224,000 for blacksmith tools, \$2,500,000 for shovels.

The department has bought 266,000 wagons and carts, costing \$37,000,000; and 410,000 horses and mules, costing \$99,000,000; food for them cost \$62,000,000, and harness \$29,000,000.

These are only some of the figures. They seem large, but not so large when it is remembered that we have nearly 2,000,000 men in France and almost as many in training here at home. All of this money and all the other money raised by the Liberty loans goes to make our Army, our Navy, and our people powerful and victorious in their war for freedom and right.

"We've got the men, we've got the ships, and we've got the money, too."

The Old Familiar.

Sted.

We were watching in the trenches—high above the silvery moon shed a glow of warmth and comfort, when I heard a happy tune, some brave comrade from the southland sent his message down the line when he sang the Suwanee River and the words of Auld Lang Syne. In the moonlight, merry stars bright, the old tunes touched every heart, then he sang Sweet Annie Laurie and the Day When We Must Part; then another fighting comrade who'd obeyed the call to roam sent a message down the trenches with those sweet words, Home, Sweet Home.

When the moon beams on the trenches there is sunshine in the mind, there are days begrimed with slaughter, some ahead, some left behind, there are bitter hours of conflict, there are scenes that we bemoan, but with all there comes the war cry those sweet words of Home, Sweet Home.

Another Gold Star.

While Milwaukee employes were reading Private Jack Costelloe's letter from "Over There," in the August Magazine, his mother, was mourning his death—"killed in action," July 18th, the great and fateful day for the Allies. Private Costelloe was born in Marion, Iowa, 23 years ago and went to Prescott, Wis., when four years old. He was an employe of this company in Montana, and when the United States declared war he returned to Wisconsin to volunteer. He enlisted May 11th, 1917, and was sent to Jefferson Barracks, transferred to El Paso, Tex., going to France in June of the same year. Was in the interior of France until last January, since which time he had taken his place in the trenches. Memorial services were held in Prescott on August 25th, attended by a large number of friends and fellow townsmen anxious to pay tribute to the memory of a brave and patriotic soldier.

Safety First

A. W. Smallen, General Chairman

Safety Work Extended on All Railroads for Utmost Conservation of Human Lives.

Safety work to prevent injury and accidental death of both employes and passengers on the railroads is to be pressed vigorously and its benefits extended to all lines, those methods proved the best being applied systematically by a unified national organization, under the plan put in force by Director General W. G. McAdoo.

"Saving men" is thus recognized a conservation duty of fundamental importance, particularly at this time, when war requirements demand maximum production in all industries, and trained man-power never was more essential and valuable to the overloaded railroads.

Latest statistics show 22,000 killed and 500,000 seriously injured annually among industrial workers in all classes of industry. It is the aim by prevention of casualties in railroading to match the wonderful reclamation work of scientific men and the Red Cross in this war, whose record now shows deaths of only 2½ per cent of wounded soldiers.

Hiram W. Belnap, for fifteen years safety expert with the Interstate Commerce Commission, now in charge of the unified national movement as manager of the Safety Section, United States Railroad Administration, in an address to railroad employes says:

"The 'Safety First' movement has already accomplished much in bringing about safer conditions of employment, but its work has only begun: it is yet in its infancy.

"Thirty per cent of all the people killed and 90 per cent of all the people injured on the railroads in this country are railroad employes. One employe is killed every 3½ hours and one employe is injured every 10 minutes in train accidents alone, and taking into consideration all accidents, one employe is either killed or injured every 3 minutes during the entire year.

"This being the fact, you can readily see as railroad employes, the necessity and vital importance of organized safety work. It is you who follow this hazardous vocation; you and your wives and your children and your loved ones who are the ones that will be most benefited by a reduction in accidents.

"The crying need of the hour is to get every person who works for a railroad, regardless of in what capacity, interested in the safety movement. No safety organization will be successful unless it has the active and sympathetic co-operation of all concerned. For that reason, the one main purpose of such an organization is to secure the co-operation of the employes, not only in suggesting additional safeguards to be provided so that existing hazards may be removed, but also by educational means to bring about an elimination

of dangerous practices wherever found to exist."

Marcus A. Dow, general safety agent of the New York Central Lines, in an appeal for concerted effort by railroad employes, says:

"The killing and injuring seriously of so many workers in all classes of industry is a serious drain on the man-power of the nation, at a time when every available man is needed.

"Our duty in this respect is clear; we must keep the machines going, keep the wheels moving, keep the railroads and industries up to their highest point of productive efficiency. We must minimize accidents and everything else that tends to lessen that efficiency.

"Safety effort and loyalty to your Government go hand in hand. Safety effort today involves a bigger thing than only industrial safety. It involves the safety of all of us; the safety of our country—world safety. Every American to be loyal must be a good safety man. He must put his shoulder to the wheel and give the best service it is possible for him to give. He must give a full day's work every working day and do nothing that will in any degree impair his ability, or the ability of others, to give that full measure of service. He must perform more work, steadier work, more conscientious work and more willing work than he has ever performed in his life before.

"The railroads especially must be operated with the utmost efficiency. Good service and a full day's service every day on the part of every employe is necessary to that end. For an employe to lay off work, even temporarily, merely to suit his own personal ends, deprives the country unnecessarily of services that are needed, and whether intended so or not is an act of disloyalty. Careless work, shiftless work, indifferent work, 'don't give a hang' sort of work on the part of any man today is disloyalty to your country because it handicaps our boys over there in their effort to win this war. If every American can only realize this and go to his work each day with a clear head, determined to give a hundred per cent service, keep his mind on his job, work continually and carefully, he will do more than all else to back up the splendid boys who are defending the gates of liberty over in France."

A Safety First and Proper Handling of Freight Meeting Was Held at Madison, Wis., on August 22, 1918.

The following committeemen were present:

J. A. Macdonald, Chairman.

J. I. Campbell, District Safety Inspector.

O. D. Aeppli, District Adjuster.

P. H. Hayes, Yard Foreman.

There was a total attendance of sixty.

J. A. Macdonald opened the meeting and said

he wanted to make a few preliminary remarks about two subjects of importance. The first was the matter of coal production. The production had fallen below the requirements, and the Fuel Administration had called on the railroads for assistance. It was up to us all to get coal cars unloaded and handled without delay, so that they could be gotten back to the mines and keep the mines going to capacity. If a mine is closed down for a few hours waiting for cars, it means just that much production decreased, as miners had to stop work when all the pit cars were full.

The other subject was courteous and attentive service to the general public. The regional director is very much interested in this question, and has appealed to all employes who come into frequent contact with the public to be attentive, courteous and polite. Efficient and prompt action is needed. Your personal appearance should be good, and those in uniform should be neat and clean. Depots must be kept clean, windows washed frequently, and toilets kept sanitary.

P. H. Hayes, yard foreman, spoke of coal cars not being loaded down properly, as coal had been thrown over the track at the Doty Street crossing at East Madison.

A. M. Rogers, engineer, spoke about the trespass board being moved too far toward the fence, as it obstructs the view of the engineers. He also remarked about the coal being heaped up too much.

J. T. Campbell, district safety inspector, addressed the meeting, and spoke of the usual carelessness. He said that he found four torpedoes on the sill of the rear window of a coach, and also spoke about the truck handles.

C. J. Welsch, roundhouse employe, spoke of the poor lights in the roundhouse at night. He was informed that some electric machinery had been ordered to wire the roundhouse.

O. D. Aeppli, district adjuster, was called on, and he remarked about the carelessness in loading coal. He told of an accident a friend of his had escaped while standing near a track on the Mineral Point Division, as a piece of coal weighing about 20 pounds fell close to his head and back.

H. Lathrop, agent, Bridgeport, spoke of the signal bell at Bridgeport sometimes ringing all night; thought it was more of a nuisance than a benefit. He thought the cause was due to wet weather and cinders on track.

W. J. Fagg, freight agent, said that the east side loading platform, which was spoken of at the last Safety First meeting, had been repaired.

J. A. Macdonald read a resolution that had been adopted at a Safety First meeting held by the Milwaukee Terminals on July 17, 1918. The resolution is as follows:

"It is recommended that the General Safety First Committee take the necessary steps with the Federal authorities to secure the passage of a law that would furnish some protection to automobiles by compelling them to *Stop, Look and Listen* before crossing railroads and providing a penalty for failing to do so."

It was moved and seconded that this be adopted, and was carried unanimously.

A. J. Klumb, division master mechanic, spoke of the danger in crossing the tracks between cars from the roundhouse, an average of one hundred employes a day. Everybody decided that nothing could really be done, except to put up signs. C. H. Agner, chief train dispatcher, suggested the following sign, "Danger—No thoroughfare, you must not cross tracks or crawl under cars. Go around by street."

C. H. Agner, chief train dispatcher, spoke of the delay in getting the engines out on time. He also spoke of accidents occurring to brakemen by using feet on draft irons, two cases on the Prairie du Chien having resulted seriously, as the brakemen were maimed by loss of feet.

The Safety First meeting adjourned at 5:00 p. m., and the Proper Handling of Freight meeting was held.

The two subjects of importance taken up at the Safety First meeting were again taken up and discussed by all. It was suggested that air dampers be furnished for stoves at some stations and shanties, as this would conserve some heat.

J. A. Macdonald read a statement of the loss and damage account for the month of June. There was a large loss of cheese on account of improper refrigeration and ventilation.

W. J. Fagg, freight agent, spoke about the

freight not being properly loaded in cars and being put in the wrong cars, delaying the freight. He said that Madison has the worst record of any station on the Prairie du Chien Division, also said that the warehousemen handled the freight very carefully, but it was improperly packed and crated.

H. Lathrop, agent, said that the responsibility rested entirely on the agent at the stations, and advised keeping the warehousemen encouraged to keep the freight loaded properly.

There being no further business, the meeting was adjourned.

A meeting was held at Channing, Mich, August 14th, at 4:30 p. m., for the purpose of forming a Safety First Committee at that point.

The following members, representing all crafts, were selected:

H. L. Biggs, assistant trainmaster; R. E. Graves, traveling engineer; W. J. Krummell, car foreman; J. J. Kocha, roundhouse foreman; Wm. McNulty, engineer; Ben Berman, fireman; F. Sanamour, conductor; B. J. Ronmek, brakeman; John Moraneke, carsmith; F. W. Hinkly, boiler-maker; F. Hawley, machinist; L. Anderson, blacksmith; H. Krohn, section foreman; H. Lindeman, roadmaster; W. J. Tobin, agent; E. Cochr, transfer man; Quick, roundhouse man.

H. L. St. Clair, injury adjuster, and J. I. Campbell, district safety inspector, were present.

It was suggested that a telephone be installed at the Tobin interchange so that trains coming down the hill from the Tobin Mine could know the way was clear by communicating ahead.

Recommended that this be done.

It was suggested that the yard limit board that is east of Crystal Falls Junction be moved 2,000 feet east of the switch at the passing track.

Recommended that this be done. Referred to Roadmaster Lindeman to be taken care of.

Suggested that something be done to keep children from climbing on cars in Channing yard.

Referred to Agent Tobin to take up with parents.

Suggested that we discontinue the use of Whitte, more switch stands in Escanaba yard. One on main line between 1 and 2 tracks that will hardly clear a man.

Recommended that Roadmaster Lindeman look into this. It may be possible that a short connecting rod had been used—should have 6-foot connecting rod.

The mining companies in Crystal Falls District, Corrigan, McKinney and M. A. Hanno Co., who have their own engines—engines come out onto our main line in doing their work. These men have not taken standard examination and are in possession of St. Paul switch keys—leaving switches open. They should not be permitted on main line without a pilot.

Superintendent Tyler will see that this practice is stopped.

Suggested that mining companies maintain proper clearance from rails with stock piles.

Taken up at last meeting and mining companies notified to see that this is done.

Suggested that a drive well be installed at the roundhouse, Channing, so men will be able to obtain drinking water—it is now necessary for men to cross all the tracks to get water. There is a well in the roundhouse, but the men will not drink the water as they insist it is not pure.

Recommended that sample of the water be sent to W. A. Prentiss, chemist, Milwaukee, to have it analyzed.

Suggested that some kind of lights be placed in the roundhouse.

Now under consideration.

Suggested that something be done to keep cows off the tracks.

The agent has instructions to have the cows locked up if people fail to observe notices posted in conspicuous places.

Suggested that blizzard lights on engines be placed down on pilot instead of on running board where they obscure the view.

Lights are placed on running board as covered by Standard Rules, but some engines are equipped with a new style bracket with lights set in to the front.

Recommended that new style brackets be placed on all engines.

Suggested that bridges on Crystal Falls line should have a walk on the side to enable a man to go from one part of train to another in case

train stops. A man must either remain where he is or climb over top of ore cars, which is very dangerous. The following bridges are mentioned: Ravenna track, one on Bristol Mine track, one on the wye, the main line bridge at Crystal Falls Junction, main line bridge over the Paint River.

Recommended that this be done.

The following resolution was adopted:

It is recommended that the General Safety First Committee take necessary steps with the Federal authorities to secure passage of a law that would furnish some protection to automobiles by compelling them to stop, look and listen before crossing railroads and provide a penalty for failing to do so.

It was decided that meetings would be held every month on the second Wednesday.

H. L. St. Clair gave a short talk on Safety First, after which the meeting was adjourned.

W. E. TYLER,
Chairman.

Safety First meeting held at Green Bay, August 13th, at 2 p. m.

Following members present:

W. E. Tyler, superintendent; W. H. Hart, assistant trainmaster; D. W. Kelly, trainmaster; E. E. Peters, chief dispatcher; A. A. Woodruff, roundhouse foreman; W. H. Tierney, yardmaster; W. S. Robbins, conductor; G. LaChapelle, engineer; H. Nelson, machinist's helper; C. Seims, machinist; M. Murphy, blacksmith; J. Slater, boilermaker; A. Dufour, car repairer; H. L. St. Clair, adjuster; J. I. Campbell, safety first inspector.

Minutes of the last meeting read.

Reported that the punch in the boiler shop is in poor condition—too much play in the socket.

Will be taken up with Mechanical Department.

Floor underneath the punch should be repaired.

Will be taken up with Mechanical Department.

The skylights above the stationary boiler, the glass is about ready to fall out most any time and should be looked after.

Will be taken up.

Reported that the derail on the west end of the house track switch at Random Lake is too close to the main line and should be set back about 15 or 20 feet.

Referred to Track Department.

Reported that trees between Saukville and Thiensville are getting so large they are nearly extending over the main line and should be cut down.

This has been taken up several times and we are unable to get authority to cut the trees—the party owning them refuses to have them cut.

Reported that while switching logs at Channing chain broke allowing logs to roll off of car blocking the tracks and it might have been on the platform. It is recommended that we discontinue the use of bunk cars with chains and have logs loaded properly with stakes.

Reported that some 40,000 capacity cars have been loaded with gravel at Elkhart Lake. These cars are not safe to handle this commodity.

Instructions have been issued not to load this class of equipment with gravel. Have again taken it up with all concerned.

Chute on coal shed at Elkhart Lake is bent. It is not very dangerous, but rather inconvenient.

Referred to Bridge and Building Department.

Double track switch at North Milwaukee is lined up for No. 2 by the yardmaster and left in that position. It should be lined back to right position for main line.

Report to superintendent of terminals.

Complaint is made that the slow flag in use by section crews is weather beaten and too small to be easily seen by approaching trains. Flag is also left up after section crews are through and is not moved to proper position where crews are working. It has been found that the flag would be left quite a distance from the section crew it was stationed to protect and another gang working in between, so that engineer would think the flag was there to protect the first gang and run onto the crew working on the track.

Take up with roadmasters. Also recommended that a larger flag be used.

Again suggested that a light be placed on Oakland Avenue crossing through the yards. The light could be placed over the tracks and could be shaded so as not to interfere with the yard

men. It would be a great improvement as men are going over this crossing to get to the shops at all hours of the night.

Under consideration.

Reported that engines are left standing on tracks alongside of blacksmith shop so there is no air, engines are fired up and the smoke pours into the place so you can hardly see.

Referred to Mr. Hart—engines should not be left standing there if there is room further down.

Reported that the Western Union poles along the track are in the way when men are switching. They should be all on the north side of the track, and it would save considerable trouble.

Will be investigated.

The highway crossing on Oakland Avenue, just north of the tracks, is in very poor condition and for about half a block is so poor that a fire engine could not get over it in case there was a fire at the shops, especially in the spring of the year.

Will take up with city officials.

Reported that there are tools in use in the tool room that should not be used and should be replaced with new tools—there are new ones in the plant and the old ones should be taken out—it is a waste of time to try to use them.

Referred to Mr. Hart.

The following resolution was read and passed:

It is recommended that the General Safety First Committee take necessary steps with the Federal authorities to secure the passage of a law that would furnish some protection to automobiles by compelling them to stop, look and listen before crossing railroads and provide a penalty for failing to do so.

H. L. St. Clair gave a short talk on Safety First, taking the position that 75 per cent of accidents were due to human failure rather than mechanical failure.

W. E. Tyler spoke on fuel conservation and loss and damaged freight, as well as Safety First.

After a general discussion the meeting was adjourned.

It was suggested that the Safety First Cards be used to report defects as soon as noted so that immediate action could be taken and avoid injury.

W. E. TYLER.

Safety first and loss and damage meeting was held in a coach at the passenger station, Janesville, Wis., at 8:30 p. m. Chairman J. A. Macdonald, superintendent, presiding.

J. A. Macdonald called the attention of all concerned to the circular issued by the director general in regard to the prompt handling of coal and empty coal equipment and to see that no delay is caused through terminals, that consignees be instructed to unload promptly and that all delays over 48 hours be reported to him. He also called attention to another circular in regard to being courteous to the public and that all employees dealing with the public should keep themselves in a presentable, tidy manner; keep posted and be able to give the public reliable information. He stated also that depots and all grounds be kept in a tidy manner. He stated that the personal injuries on the Mineral Point and Prairie du Chemin Divisions have shown a fine decrease and the prospects are that the month of August will be the banner month, which, he stated was very gratifying to him, as under these times when men were so scarce that it was very necessary to conserve all the man power that could possibly be saved.

D. P. Davey, yardmaster, was called on for a few remarks. He stated that conditions for Safety First were being improved very materially with the repairs that are being made at the present time. He also stated that his men had all been warned to look out and not get injured while tracks were being repaired in yards.

Mr. Gregory, night yardmaster, was called on. He said he had nothing important to report with the exception that the crossing at Green's Tobacco Warehouse on Academy street needed some new plank.

Mr. Allen, roundhouse foreman, was called on for a few remarks. He stated that there were several bad conditions around the roundhouse, but that they had all been taken up and the work authorized as soon as possible.

Engineer Allen stated he had nothing special to offer. He said he was somewhat of a crank on the subject of Safety First and that the move-

ment was an educational movement and that every human being should be interested in it, as it applied to all. He gave several illustrations that have come to his observation during his railroad experience, when life and property could have been saved had ordinary "horse sense" been displayed. He also stated that in order to make the Safety First movement a success, giving as an illustration a ball game, that no game could be played unless there were nine men on each side and they all played ball. He also brought up the subject of split switch and spring frog. He stated that he had many times observed that cars going over strike the heel, throwing rail; up goes the points and open from main. The chairman said that he would arrange to have the roadmaster at the next meeting and bring up the subject again.

Mr. Warden of the roundhouse force stated that since they discontinued the blow-off pipe, putting on nipples, there is more or less danger of someone being scalded and suggested that an "L" be put on to prevent accident. He also stated that the shop committee took up the matter of erecting an "I" beam to raise and change 8½ air pumps. No action yet.

Geo. Barry, brakeman, reported that a new plank runway was badly needed at Darlington for unloading freight. Trainmaster Sizer reported that board had been ordered. Mr. Barry also suggested that a railing be put on the bridge east and the two bridges west of station at Gratiot on the side toward town to prevent accidents to passengers getting off freight trains. He also reported coal pile at Calamine sliding toward track.

The following resolution was read:

"It is recommended that the General Safety Committee take the necessary steps with Federal authorities to secure the passage of a law that will furnish some protection to automobiles by compelling them to Stop, Look and Listen before crossing railroads and providing a penalty for failing to do so."

It was moved and seconded that this resolution be adopted and same was carried by a unanimous vote.

The chairman called upon Trainmaster Sizer for a few remarks. He stated after all that was said there wasn't much to be added. He commented on the many good suggestions that had been made and stated that a great deal could be accomplished by everyone working in harmony. He gave several examples of what had been accomplished by crew on way freights running opposite each other, each crew doing their work every day and not leaving it for the other fellows.

Traveling Auditor W. J. Quinn was present and stated that he was very glad to be with us.

Mr. Davey, yardmaster, suggested that some signal be installed at Pearl Street to warn approaching trains in both directions.

Mr. J. I. Campbell, district safety inspector was present and made a few remarks on Safety First. He stated that there were only 4 per cent of passengers killed against 36 per cent railroad men and said that he could see no reason why the men should not be as careful of their own safety as they are of the public. He gave several examples of carelessness of employes in looking out for the welfare of each other. He mentioned a few cases, one on the Superior Division where he found a plank with eight rusty nails sticking up, laying beside the track, another case where he found four torpedoes on a window sill of a coach window on train No. 58, La Crosse Division, also a case where a brakeman gave a signal for the train to move before men working under cars were out from under them.

It was also reported that nine accidents per month was the average on the Mineral Point Division.

The subject of loss and damage was taken up and Chairman Macdonald read a statement of the loss and damage account for the month of June. He also read a communication from General Manager Gillick calling attention to the fourth paragraph of Mr. McAdoo's order in regard to heavy loss and damage and that our line shows the largest per cent of any of the Western lines, same being \$1.94 per \$100. After hearing from several of the freight house men and others, there being no further business, the meeting was declared closed.

Number present, 35.

J. A. MACDONALD,
Superintendent.

Report of General Safety First and Proper Handling of Freight Meeting Milwaukee Terminal Division, Wednesday, August 28, 1918.

Mr. B. F. Hoehn, Supt. Terminals, presided.

The following officials were present:

C. H. Dietrich, freight claim agent; B. F. Van Vliet, superintendent Northern Division; J. Mallon, trainmaster Northern Division; J. I. Campbell, district safety chairman; W. Howe, freight claim agent, C. & N. W. Ry.

Members of the Committee present:

C. A. Bush, assistant superintendent terminals; W. G. Breckenridge, general yardmaster; A. M. Anderson, roadmaster; W. G. Miller, agent; A. B. Mitchell, traveling engineer; Ben O'Hara, district adjuster; W. L. Hebard, car distributor; H. Eggert, chief carpenter; D. J. McAuliffe, switchman.

Members of the Committee absent:

E. E. Ross, agent; J. Linehan, chief car foreman; W. Joost, district master mechanic; C. Tuft, engineer; E. J. Voss, car man; Ed. Franzen, foreman freight house; K. Wagner, extra gang foreman; E. A. Brown, yardmaster.

The meeting was attended by about 40 employes.

The Secretary read a number of suggestions and recommendations which were brought up since the last meeting and action taken as follows:

Yardmaster J. J. Zuest reported that moulding sand was being piled on both sides of the track serving the Jaeschke Bros. Foundry Co., North Avenue District.

Letter to Jaeschke Bros. on August 23d. They replied August 24th that the matter would be given immediate attention.

Wm. A. Gordon reported that some green and some red lights were placed at ends of track in Hump yard, making it very confusing when switching cars in on tracks.

Matter referred to Assistant Superintendent Bush, who has corrected the practice.

He also reported that covering at derail located near the Coke Plant was in poor condition.

Matter taken up with Roadmaster Anderson, who reports same fixed up on August 28th.

James R. Donnelly advised that the ditch on 10 track in Fowler yard below the lead needed looking after.

Matter referred to A. M. Anderson, who reported same O. K. on August 26th.

L. Mindel suggested moving switch at 12 track in grain yard 30 feet to the west or have same put on the outside lead.

This was taken up with Roadmaster Anderson for his recommendation.

J. J. Zuest reported that the Milwaukee Reliance Boiler Co. were again piling cinders near track, which was very dangerous for switchmen when performing their work.

Reported to A. M. Anderson, who advised same was cleaned up.

Committeeman O'Hara advised that chunks of coal, drawbars and parts of couplers were lying about the grain yard. That ditch draining switch 12 was found with no covering or protection of any kind.

Instructions were issued to yardmaster at North Milwaukee to line up switches promptly.

W. E. Tyler recommends that double track switch at North Milwaukee be lined back to proper position for main line instead of being lined up for No. 2 by yardmaster and left in that position.

Reported to W. Regan on August 27th.

District Safety Chairman Campbell reported that a plank covered a large hole at stand pipe, also south of elevator a large pile of dirt and rubbish and five or six more loads were found on the rail of 2 tracks. Lumber was also scattered about, and a pile of grain boards were only 4 feet from the rail.

Roadmaster Anderson was instructed to clean up around the elevator. Also took up with the Reclamation Bureau to see that boards are picked up and yard kept clean in the future.

He also reported rubbish and other material was piled very close to the track of W. S. Seaman Company.

Letter was written to W. S. Seaman Company on August 27th.

It was reported that the gate leading into Evergreen Cemetery along the driveway serving

the team track near Green Bay Road stands open most of the time, also small gate at east end facing our tracks is open.

Wrote the Evergreen Cemetery on August 27th. Yardmaster J. J. Zuest reported that The Lange Mfg. Co. have lumber piles on company's right-of-way and some of it is so close to the stub track which serves the Zummach Paint Co. that it will not clear a car.

Matter referred to The Lange Mfg. Co., who reported same cleaned up on August 6th.

Wm. Regan suggested that the dried grass around Briggs Loading Plant created a fire hazard.

Roadmaster Anderson was instructed to have the grass cut.

It was reported by Wm. Regan that a number of engines have defective ash pans, scattering cinders along tracks in the North Milwaukee District.

Referred to District Master Mechanic Joost for immediate attention.

The district adjuster reported that Lapham yard, especially track No. 1, was covered with coal.

Reported to Roadmaster Anderson, who was instructed to clean up this yard.

Report was made by Committeeman Miller that there was a large pile of hay and straw at the end of freight house platform. He suggested a rubbish car be placed there to take care of this as soon as possible.

Yard office inspector instructed to have the car placed and rubbish loaded.

Committeeman Breckenridge reported that the planking on the bridge at Canal yard was in bad condition and very dangerous for switchmen performing service thereon.

Matter referred to District Carpenter Eggert for prompt attention.

It was reported by Mr. Breckenridge that while train No. 31 was passing the cut-off on August 27th a large piece of coal fell off tender of engine, very nearly striking man working on the adjoining track.

District Carpenter Eggert was instructed to have the steps inside of the coal house arranged in such a manner that the coal man at that point could examine tenders to see whether overloaded or not.

He also reported that the 6-foot clearance was not being maintained at The Martin Foundry Company track, Muskego yard, material being piled very close to the track and unloading sheds at that plant were too close to the rail and did not provide a proper clearance.

Martin Foundry Co. instructed to remove their material to the proper distance from the rail. Also took up with the secretary to see what provision was made for clearance at that plant when sidetrack agreement was drawn up.

Committeeman Bush reported that there was very scant clearance at the Geuder, Paeschke, Frey Plant in the Fowler Yard District. He suggested a light and warning board be placed in a conspicuous location so as to warn switchmen of the danger.

Matter was taken up with Geuder, Paeschke & Frey to have the necessary warning boards put up and also a red light installed.

Committeeman D. J. McAuliffe reported that some of the C2 engines working in the Air Line yard had foot boards bent.

Referred to District Master Mechanic Joost for correction.

Mr. Regan advised that the boards of the bridge at the wye, North Milwaukee, were loose.

Matter referred to District Carpenter Eggert for attention.

Mr. O'Hara made a brief address on Safety First from the standpoint of the Claim Adjuster's Department. He advised that a Safety First box had been installed in the adjuster's office for the purpose of having employees, especially injured employees, deposit suggestions in the line of Safety First, which might aid in preventing a similar injury. He also remarked that he impresses upon the employees the importance of reporting any dangerous conditions to members of the Safety First Committee. The cards and suggestions deposited in the Safety First box are referred to the proper officials daily for action.

A general discussion regarding the proper handling of freight followed.

C. H. Dietrich, freight claim agent, stated briefly that the loss and damage account was on the increase and solicited the services of all employes to do everything possible to reduce the damage account to the minimum. A great deal has been accomplished along these lines by discontinuing intensive loading of merchandise at the larger freight houses. In his opinion a good load of merchandise averages from 15,000 to 17,000 pounds. The inauguration of the Sailing Day Plan is also greatly assisting in moving the freight to destination in an undamaged condition.

With the heavy movement of grain approaching, he emphasizes the necessity of proper loading and switching of grain cars and suggested that instructions be issued at once that when any grain is spilled on the ground it should not be reloaded into the same car as the mixing of this grain invariably reduces the grade.

Another matter that has been brought to his attention was the fact that a number of merchandise cars were sent forward from Milwaukee with a perishable stamp across the face of the carding, when, in fact, the car contained no perishable freight. This caused unnecessary switching at Chicago and meant extra expense in handling.

Mr. Howe, freight claim agent of the Chicago & Northwestern Railway, was given the floor and stated that the loss and damage campaign was being carried on just as vigorously by that road as is being done by the St. Paul. He suggested that perhaps in terminals like Milwaukee, arrangements could be made to hold joint meetings to discuss both the Safety First and the proper handling of freight movements. These meetings to include employes from the Chicago, Milwaukee & St. Paul, Chicago & Northwestern, Soo, Pere Marquette and Grand Trunk Railway. This, he thought, would be a good opportunity to bring about the get-together spirit among the different railway employes.

The loading, switching and handling of freight, especially merchandise cars, was generally discussed until the meeting adjourned.

"What's your share in Liberty Bonds? All you have in the bank and all you can save."

Call to Duty.

From the battlefields in France there comes an unspoken call that should find an answer in every American's heart. The recent great events in Europe, the successes of American arms on the fields of France should spur every American to greater effort.

Our people at home should not rest on the laurels of our soldiers in France. Every death on the field of honor in the line of duty and for our country's cause should be a call to us for every sacrifice and every exertion to aid the cause for which our soldiers are fighting, for which our soldiers have died.

Increase production, decrease consumption, save, and lend to the Government. Every cent lent to the United States is used to support, strengthen, and aid our soldiers in France.

Berlinarry.

Sted.

It's a long, long way through France to Paris, it's a long way to go; it's a hard old trail enroute to Berlin where my airy castles glow—then it's good bye merry sunshine, farewell Leceister square, I would hike straight back for old Berlin, but Uncle Sam is there.

Letters From the Front

Specific news of the great fight comes creeping through and we begin to realize something of the great work they are doing.

News also comes that Captain Horton has undergone an operation for appendicitis. He was hurried to Base Hospital No. 15, and on August 11th was operated on. At last accounts he was recovering nicely and a little note from him, to the Editor, dated August 18th, written "propped up in bed," said that he would be back on the job in a few weeks.

The following letter from Captain Sawtelle gives a little more news of "One T. P." and also much else of general interest:

Company D, 13th Engrs. (Ry.), U. S. A., France, A. E. F., August 14th, 1918.

I think very often of writing to you and letting you know of the things that Company D is doing over here, but the time goes on and the writing is put off for various reasons.

As there are several things that will be of interest to those who have friends in Company D, I am going to try now to write some of the most interesting things.

I think the first thing that will be of most interest to the Milwaukee employes is that of our dear adjutant, Captain Horton has just been operated on for appendicitis. He was taken sick at headquarters on August 8th and on the 9th it was decided after a consultation of our doctors that it would be best for him to go to the hospital to receive better care than could be given him at our headquarters. He was hustled into the ambulance and after a five hours' drive reached our Base Hospital No. 15. After a day's rest he was operated on, on Sunday, August 11th. It was my pleasure to accompany the colonel to this hospital on Monday and was able to visit a few moments with the captain, and while he was having a few pains, was doing very nicely. I saw him again on Tuesday and he was getting along very well; was feeling much better than he was the day before. As this is written on Wednesday, I cannot give any further information, but will be sure to send a cable if anything more serious comes of the operation.

While Lieutenants Doud and Coulter have been promoted to first lieutenants and Sergeant Whisler has received his commission as second lieutenant, all three of these officers are doing work away from the company. Lieutenant Doud is trainmaster on one of the other divisions, Lieutenant Coulter is general railway supply officer and Lieutenant Whisler is personnel officer at headquarters and at the present time acting adjutant in Captain Horton's place. This leaves me entirely alone with the company work, which makes it rather hard, but with the competent assistance and faithful work of all the men we are able to hold up our end very well. Sergeants Marshall and Barnard have both been recommended for lieutenants' commissions and we are in hopes that they will receive them before very long.

I sent a little package the other day which contained some paper knives for your desk and one each, please, for Vice-President Sewall and General Manager Gillick. The handles of the knives are made from German shells and bullets and the blades from pieces of "75" French shell. The entire work is done by one of the French soldiers here at the front.

I also sent you a copy of the Stars and Stripes, which is our A. E. F. paper, published every week with an article marked in it in regard to one of the detachments on my division subscribing an amount sufficient to care for one of the little French children. I am enclosing herewith a copy of a letter which will give you some information in regard to this child which has been adopted by 13 members of the 13th Engineers. I also enclose a photograph of the little boy with the family history.

Would also like to say that this month Company D has subscribed about 250 francs toward the support of another child. We have not decided as yet whether we will make it a company adoption or whether we will turn this fund in with the regiment towards the adoption of a regimental orphan.

While four or five of our boys have been sent to the hospital for minor operations or disease, they are all getting along very well and will return to our company very shortly.

I had the pleasure of giving Captain Horton the July Magazine yesterday while at the hospital and he was greatly pleased at finding his boy's picture in the Magazine.

We are fortunate to be able to purchase at the Government commissary various supplies of goods and things that are not issued through the regular commissary and especially as our men are located in small detachments at places where there is no canteen or store it helps out a great deal for them to have this extra provision. Our company fund is holding out very nicely and giving the boys little extras that they certainly appreciate. The company fund is also used to loan or advance to the boys when going on their permission. If they feel that they are in need of a little more money in order to make the trip the company fund is called on to supply the things until the next pay day comes around. This is greatly appreciated by all the men.

The most popular place for the men to go is Aix les Bains and a great many of our men have taken advantage of this opportunity to visit this place in Southern France, while others prefer the beautiful scenery at Nice and its vicinity.

Many of our men feel somewhat disappointed and dissatisfied because they are not seeing the real action and the fighting, but, believe me, every one of them is doing a man's work. Every one of them is willing to do whatever he is called on to do, regardless of his previous station in life. We are continually taking over more track to operate, each man stretching out and doing a little more work than he had been doing, thus enabling us to assist the French in delivering their supplies and material to the front. We are in hopes it will not be many weeks before we will be operating trains into Metz and, believe me, it will be a happy day when we can do this and even go beyond that.

The wage schedule that has been inaugurated in the States has been of great interest to the men here, as well as many other changes the Government is making in handling of the railroads.

We look forward with great interest to receiving the Employee's Magazine and trying to keep up with the changes that are being made on the system.

With our best regards to all the employes of the Milwaukee road from our entire company, I beg to remain,

Sincerely yours,
FRED W. SAWTELLE,
Capt., Co. D, 13th Engrs. (Ry.).



Pierre Wolff, Little Ward of Company D, 13th Engineers (Ry.).

American Red Cross,
Bureau of Dependent Children,
12 Place de La Concorde.

Lieut. W. E. Whisler,
13th Engineers, Railway,
Secteur Postal No. 215,
American A. E. F.

July 26, 1918.

Dear Lieut. Whisler:
It is with great pleasure that we acknowledge receipt of the letter of the 23d instant where you

say that 13 members of the 13th Engineers wish to adopt a war orphan for one year. We consider number 13 a good omen, "par excellence," and feel certain that it will bring luck to you and the orphan.

We beg to introduce to you, as your little ward, Pierre Wolff, now 8 years old, who, as you will see from his picture, is a very charming little fellow. We enclose herewith a brief history of the family and a picture of the little boy. We are having more photos made which we will send you in the course of a week or ten days with a letter from the child, giving you more personal details.

Thanking you again for the interest you have shown and assuring you of our deep appreciation, we are,

Very cordially yours,

MARIA CERREU.

Sup't., Section of Stars and Stripes.

Wolff, Pierre, born in Paris, March 22, 1910.
Address: Madame Emilie Wolff Pommard (Cote d'or).

Family History—Father was cashier in a banking house before the war. He was called to the front on the first day of mobilization. Was killed on September 5, 1914, and reported as missing until May 30, 1915, when official notice of his death was received by the widow. (Madame Wolff is an American of French parentage.) She has suffered so much from the long strain of nine months of uncertainty and the nursing of her mother, who became paralyzed from shock received at the de-laraffon of war that her health is seriously impaired.

Means of Living—Pension of 675 francs per year and an income of 1,000 francs. Cannot increase her budget by working as she cannot leave her mother.

Child—Pierre is a tall, stalwart boy, blonde with blue eyes. Very intelligent, full of spirits, and very proud of his American connection.

On Active Service with the American Expeditionary Forces.

July 29th, 1918.

Dear Bill:

Hell, Bill, why in the deuce don't you write to a fellow once in a while? Quite a change since I saw you all last, isn't it, and say, I've traveled some at that, too, haven't I? Before telling you my troubles and experiences, how is everybody getting along? How are you and how is the wife? Hope all are well and that you are having the best luck with everything. Have you been up fishing this summer? Remember the time we had up at Star Lake? Some joy, what? I wish I was up there now, although I can't kick. I'm having the time of my life here. This is great stuff. And I'm the chief censor of the mail in our company. What do you know about that? I'd like to tell you about our trip from the time we left Camp Logan, but I can't. The trip on the water was fine. The pond was smooth as glass almost all the time. When we landed "on the other side" we rode in the French cars. You should see them. They are little dinky cars. We got to our destination at 2 o'clock in the morning and bunked in the field until morning. We are living in dug-outs now, but am not permitted to tell much about them. Every once in a while "Terry" (slang for Fritz) starts something, but he never got it anywhere else than in the neck. Bill, this is fine out here. It is much better than I thought it would be. I'll tell you about the way I was chased by a German plane one day while I was laying out a baseball diamond. I didn't run, oh, no. I flew. But I'll tell you about it when I get back. But things look bright here, anyway. I could tell a whole lot more, but being the censor I must set an example.

Give my regards to Mr. Allen and the rest of the bunch and let them all read my letter as it is mighty hard to write letters to all of my friends in the office, for I don't get much time to write. Please send me a couple of classification books and a Magazine. I sure would appreciate both.

I'll close for this time, as it is cold and wet. Don't forget to write.

Sincerely,

H. R. WOOD.

Address: Sergt. H. R. Wood, Co. F, 108th Engineers, A. P. O. 750, A. E. F.

Formerly chief clerk to Auditor of Exp. F. E. Allen.

From Corporal John H. Umbs, Company F, 127th Infantry, A. E. F., Formerly Employed at Milwaukee Shops.

Somewhere in France, Aug. 6, 1918.

A. P. O. 734, A. E. F. via N. Y.

Dearest Mother in the World:

You most likely know by this time that I have been wounded.

The chaplain of our regiment said he would write to notify you and Ruth. The Government has also most likely notified you. Please don't worry about me as I am not seriously wounded. I don't know just how much I can tell you, but here goes:

July 30th I was shot by a machine gun bullet in the right leg below the knee while we were in attack. I have been operated on by a fine doctor. I have a compound fracture of the leg and two good wounds, where the bullet went in and came out, but I'm getting the best care than can be gotten. The Red Cross does everything they can for us. I'll tell you more when I get home.

I lost nearly everything I ever owned. The only things I now have are what were in my shirt pockets. They are my picture gallery, trench mirror, etc., and my three latest letters, one from you, Ruth, and one from a new pal, Mr. Wm. Sharer, 1126 North Avenue. He said he would call on you people. All the rest of my letters and possessions were in my pack and were lost.

I can't begin to answer all my mail, even if it weren't lost, but I'm sure tickled you people bought such a nice new home, and I'm sure anxious to see it. You don't know how glad I am we have a home of our own again.

I'm glad you are getting my allotment regularly and that it is doing so much good.

Say, mother dear, what does that spasm of letters and cards from France mean? Have you anything to do with it?

I'm going to write our company clerk to forward my mail, after I get to the base hospital.

Now dearest mother, don't you worry about me getting shot again because I won't be out for some months.

Please give my regards to everybody and with oceans of love to you all,

Your loving son,

JOHN.

From 1st Lieut. F. R. Doud.

Somewhere in France, Aug 25, 1918.

Dear Mrs. Kendall:

I wish to acknowledge receipt of the Magazines that were sent to me last month, and I assure you, that they are appreciated far more than I could tell you. They have been reaching us regularly every month, and the boys are always patiently waiting for them, and eager to get their hands on one, and about all one can hear in the barracks, the day they arrive is "Next, for the Magazine after you're through with it." And I will confess that the lieutenant is usually first out on it.

There seemed to be rather a scarcity of news from "Over Here" the past two or three months, which perhaps can be laid to several causes, but primarily owing to the fact that everybody connected with Company D, has been "up to their necks" in work, and not very much leisure time on their hands. Then, too, our T. P. H. has been laid up in the hospital with a severe attack of appendicitis and Capt. Sawtelle has been very busy on account of not having the assistance of his lieutenants, Lieut. Whisler having been appointed personnel officer, and acting adjutant, in the absence of Capt. Horton, and myself being on detached service with Company F men, and Lieut. Coulter acting as regimental supply officer. We are still short two lieutenants in the company, but the recommendations have been in some time, and we are hoping that before long the commissions will arrive. Sergeant W. F. Marshall, who was formerly a train dispatcher at Missoula, and who is the son of Superintendent C. H. Marshall at Marion, and Sergeant H. G. Barnard, out of the dispatcher's office at Ottumwa, are the men who have been recommended to fill the vacancies. When their commissions arrive Company D will at last have its full quota of men and officers, something that has not been, since the new organization went into effect.

These two boys are well qualified and have worked diligently and faithfully since their enlistment in Chicago, and I feel their power to keep up Company D's good record and high standard of efficiency that the C. M. & St. P.

in France has maintained so far. We have a bunch of men that we can all feel justly proud of, and my experience so far has taught me to say "Give me a Company D man, and he can be depended upon for whatever work there is to do."

Capt. Horton is at a base hospital and from last reports was getting along fine, and hopes to be with us again in a few weeks. We shall certainly welcome him back for things don't seem the same around regimental headquarters without T. P. H.'s smiling face greeting us. Even though he is not actually with the company, we cannot help but feel that he is still "Company D," and together with Capt. Sawtelle, they are the ones whom we have to thank for the good record that we have made over here up to now. Capt. Horton started off on the right foot and Capt. Sawtelle has been keeping them going.

At present I am on detached service with Company F men and also have a few "D" men with me. Company D is scattered out pretty well over our sector, as are the other companies, this being on account of taking over new lines from time to time, and it is a pretty hard proposition to keep the company intact. When Capt. Kennedy left a few days ago on permission, I was appointed commanding officer of Company F, the Santa Fe Company, and this, in addition to my other duties, has not left me very much spare time.

I am planning on going to Nice in September, on ten days' furlough, the first leave I have been granted since our arrival in France, over a year ago. Expect to stop off in Paris and Lyons for two or three days, and figure on having a wonderful trip. Southern France is truly the beauty spot of the world and I am looking forward to it with a great deal of pleasure.

We have been very fortunate in regard to the men's health, and at the present time, I know of only one case of sickness in our company, Private Marchant who went to the hospital some time ago, and I understood yesterday that he was back again.

The front here is very quiet, that is, as quiet goes over here. Most of the fighting seems to be going on up on the Somme front. We had all the excitement that we cared about though during the days of the big attack, which commenced July 14th, and lasted for a couple of weeks. We ducked shells for twenty-four hours a day, and I really did not believe that there were that many shells over in Germany, but luckily everyone came through without a scratch, and we are all ready for the next one.

A few days ago our regiment was visited by Miss Elsie Janis the famous American actress, who is touring France under the auspices of the Y. M. C. A., entertaining the boys at the front, and she made a wonderful hit with our bunch. We all enjoyed her visit. She was the guest of the officers at dinner, and gave her entertainment immediately after dinner out in the open. Her mother accompanied her, and is always with her wherever she goes. Miss Janis told us that she had had the honor of being the first American girl to fire off one of the big guns on the front. She has plenty of "pep" and I would not be surprised to hear some day that she had gone over the top with 'em.

I am sending you a couple of photos of our camp here in the woods. It is certainly an ideal place for a camp, and I only hope that they leave us here for a while. The place was used before the war as a summer home of a rich chemist named Giraudel. His statue stands out in an open place in front of the hunting lodge that we use for officers quarters. He was a very famous patent medicine man in France, and his "cure-alls" are as famous in this country as the W. K. Carters, etc., are "en Amerique."

Each day that passes continues to bring good news from the other sectors, and it appears that wherever any Yanks are located they are giving a good account of themselves, and right now I guess one can find them in any part of France. I don't believe that it is going to last much longer. Even the most pessimistic have to concede now that France is not going to claim us as citizens very much longer. We expect to be back home by next Fourth of July. The Germans are licked to a frazzle now, and it will take them some time, naturally, to wake up to the fact. When they do it will be "finis toute de suite."

All the boys in Company D are getting along fine. It's the best little war we were ever in, and

we're making the most of it. When it's all over and we all come back once more, no one can say that the Milwaukee boys have not done more than their share of making the world safe for the democrats.

Keep the Magazines coming, for we all certainly enjoy reading them.

Yours sincerely,

F. R. DOUD,
1st Lieut., Company D.



Two Stalwarts of the 13th Engineers (Ky.).

From Private Gerald W. Hibbard, 13th Engineers (Ky.), Formerly of Seattle.

Back to the Old Homestead.
July 28th, 1918.

My Dear Mother and Father:

Well this morning we arrived back to camp from our furlough, and we will start on my trip down to the good old Mediterranean.

First I want to say that I have never had or ever expect to have such a good and enjoyable vacation as the one which I have just completed. Will do my best to explain it to you as thoroughly as possible and still meet all censorship requirements.

Vic and I left here on train just after our evening meal of July the 18th. Late that night we dropped off the train at Toulouse. Had a night's rest there (if you wish to call it that—at least that is what I intended it to be). We made for a hotel which seemed to be a fairly good one. It is very hard to get rooms at a late hour of night over here in these French towns, but we met with fairly good results in that respect. We got a room with two beds in it. (A French bed resembles a barge loaded with mattresses). We decided to pile in and get up early in the morning and see the town. Our next train was to leave the following noon bound for Marseilles. It was five minutes from the time I had crawled into bed and turned the lights out that a feeling came over me that I wasn't the only living object in bed so I flashed on the lights, threw back the covers and I saw that I was correct. Yes, there were lots of them. By this time Vic was dead to the world, very likely "somewhere back in America," so I got busy and started to make a "no man's land" with the covers of the bed. The casualties were very heavy, I will assure you. Finally after I figured I had accounted for all of the enemy I laid me down again—but as these "offensives" continued throughout the long hours: I being a good soldier didn't care to give in but finally I decided to give the enemy the field—they seemed to have countless reserves—made up my mind that I would take a chance in another lion's den but this time it was to be "Vic's." His place of abode seemed to be in a quiet sector, so thus the few remaining hours were put in in sleep.

I always remembered what the school teacher used to say to us, "There are two cities in France that resemble a Dutchman's trousers, they are 'Toulon' and 'Toulouse,' but I shall be forced to alter the latter one a little bit and say 'Toulouse'—so much for that.

The next morning we saw the town and at noon left for Marseilles. On that train we ran into Leo Dandler, our mess sergeant and Mark Austin our company clerk and a chap who is assistant to the dentist in the Medical Corps attached to our regiment. As we all intended to visit the same places we enlarged our party to

include the five. That night at midnight we pulled into Marseilles and our train for Nice didn't leave until five o'clock in the morning so we strolled around the city a bit and then draped ourselves around park benches. At five we caught our train for Nice and pulled in there at four-thirty that afternoon. When we got there the provost marshal told us that an order of recent date prohibited us from stopping there. Of course we were all peeved at that but as there was no train departing from there that night he couldn't do a thing but let us stay till the next day. He said there would be a train leaving early in the morning and also one at noon and that he would let us wait till the one at noon, in that way we would get a chance to see a little of it. So we got rooms at a hotel, got baths and felt in fine shape to go out and "rare on the Riviera." We were mighty thirsty so walked into one of the cafes to get a nice cold glass of beer. In there we ran into two old Frenchmen who greeted us with open arms, they were "all for the Americans." Well, say, they wouldn't let us buy a drink. They said they would be insulted if we should even try to do such a thing. No, we didn't insult them, but right off the reel we fell in love with the place and to think we had to leave the next day. Well, we went around and had a fine meal, strolled up the Riviera with the moon shining on the Mediterranean; everybody was out in their summer styles and the whole thing was a wonderful sight. The next morning we decided we would get up early and run out to Monte Carlo—only an hour and a half ride by electric. So this we did. The "play" at the Casino doesn't start till ten o'clock in the morning so up to that time the man in uniform is allowed to go through it and believe me, we saw it all from soup to nuts. One of the attendants took us all through it. We also intended to buy each a five franc chip which they use to play with now and this we succeeded in doing. It is a dandy souvenir and will send it on to you in a couple of days.

The man in uniform is not allowed in the Casino during the hours of play. We walked all over the grounds, etc., and took some dandy pictures with our kodaks. Well, we got back in time to catch our train out of Nice. We decided amongst ourselves that we would get off at Cannes, which is just an hour's ride from Nice. You undoubtedly have heard and read of this place for it is always mentioned when Nice is spoken of; for the two places are practically alike, both wonderful resorts, only difference is that Nice seems to have the name. We got off there; no provost guards or soldiers; in fact the five of us were the only American soldiers there. Well, say, we fell in love with the place from the start. It absolutely is just as pretty a spot as Nice and has much better bathing, for there the beach is lovely sand, while at Nice it is rocky and gravelly. We inquired of a policeman where we would find a good hotel and he took us to the Groy d' Aulbion right on the Riviera, on the shores of the Mediterranean. I wish you could have seen the place, it was "some handout" (pardon the "soldier English"). No fooling, I have done a good deal of traveling myself, but throughout the States, Canada, Mexico or England, I have not seen as pretty a spot. Vic and I had a dandy big room, two nice big brass beds; in fact it was fitted up to perfection. A big garden lay right beneath us and at the other end of it the big gates which opened onto the Riviera. I sent you a postal card showing it.

We had a wonderful time in Cannes. Liked it so well, we stayed five days there. One of these days we must discount because Vic and I stayed over night at Monte Carlo. Yes, we went back to the old place again. We took the train from Cannes one morning for Mentone which is just on the boundary line of Italy and France. The train followed the sea all the way. We passed through Nice and Monte Carlo again. When we arrived at Mentone we walked a short distance on a road which went along the side of a mountain and shortly we arrived at the frontier. We were only allowed to go about twenty feet on the other side of the line, but anyway we were in Italy, it didn't matter to us how far we got in. There we bought postal cards and wrote them in Italy. I hope you received the ones I sent you. We had a fine dinner at the border and at noon caught our train back again, but we only took an electric to Monte Carlo. By doing so we were able to spend three hours more in Monte Carlo

and catch a train out of there at five-thirty that afternoon, which would bring us back to Cannes about seven-thirty. We went down in front of the Casino and watched the people go in and out. Some came out with smiles on their faces, others with long drawn out faces—the winners and the losers. As we were standing there we met an American lady who was a prince of a scout. She told us we ought to stay and hear the Monte Carlo band which played on the Casino terrace every evening at six-thirty, she said it was really worth while. Vic and I decided we would stay over night and take a train the next morning, for we thought it would be great to "spend a night at Monte Carlo" and also we would get a chance to hear the music and watch the "elite" of the "gambling town" promenade around. A very great sight, indeed, the women clad in lovely summer Parisian costumes, brightly colored parasols, etc. After dinner we went to the moving picture show which is in connection with the Casino. All the "Monte Carlo Set" attended it and then afterwards go into the Casino to "play."

We enjoyed ourselves immensely during our stay there. The rest of the party went back on that afternoon train, so the following day Vic and I caught the train for Cannes. Taking it all in all, our best time was spent in Cannes because there we were swimming every day in the sea, promenading on the Riviera at night and having a wonderful time in general. Vic and I met a couple of mighty pretty Mademoiselles our first day there in swimming, so during the rest of our stay we just continued to splash around on the beach and go "promenading" with them. We all got some dandy snapshots of everything on our trip and as soon as they are developed will send you a copy.

Finally the time came when we had to start our trip back to the land of "beans and corn willey." We arrived in Marseilles at five-thirty in the afternoon and pulled out of there at five-thirty in the morning. So this ends our furlough which was a ten-day paradise.

When we arrived back to camp we found a bunch of letters from home awaiting us and more came down the same day, also that night we had apple pie with ice cream on it. Guess that was some royal reception to have, eh?

Well, I had better bring this to a close or the censor will be "off me for life." Please read this letter to any of my friends that you run across for no one could expect a soldier to write two letters like this during one war—I'm no editor.

Well folks, will write again soon, and any amusing incidents that I think of which transpired on our furlough will tell you about.

IT WAS SOME VACATION.

With lots of love,

Your son,

GERALD.

Extracts from Letter of July 20th, from Major George M. Rice of the 18th Engineers (Ry.) in France, to F. M. Dudley, General Counsel, Seattle.

"Your fine letter of July 4th came about one-half hour ago and I was sure glad to get it. Have had it on my mind to write you for the past three months but the press of business has used up all my time.

"We have completed the first assignment and I think, with some credit to the 18th, and I have been detailed to a larger job, said to be the largest improvement contemplated in France. A deep water dock, 6,000 feet long, having 40 feet of water at low tide and 59 feet at high tide, 250 to 265 miles of new railway connecting with existing French lines. This trackage is mostly yards as the French railway is only seven miles from the proposed dock site. Will have about 4,000 troops serving under me and am just beginning the troop movement. The scheme includes large shops and terminal buildings and the building of a city of four to five thousand dock operators, building sewers, hospitals and the usual trimmings the army seems to think is needful for the health and comfort of its men.

"Was recently ordered by wire from the Commanding General to go up for physical examination for promotion so I may at some dim, remote future time, step up a notch.

"Am sorry to say that I cannot write how things appear from this point of view. I am stacking up good reliable information on certain subjects to relate to you after this war is over, subjects, delicate but interesting.

"The French cannot say enough for the fighting qualities of our men, the French papers have columns of laudatory matter. They have saved the day. The English and French were all in, but the scrap now being put up is a peach, by all hands.

"Your theory of damning the Kaiser for all objectionable conditions is right. If you could hear what is said of him here when we get information of some new outrages! You will remember the army in Flanders early in history made a record and conditions in both Flanders and the army have not changed much, when, for a change we take a full out of Russia.

"Yes, we could use a lawyer. I am a perfectly good President of a perfectly good court martial board that has many cases before it. It is a poor evening when we cannot try two or three cases in two hours. Come on over and be Judge Advocate."

Iowa Division Notes.

J. T. Raymond.

Chief Dispatcher and Mrs. H. C. Van Wormer spent ten days on their farm at Campbell, Minn., during the threshing season. Van came home with a good coat of tan and badly blistered hands, first class evidence of heroic work in the harvest fields. Frank Ray, former dispatcher, has a farm adjoining and cultivates both places. Their wheat went twenty-four bushels to the acre.

Roy Lutz whose foot was badly hurt in Marion roundhouse, is home from the hospital and is making favorable progress, but it is expected it will be several months before he can walk on that foot.

Operator L. A. Patten has been appointed to first trick and F. M. Snyder to second trick at Indian Creek.

The Red Cross car was located in Marion a couple of days, Dr. Lipscomb giving some very valuable instructions to a large number of employees and others.

Mrs. J. A. Macdonald, wife of Superintendent Macdonald of Madison, spent several days in Marion and vicinity, visiting at the home of Conductor and Mrs. C. E. Cross and other friends.

Conductor Henry Higgins was called to Kansas City on account of the serious condition of his son, who was injured in an auto accident while visiting in Oklahoma. Conductor J. R. Roberts is on the Davenport-Maquoketa passenger during Conductor Higgins' absence.

B. H. McNaney, chief rules examiner, and F. L. Moore, assistant, were in Marion several days.

Monday, Sept. 16th, station facilities of our line and the C. & N. W. Ry. at Anamosa were consolidated. L. E. Brown acting agent for both railways, with A. B. Lake and Thos. E. Hutson as operators.

Conductor Jack Higgins made a trip to Kansas City to see his nephew, who is seriously ill in a hospital there.

Agent H. E. Ramsey has resumed work at Oxford Junction. Relief Agent C. J. Olson taking leave of absence and has gone to Montana for treatment for rheumatism.

C. A. King, agent at Miles, is off for a few days on account of the serious illness of his mother at Omaha. C. L. Davis is relieving.

T. L. Howlett, second operator at Sabula, is appointed agent at Dedham. Extra Operator Hutchison drew second at Sabula.

Gossip in the Trenches.

Sted.

They were ragging in the trenches—boys from on the other side—they were musing o'er their smoke joy while the Germans slid the slide, for the Huns were learning Yankee, and the more they learned the game they embalmed the phrase of "beat it," now our boys were mild and tame. One lad said he hailed from Galewood and he wished to go back there, another came from Mannheim where they bucked them in the air; a live youth said Savanna was the yard to lay your bet, while a thirsty lad from Nahant said his dump was running yet. A youth with eyes a-shining said old Corliss led the gang, from Marion and Perry were a bunch who also

sang; and the Minnesota transfer said alone she knew the game, from La Crosse a swell contingent and they mentioned Samson's name. Kansas City and Ottumwa reaped their share of royal terms, and that city where the Sioux lived seemed alive with railroad germs; then came Moberg and Miles City, Harlowton and still they came, Deer Lodge yielded up a bushel and they all were in the game. Avery buckled with the Maries, Malden followed down the line, then Othello and Cle Elum said they thought 'twas time to dine; then on west to salty beaches where Seattle feeds the seas, and from up about Tacoma came a zephyr on the breeze.

With the whole bunch chewing railroads while the bombs flew overhead, and they wondered when the end came who'd be numbered with the dead—when a lad with boyish features and a happy pair of eyes said he knew they'd lick the Germans and secure the winner's prize. But when the game was over he'd no choice in yards for praise, any place on the Milwaukee he'd be glad to live his days; and the whole crew cheered his wishes then they buckled up for Huns and the way they sidetracked Germans with their little Yankee guns was just like speeding time freights, and they hit it down the line, while the gang all yelled "Milwaukee," lick the Huns for Auld Lang Syne.

"The Citizen's Creed."

H. E. Smith.

"Be a Man Among Men."

I.

Our fathers fled across the seas
From tyranny and religious oppression—
Later they rebelled against unjust law
And "taxation without representation."
Declaring their independence, they fought and won,

Battled for freedom and won again,
Bequeathing us a republic, and a citizen's creed—
A glorious heritage amongst men.

II.

As a man among men, stand up for your rights,
But be mindful of the golden rule—
Be loyal to wife and family and friends,
And scorn to be anyone's fool.
Stand by your government—obey its laws.
Honor your flag and your land.
Liberty and equality breed right kind of men
With a creed we all understand.

III.

Faithful to every sacred trust
Confided by child, woman or man,
Your promise once given, should be good as your bond,
Honest men are the very best brand.
And if you should meet with failure, or fall—
Get up! Face the world over again.
All the world loves a man who puts up a good fight,
And once more takes his place among men.

IV.

Hopeful that all works out for the best
In adversity "play up the man."
An all wise God is over each one.
We are all part of his wonderful plan.
Do not be waiting to do some great deed
When a smile and "good morning" from you
Will help, all day long, some one in the throng
Your creed is to help and to do.

V.

Charitable, patient and cleanly of speech,
Do your best to be upright and true.
Not looking for praise nor wishing for thanks,
That will come if there is anything due.
Be broad minded and fair and ready to share
The load of being in need—
Remember the day when you fell by the way
And were helped by the men of your creed.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Claim Prevention Bureau.

Chicago, Ill., September 17, 1918.

The General Committee on Claim Prevention is obliged to report another unusually heavy month, as our loss and damage to freight account for the month of July, 1918, aggregated \$263,413.93. Freight revenue for the same period amounted to \$8,780,272.61, making the ratio of loss and damage to freight revenue an even 3 per cent. For the same period in 1917 (July) the loss and damage account amounted to \$166,548 and the ratio of loss and damage to freight revenue for that month was .0235.

For the month ended August 31, there was presented a total of 17,168 loss and damage claims amounting to \$450,133.30. This shows a satisfactory decrease compared to the number of claims presented during the month of July, when 23,152 claims amounting to \$629,118.79 were received, the decrease being 5,984 claims.

The committee feels that, while the payments that have been made during the past six months have been extraordinary to say the least, these payments represent largely damages that accrued prior to the revision of our merchandise loading schedules and that the number of claims presented during the past sixty days reflects a greatly improved general condition. Even under these improved conditions, however, the volume of claims being received at the present time is entirely out of line and far in excess of what we have a right to expect if every man handling or supervising the handling of freight was giving this matter his best efforts.

The committee appreciates that a great number of inexperienced hands are at present employed in handling freight at transfer platforms and freight stations generally, but this inexperienced help only needs increased supervision to overcome a great many of the difficulties we are experiencing at the present time.

A suggestion received by the committee this month calls attention to the importance of showing full transfer record on original waybills covering merchandise transferred en-route. All foremen at transfer points should watch this detail carefully and show the transfer car numbers, point of transfer and date plainly on waybill.

During the present season while grain is moving freely, frequently cars are found with several bushels leaked out on the ground. This grain should not be shoveled back into the car unless it can be done without mixing the grain with gravel or cinders, as we have had several cases recently where the recovery of four or five bushels of wheat mixed with gravel and thrown back into the car changed

the grade of the entire load and resulted in a heavy claim. This grain found on the track should be sacked and held for disposition.

Within the next few weeks a portion of our line, at least, will be experiencing freezing weather and immediate steps should be taken at this time by division officers to supervise closely the handling of perishable freight, especially where loaded in box car equipment, in order to prevent hauling it during freezing weather without protection. Last fall when the first cold snap struck us a number of carloads of potatoes were hauled long distances in box car equipment and were badly frozen. This could not happen if the division organization was supervising properly. The Food Administration will criticize us severely this fall if foodstuffs are permitted to freeze in transit and now is the time to prepare to prevent this occurring.

Please remember our standing invitation to every man connected with freight handling to forward to his office any suggestions that may occur to him relative to claim prevention. We need your help and we believe we have a right to expect it.

C. H. DEITRICH,
Freight Claim Agent.

P. S.—Are you all set to subscribe for the Fourth Liberty Loan? The boys in France are certainly doing their part and it is up to us to back them to the limit.

Engineer Makes Mine Load Coal Cars Properly.

Every employe must interest himself in the loading of cars of coal to see that they are loaded with all they will carry and in a manner safe to carry to destination all of the coal loaded.

These are the instructions issued by the Railroad and Fuel Administrations and some of the coal shippers go to considerable pains to comply with these instructions, putting full weight into the cars, rounding off the coal evenly the entire length of car and placing large lumps of coal along the edge of car to keep the coal from slipping off.

However, there are shippers who use very little care or judgment in loading cars, leaving the coal low at some points and piling it up too high at other points, with the result that in the movement of the car some of the coal is thrown off. This coal falling off is not only an unnecessary loss of a valuable commodity, but it is also a source of danger to railroad employes.

When Engineer L. J. Berry got off his engine and told the top boss of a mine on the Rochelle & Southern Division that unless cars were loaded better and coal more evenly distributed from end to end of car it would be

necessary for him to report the facts to the Government, he was following the letter and the spirit of the instruction of the administrations. He had the loads properly arranged and subsequent checks made at that mine show that they have continued to load cars so as to secure the maximum efficiency and prevent loss. Engineer Berry believes in getting results by "direct action."

Committee on Maximum Car Loading.

Support the Government Generously.

The Fourth Liberty Loan campaign began on September 28th, and is the great opportunity for the railway employees to give the best possible exhibition of their loyalty and patriotism.

Aside from everything else every railway man should bear in mind very firmly this fact:

General prosperity after the war is necessary if the railways are to go on prospering. If the railroads do not prosper the employees cannot expect to do as well as they are doing at the present time.

Generous buying of the "Fighting Fourth Liberty Loan" is the factor in future prosperity that is within the command of all citizens.

The more generously each citizen supports the Government the more generally will the people prosper after the declaration of peace.

Sted, We Miss You.
B. H. Pertick.

Where, oh, where is our faithful Sted?
The scribe who so much about fish hath said.
"It is coming," he writes, and we knew

That he meant that soon he was through.
We'll "ring it again" if 'twould bring him back.
But perhaps at the Kaiser he has gone to take a
whack.

"Good night," he hath said, but here's hoping that
'Tis not for long. How we'd welcome him back!
Thanks "to the boss" for back pay checks he wrote,
Always appreciative he was, you will note.

Once in a fretful mood, 'tis said,
(And he must have felt, oh, so sad)
He called Chicago's State Street a "pike"
And said some things were bad.

Here's why:

He chased around to quench his thirst,

'Most a whole day, they said.

And when he paid his fifteen cents

He could not stay in bed.

He was unaware that the "Coots" were there;

He grabbed his clothes and fled.

But that was long ago.

That he's forgiven now, we know.

But come again, dear old friend Sted,

Let not rough things of you be said.

Defend yourself with your mighty pen.

'Tis well the distance is two thousand two ten.

Tell us fish stories not hard to believe,

But tell them quickly and the strain relieve.

You'll tell about fish in some mountain stream,

Of one thing we're sure—'tis a fisherman's dream.

Winifred Ada Grobel.

Sted.

This little lady arrived at the Spokane home of Chief Clerk Edward M. Grobel and wife the morning of September nineteenth.

The employees of the Columbia and Idaho Divisions extend congratulations to the happy parents, and also to Kendrick and Olive Grobel over the arrival of the new daughter and sister.

Philip J. Altpeter, formerly employed as adjuster at Milwaukee under G. F. Baker's jurisdiction, called on us during the War Exhibit period and asked how we liked his appearance in one of Uncle Sam's new uniforms. Private Altpeter was one of the boys who went "over the top" twice daily at the U. S. War Exhibit at Chicago recently. Philip is anxious to get "over there" and do his share.



Milwaukee Shops Flag Raising.

The last and best flag raising at the Milwaukee shops was that by the Car Department, August 24th. The highest pole and largest flag. General Car Foreman L. B. Jenson was master of ceremonies. Music was furnished by the shops band, and the shops' chorus of mixed voices, the lady

who carried the high note in the National Anthem, is worthy of a place in the best church choir.

Mr. Jensen's address was followed by Master Car Builder L. K. Silcox and Captain Aber Crombie of the Royal Flying Corps of the British Army.

At Home



Billie West, Little Son of Conductor C. West,
Taken When Four Months Old.

Hooverizing with Your Winter Wardrobe.

These days the foremost question before us is, "How can we save?" which has developed into the question, "How can we Hooverize?" and we can Hooverize just as easily with our winter clothes as we can with our month's supply of sugar. It is a case of compromise, a little of this, a little of that, something old, something new, and the season's clothes are accomplished.

With a little adroit managing a black satin underskirt can be made the basis upon which to hang your morning, afternoon and evening gown. To begin with, the satin skirt should be carefully made, slim and within six inches of the ground. Skirts are all to be longer. Our skirts must come to the top of our shoes, and as the Government has decreed that shoes shall not be higher than eight inches from the breast of the heel, our skirts must be dropped to make up the deficit.

For the morning dress, blue serge can be used very effectively for the tunic and waist. A clever tunic of the season is slit to the waist, front and back, making a slightly gathered panel over each hip. Braid this across the bottom of each panel with three rows of black silk braid $\frac{1}{2}$ -inch wide with one row outlining the slit, front and back. Plain, close-fitting waist and sleeves should be used, the vest in front and the deep cuffs should be braided solid. A straight girdle with the ends tossed over at one side and finished with a little gay embroidery adds the finishing touch. With this a white linen collar, cut on the new straight pattern and finished with fillet medallions may be used.

For the afternoon dress you can have one of the new black satin chemise frocks. The edge of the tunic, the bottom of the bell sleeves and the round neck line should be braided in a continuous design with black

soutache braid about four inches deep around the tunic, two inches around the sleeves and one inch at the neck line. Use a black silk cord finished with black silk tassels for the girdle.

The evening dress presents unlimited possibilities. King's blue chiffon or georgette with some blue and black bead trimming is particularly pleasing. The bead trimming hangs from the bottom of the square neck to the bottom of the tunic which is accordin pleated and is caught in at the waist line with a heavy twisted rope of blue and black beads finished with heavy bead tassels. A straight piece of the chiffon, eight inches wide and the edges picoted, sewn into the under arm hole, and tied across the arm in a soft knot, forms the sleeves.

So there you are with three dresses, all within easy reach of the working girl's pocket-book (and who of us in these busy days isn't a working girl) after she has bought her Liberty Bonds. The idea can be worked out in any material, in any color, but you must be careful to have the basic color the same so that the satin underskirt won't look like an alien enemy, when you Hooverize with time and slip out of your office dress into your evening dress.

The Continued Need for Saving Food.

The American Army in Europe is growing rapidly and its food requirements keep pace. Likewise, the number of soldiers in the cantonments is increasing, and the men must have food. Our Allies, too, must have their quota filled, to a large extent, from our bread basket, because they have drawn off hundreds of ships from the food carrying trade in far-away lands to help us transport our men, munitions and supplies. Therefore, the Food Administration has estimated that we must export nearly six million tons of food more than we sent across the past year. To do this, every household is called upon to practice the most diligent care against waste. The Food Administration has said that the war can be won and will be won in 1919 if the American people will save the food necessary to maintain the armies and allied civil populations. If, by failure to save food and enable the United States to increase by one-third its food shipments to France, the war is prolonged to 1920, it will cost an additional million American lives. This, then, is the plain duty of every loyal American to guard against wastefulness in buying, preparing, serving and eating food. Of our own products, he says, we must secure a reduction in consumption and waste in breadstuff and meats and fats. These include all breads and cereals, beef, pork, poultry, dairy and vegetable oil products. He estimates that a reduction of

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 even 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.,

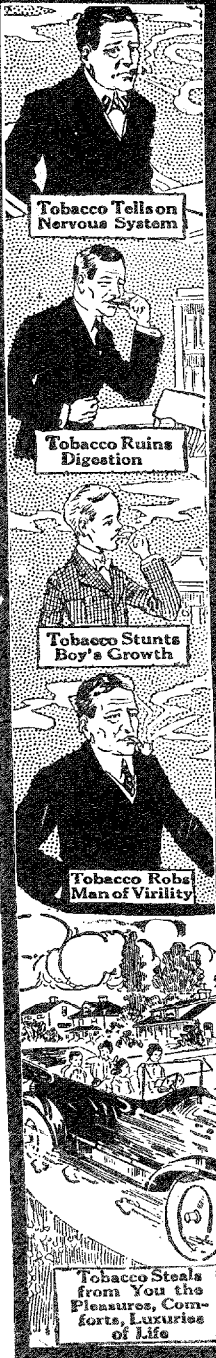
Dept. 629 St. Louis, Mo.

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.....



approximately a half pound per week, per person, of the above named foods, will accomplish the purpose; that is, supposing that each person consumed on an average six pounds of breadstuffs and four pounds of meats and fats. Many people have never used those amounts, and many people have already voluntarily reduced below that quantity, in which case, it would probably be unwise for them to make a still further sacrifice. But everyone can keep a tight rein on quantities bought and served, so as to absolutely do away with waste, and possibly reduce somewhat the amounts of farinaceous foods and meats and fats. The sugar ration will probably remain for some time at two pounds per month per person. Most of us have gotten accustomed to doing without so much sugar and find that they not only feel quite as well, but have quite overcome any unsatisfied cravings of the "sweet tooth."

In making this appeal, Mr. Hoover confidently relies on the willingness to assume this individual responsibility by the vast majority, and says the co-operation he has met with us in the past convinces him that we shall never have to submit to general "rationing" as long as the people continue to support the Food Administration as they have done. The simple formula for the home is buy less, serve less, return nothing to the kitchen and practice the gospel of the clean plate.

This means, above all things else, saving the lives of a million of our American boys and bringing the millions now in France back to us in 1919 instead of keeping them over there until 1920 or perhaps longer. Do we pledge ourselves to this cause? WE DO.

Sugar Substitutes.

It has taken the women folk longer, perhaps, to get into the habit of using sugar substitutes than it did to use the wheat flour substitutes, but gradually we are finding that very delicious sweets may be made from the corn and cane syrups, from sorghum and molasses. Corn syrup is not as sweet as sugar, but an additional sweet flavor is given by slightly increasing the vanilla flavor, and most cakes can readily be made with corn syrup with the additional vanilla. Devil's food lends itself easily to the sugar conservation in this way, while, of course, spice cakes, ginger bread and ginger cookies may be made altogether of molasses or sorghum. As long as the grapes, plums, peaches and fall apples last it is better to get along without made desserts and eat the fruit which supplies the necessary sugar element in our food.

Conservation Recipes.

Here are two recipes for dainty little confections which may be made without sugar, and if you have put down a good supply of eggs for the winter, you will not mind the use occasionally of two or three in this way, for Sunday dinner, to eat with some of the fruit which you have canned by the cold pack method:

Date and Walnut Meringue—One package dromedary dates pitted and cut fine; ½ pound walnuts, chopped fine; whites of three eggs, beaten stiff; one cup syrup. Drop on greased paper and bake as any meringue.

Post Toastie Meringues—One cup dromedary dates, one cup syrup; one cup Post Toasties; whites of three eggs, beaten stiff. Bake as any meringue.

Ginger Bread Without Sugar—One cup cornmeal, one cup wheat flour, two teaspoons cinnamon, two teaspoons ginger, ½ teaspoon salt, one

teaspoon baking powder, one level teaspoon baking soda, one cup molasses, one cup sour milk or buttermilk, two tablespoons shortening. Sift the dry ingredients, add molasses, milk and fat. Beat well and pour into greased pan. Bake 35 minutes. Rice or corn flour may be used in place of the cornmeal, if preferred.

Signal Department "Wig Wags." "Stim."

Everyone has been so busy this month that our "Wig Wags" have been neglected.

Everything seems to be moving smooth and noiseless between Harlowtown and Avery under the new plan. Wieberg's crew is overhauling staff territory, Avery to Haugan, getting ready for winter. Also he must be rebuilding his Fairmont from the varied kicks we get on repair parts.

We understand Mike Biddle needs a nurse to dress his wound received in the battle he and R. A. L. had putting up a new stove at Deer Lodge, but we can't understand why such a battle should lead Mike to start a new fashion in wearing his clothes inside out.

Mr. Smith made a trip to Moberg to get first-hand information for new signals authorized from there west.

Everything is quiet on the Westermarck front from CleElum to Avery. E. I. Bates, maintainer at Beverly, has moved to St. Maries, relieving Frank Showalter, who has moved to Lind. F. W. Welch is new maintainer at Beverly. Mr. Welch is formerly from the Northern Pacific.

The Dill section from Tacoma to CleElum is very quiet; in fact, the only firing has been a few slot arms with weak magnets from C. L. Monjay at Cedar Falls.

On the west end construction Mallanny has given up hope of taking the old D. C. signals out before winter, due to delay in receiving copper. Foreman Ness is erecting such signals as go on new foundations and carrying this part of the work along as far as possible. Foreman Stephens has his crew working east from CleElum, putting in signal foundations and impeding bond ties. Foreman Ford has case wiring of signals far enough ahead to have time to look at his wrist watch, then listen to see if it is running.

Bill Hammond, of Ford's crew, has settled down at CleElum for life and is raising fighting chickens as a side line. He is willing to bet his last cent on his favorite, known as "Bill's Red Chicken Cock." He says this "Bird" will knock out anything that walks, crawls or flies and he bars none for size, weight or color.

The only noise in the Tacoma office is F. G. M. First he starts a pool bet on the World's Series ball games, makes the rules covering said pool, holds the money and then wins the pot. Next he beats it for Milwaukee to marry the girl and we haven't seen him since.

Shutzman and Seeburger of the Signal Department, along with Pyette of the Store Department and about a dozen other "Milwaukee" men of Tacoma are in training for the "Big Fuss" at Camp Murray with the 3d Washington Infantry. They expect to be back September 29th. Then about all we will hear will be, "Make it snappy."

We received an interesting letter from Floyd Eshelman, sergeant-major of the 346th L. F. A., now in Bordeaux, France. The general tone of his letter makes us a little more keen to see that part of the world.

The First Lesson.

Sted.

L is a starter in the game,
I helps to gain us a name,
C is the land over there,
K they are kicking the air,
E when we ease on the strain,
D when we've gained all the gain—
L-I-C-K-E-D, licked,
That's the way to spell Germany.

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

PART I.

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

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

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

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

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

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

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

Special Commendation

Train Crew Calls Out Fire Department to Water Hogs.

The Director General of Railroads has issued a general order and various bulletins calling upon railroad employes to do everything they can to give the public the best service possible, and as an example of the spirit desired by Mr. McAdoo we can mention the crew of S. C. & D. Division Train No. 398, Conductor Ed Delaney and Brakemen E. S. Six and Harold Kent.

On one of those scorching hot days last summer, when the temperature was about 100 degrees, they had some cars of hogs in their train which needed watering and as there were no other facilities available, this crew called out the fire department at Wagner, S. D., to water the hogs.

The action taken by this crew saved the lives of the hogs, preventing a food loss as well as a financial loss, and showed their willingness to protect the interests of our patrons to the best of their ability.

Freight Claim Department.

Intelligent Observation.

An example of intelligent observation is shown in a report received by one of the general offices in Chicago from Conductor C. A. Johnson, Aberdeen, S. D.

On June 8, 1918, Conductor Johnson had in his train, westbound from Aberdeen, two St. Paul box cars, newly repaired, repainted and restenciled. The light weight shown on these cars was 39,800 pounds, and to the ordinary observer this stenciled light weight would perhaps have passed unnoticed, but after looking at these cars closely this conductor was convinced that, being short wooden frame cars, this stenciled light weight was out of line and that their actual light weight would not be more than 30,000 pounds or thereabouts, and he accordingly made a report along these lines.

The matter was promptly referred to the master car builder's office at Milwaukee shops, where it developed that in stenciling these two cars an error of 10,000 pounds had been made in each case, their actual light weight being 29,800 pounds only.

If this error had not been corrected, every time one of these cars was loaded with bulk freight the shipper or consignee would have paid freight on 10,000 pounds less than he should have and the carrier would have accordingly lost the revenue on 10,000 pounds of freight each time one of the cars was loaded with bulk freight on which the weight was secured over track scales. If either of these cars had been loaded with high class freight such as cartridges on a movement from Hion, N. Y., to the Army cantonment at American Lake, Wash., the total loss on the two cars for a single movement would have been \$169.

It is just such intelligent watchfulness as this by employes having the welfare and interest of the company at heart that saves thousands of dollars annually in various ways, and this little incident is an example that all of us can profitably follow.

Special Commendation.

I. & M. Division Brakemen Wm. Coogan and J. P. Donnelly have received a special commendation for watchfulness which resulted in discovery of dragging brake beam on St. Paul Car 502120 at Fairbault, Minn., on No. 63, August 17th. Stopping the train and removing the beam very likely prevented a serious derailment. Credit has been given them in the roster.

John Woodhouse, Austin, Minn., has received special commendation for watchfulness, discovering dragging brake beam under car in extra east when passing Plymouth, and calling the attention of the train crew. Credit has been given him in the roster.

Conductor J. E. Jeahney, Galewood, Ill., has been cited for attention to duty, discovering broken truck under M. R. E. 77 at Rondout, August 21st. Credit has been given him in the roster.

Yardmaster A. L. Jackson, Rondout, has been commended for prompt action in handling M. R. R. car 77, loaded with milk, found with broken truck. It no doubt saved a claim for damage, as well as a loss of valuable foodstuff, both items of moment at the present time.

Signal Maintainer P. F. Orcutt, Weaver, Minn., has been cited for special interest in his duties, finding a three-inch galvanized pipe over twenty feet long on right-of-way near Minneiska and turning same over to the agent for disposition. This, no doubt, saved a claim for loss of freight, as it had probably fallen off a passing train.

Car Foreman Charles A. Trask, Laredo, Mo., has been cited for special attention to duty, discovering a loose wheel under St. Paul car 2853 in train 164, August 24th. The discovery of this wheel doubtless prevented a derailment and credit has been given him in the roster.

L. O. Olson, Austin, Minn., has received special commendation for attention to duties, discovering broken beam on N. Y. C. car 248638, extra east, while train was passing him at Castle Rock. Train was stopped and beam removed, thus averting a more or less serious derailment. Credit has been given him in the roster.

Car Inspector Payton Rogers, Ottumwa, has been cited for special attention to duties, finding cracked wheel under M. P. 20370, extra east, when train arrived at Ottumwa Junction. Credit has been given him in the roster.

The following letter of commendation has been received by Yardmaster Frank Cysack, Division Street, Chicago:

"I have report from Freight Claim Agent Dietrich that on August 12th there were three cars of horses loaded in the vicinity of Belmont Avenue and hauled down to Division Street, preparatory to being switched to the Pere Marquette, final destination being New Buffalo, Mich.

When these cars arrived at Division Street you detected the bad appearance of the animals. You advised the agent who took the matter up with the freight claim agent's office, veterinarian was called and it developed that these horses were in no condition to be shipped.

"I wish to commend you upon your interest in this matter. I can assure you that cases of this kind are greatly appreciated.

"C. S. CHRISTOFFER,
"Supt. Terminals."

Dubuque Division conductor has been specially commended for close inspection of trains. On September 12th he discovered I. C. car 95085, train 94, at Heytmans, in bad order, had same set out, and thus doubtless averted an accident.

K. C. Division Brakeman J. E. Carroll has been cited for special attention to duties, discovery of defective arch bar on truck under St. Paul 88326, train 169, at Sigourney, August 31st. Credit has been given him in the roster.

Sectionman J. H. Wilcox, Powersville, has received special commendation for attention to duty, discovery of broken wheel under P. R. R. 42993, train No. 94, at Powersville. Credit has been given him in the roster.

H. & D. Division Engineer Gilbert Johnson and Fireman George Farnell have been cited for the spirit of loyalty displayed by them in volunteering to act in capacity of brakemen from Milbank to Montevideo in order to get stock train in without delay, account the regular train crew not having time to make Montevideo within the hours of service. Messrs. Johnson and Farnell had taken engine 1146, Montevideo to Milbank on September 12th, where they were released.

Credit has been given to B. J. Castle, section foreman at Potter, for stopping No. 70 on September 3d to notify them of a dragging brake beam. This indicates that the section foremen are watching passing trains for defects.

Conductor O. E. Torrence of the Middle Iowa Division was given a letter of commendation and credit in the roster for the discovery of a broken flange under Big Four 47546 at Pickering on August 15th.

Conductor John McCurdy of the Western Division was given a letter of commendation and credit on his record for the discovery of a broken flange on C. & A. 32754 at Manning on August 13th.

Concerning the Council Bluffs Car Department and the Savanna Roundhouse.

Dr. W. N. Liscomb, Field Representative American Red Cross.

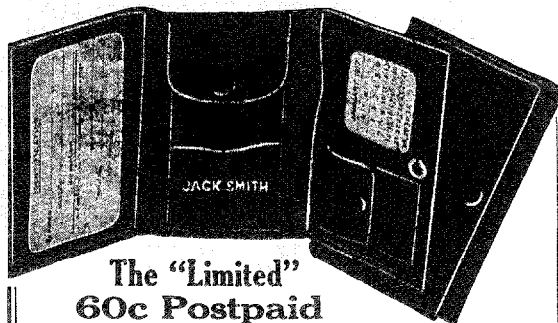
Amid the vast and amazing desert of railroad accidents in many places year by year it is particularly gratifying to any man interested in emergency work and also vitally interested in anything which will not cause loss of time to skilled workmen at a period when it is incumbent on every man not merely to "do his bit," but his best toward the winning of this war, to find an oasis in that desert represented by adequate and efficient first aid boxes. Hence a word here to officials and men who make the Council Bluffs and Savanna terminals—before leaving drop in the car foreman's office at Council Bluffs and the Roundhouse at Savanna and take a look at the methods in these places for dealing with accidents. It will renew one's faith in the interest of men in injury treatment and incidentally typify two groups who are using common sense methods against infection and the attendant loss of time, two groups who believe that it is better to stay on the job with good hands rather than in the hospital with disabled ones. Incidents like this are worthy of record when in many places a tremendous amount of imagination has to be called forth to agree that even the semblance of first aid material exists. These are the two best equipped boxes on the road to the present knowledge of the writer.

At Council Bluffs for the Car Department there is a good-sized box, painted white, and a model of cleanliness. In it can be found practically everything necessary to an injury case, and Mrs. Hackstock, in charge, deserves a good deal of credit not only for the ship-shape appearance and materials, but the personal interest and efficient treatment. It is safe to say of the man there who does not get his injuries, large or small, treated, that he has only himself to blame.

At Savanna is another box in the Roundhouse itself, and convenient to any man seeking it. It is rather large, giving plenty of room "to move about in," consisting of three tiers of glass shelves, with two drawers underneath containing reserve material, and plenty of it. The lighting arrangement is one of the most ingenious the writer has yet seen, and is one many surgeons could copy with profit where light may be necessary. An electric bulb is in the roof of the box, hood directing the light down, and when turned on illuminates the box, the glass shelves making this easily possible. Everything is in place and about everything needed is present. The foreman, assistant foreman and the men take a great deal of just pride in this box, which is the result of a collection taken of the entire force, a common sense gift to themselves, as it were, and they deserve a good deal of credit for the idea and execution of same. They are to be congratulated.

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BE SURE TO MENTION WAIST MEASURE.

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Are YOU selling our
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Tickets?

If Not, Why Not?

The Travelers
Insurance Company

Ticket Department
Hartford, Connecticut

prevent it. To quote H. W. Belnap, manager, Safety Section, United States Railroad Administration:

"Taking into account all accidents one employe was either killed or injured every three minutes during the entire year. You can readily see how vitally interested in accident prevention railroad employes should be, because it is they who are suffering the great loss on account of these accidents. There never was a time in the history of our country when the conservation of human life and limb meant so much to us as a nation as at the present time. Man power was never before so valuable. And this is especially true of the railroad industry."

Total accident costs on railroads reach the terrific approximate sum of thirty million dollars a year, and to quote Mr. Belnap further regarding this item:

"Large as these figures undoubtedly are, money is no compensation for the loss of relatives, friends, and companions, nor for the physical agony which the injured must endure. What safety committees can accomplish will not alone reduce the expenditure of such large sums of money, but will supply more than all the gold and silver that can be offered as a balm for silenced lips, vanished hands and missing smiles."

The writer agrees with the above and admires the practical altruism, the fellow-feeling for fellowmen. However, as long as accidents do happen, regrettable and useless and unnecessary as many are; as long as injury reports seem to clog the files of various industries; as long as the man on the job stays on the job, first aid boxes are vital, being the first line of defense against infection, time-loss, suffering, and disability. It is difficult to cure many men of that obsolete and dangerous habit of "putting anything handy on a wound" because many cannot resist "covering it up" with foreign material which invites infection; well selected first aid material with a well selected first aider to handle the same is an answer to the above, and will prevent many mistakes and many regrets. A leading surgeon has given us the practical epigram, "The first dressing, properly sterilized and applied, may prevent forty-five others." Hence the Car Department at Council Bluffs and the Roundhouse at Savanna have set two common sense examples that many other terminals on this road might well pattern after. "The fate of an injured man depends upon into whose hands he first falls."

Obituary.

William Allen McNurlen, agent at Gotham, Wis., and one of the pioneers of the Prairie du Chien Division, died at his home on August 7th, 1918. Mr. McNurlen was appointed the first agent at Gotham nearly forty years ago when the Richlan Center branch was an independent line. When it was merged with the Milwaukee in 1876, he remained under the new administration and served there continuously up to the time of his death, no one ever having been checked in even for a short relief. This is almost an unique record. He was 69 years of age, a native of Ohio, but a Wisconsin boy by upbringing. He is survived by a son, Dr. G. W. McNurlen of Madison, Wis., a daughter, Miss Mabel C. McNurlen, who is express agent and postmistress at Gotham, and three brothers. Mrs. McNurlen died in 1916.

Dreams.

Sted.

A brakeman sat in the cupalo on an extra east one day, he was paid for doing a trainman's work, his mind was young and gay; he wanted to be a Con, he did, and play with the bills and book, he wanted to run the whole blamed works—his mind took a sleepy crook. He dozed and dreamed in the cupalo of the day when this would come, he'd boss the crew and run the train, as a goer he'd go some; and then he'd grab another job with a uniform and cap, he'd pick up coin and tickets, too, it was a soothing nap. His uniform was serge and blue, his buttons brass and bright, he'd saunter proudly through the cars and glance from left to right, he'd take the tickets and the cash from passengers with pride, and then there came another shift—there'd been a change of tide. His name was now recorded on the time card black and white above official title in big letters black and bright, the dream was good his rise was swift, and still the train rolled on, and still he dreamed of days to come from brakie up to con. Just then the superintendent hiked, the brakie grabbed the place, his heart was filled with might and pride, he'd made a speedy race, the whistle shrieked a sudden stop, the track was stalled with cars, the brakie hit the way car floor and saw a bunch of stars. His dream was o'er, he grabbed his lamp and hustled back to flag and cursed because his way car dream had run against a snag.

S. M. East.

O. J. B.

Now that you have got your back pay—where is it?

A large force of men with horses and grading outfits are at work grading in preparation for a new track connecting the Mankato line which will serve the new coaling plant and also offer the Branch trains a through line to the station without going in on the main line as heretofore. This means a great improvement at Wells and a time-saver.

Foreman Theo. Post and crew arrived at Wells this week after a few strenuous weeks at pile driving. If you want to go out for a drive, see Post.

Called on the station force at Albert Lea recently and found everybody cheerful in spite of a lot of work.

Superintendent E. A. Meyer is taking hold of affairs on the division in fine shape and in a way that will make things move.

The East or First Division of the S. M. is rejoicing over the restoration of the night passenger trains 1 and 8.

Have you noticed how good General Foch's pinchers work now that they have put Yankee steel in the jaws? If the Heinies don't hurry the Yanks will beat them into Berlin.

John Rickard of Wells, who served this company for 30 years, 25 years of which time he was conductor, passed away on August 10th after a rather long illness. The funeral services were held at St. Cassimir's Church at Wells on Tuesday, August 13th, attended by a great number of railway men, who knew and cherished him as a true friend and trusty fellow employe. Deceased was born in Fillmore County in 1862 and spent nearly all his life along the S. M., making his home at Wells since 1882. The deeply grieved widow and sons and brothers and sisters have the sympathy of their many friends in this their time of sorrow.

FROM THE GERMAN FRONT.

Prince Willie Writes His Dad a Letter—Says
Americans Are Crazy and Refuse to Run
From the Germans.

Contributed by O'Malley.

On the Run, Somewhere in France.
August, 3 Times.

Dear Papa:—

I am writing on the run, as the above brave and glorious soldiers under my command have not seen der Rhine for so long dat dey have started back dat vey, and of course I am going with them. Oh, Papa, dere has been some offel dings happened here in France. First: I started in my big offensive which was to crush de fool Americans, but dey know so liddle about military tactics dat dey will not be crushed just like I want dem. I sent my men in de fight in big waves and when dey got to de Americans dey all holler boo, as loud as dey could. Vell, according to what you haf always toldt me de Americans should haf turned and run like blazes, but what do you tink? Dem fool Americans don't know a ting about war. Instead of running de odder way dey come right toward us.

Some was singing something about "We won't come back till its over, over there," or some odder foolish song; some were laffing like fools. Dey are so ignorant. But dey are offel reckless mit der guns and when dey come towards us, it was den my men took a notion to go back to der dear old Rhine. We don't like the dirty little Marne anyway.

And oh, Pap, dem Americans use such offel language, dey know nothing of kultur and say such offel tings right before us. And dey talk blasphemy, too. What do you tink dey said right in front of my face? One big husky from a liddle town dey call Wisconsin, he said—Oh, papa, I hate to tell you—it was so offel—he said "To Hell with the Kaiser." Did you effer hear anything so offel? It made me mad. I would not stand and hear such so I turned and run with the others. Was I right, what?

And, oh, Papa, you know dem breast plates dat you sent us—can you send us some to put on our backs? We are going the odder way now and de breast plates are no good. The cowardly Americans are shooting us in the back. Some of the boys put de plates on dere backs but de fool Americans are playing the Star-Spangled Banner with machine guns on dem plates. Can't you help us? You remember in your speech you said dere brave German Soldiers, papa, I don't believe dese ignorant Americans has read your speech for dey run at us like we was a lot of rabbits. Vot you tink of dot? Can you send dem some of your speeches? Dey don't know how terrible we are. Could you move my army back to Belgium where we got our glory? My men can whip all the wonien and children Belgium can bring up, but dese Americans are so rough and ignorant we can't make dem understand dat we are de greatest soldiers on earth and when we try to sing "Deutschland Uber Alles" dey laff like a lot of monkeys, but we are getting the best of de Americans, we can out run dem. Pap, if we are not de best fighters on earth we are sure de best runners. Nobody can keep up with us when we tink of der dear old Rhine, and my army never did tink so much of dat dear old river. Let me know by return post office what to do.

CROWN PRINCE WILLIE.

Humility.

Sted.

One cannot gain one grain by sin, grim evil never wins, there always comes chastisement for the human mind that sins; for love of graft and greed and wealth if sought by evil ways, will win full retribution with the passing of the days. The Hun he loves to gloat and grin o'er ravish, rape and lust, there is no crime of blood too mean but that he'd drive the thrust; but retribution now looms up, the Hun will meet his due, he'll bow his head—humility—to the old red, white and blue.

Safety Goggles

—FOR—

Chippers
Grinders
Rivettors
Welders

Drillers
Babbitters
Pourers

Boiler Makers
Cupola-Workers
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For the Eye Protection of all Those who do
Work that Might Cause Eye Injuries.

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Whether you labor with your hands or your brains you owe yourself a net profit, weekly, monthly and yearly. This profit represents the money you actually make.

Our Savings Department is open every Saturday, from 6 to 8.

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SEATTLE NATIONAL BANK
RESOURCES
\$30,000,000.00.

On the Steel Trail

Localettes From the Idaho-Columbia Divisions. *Sted.*

As I have not written any newsy matter for our Magazine lately, guess I will try and jiggle off a few localettes, trying to describe various imaginings as they should have happened in this regional whatyoumaycallit. Again, I like so well to see my notable name in print. Each month when our Magazine arrives I grab a copy, rush to the filing room and devour the contents, looking for my name, and keeping tab on a bit of paper as to the number of times it scores. It is so satisfying; why one month it scored a grand total of one! Gee, but that made me feel good. So in order to be sure it appears in this issue I am going to try and pen something myself over my name, then I know I will see it printed on nice, clean, white paper in bold, black type. Of course you know from the foregoing that I am an employe of the Milwaukee section of the United States Railways of the United States of America and the world, my duties being confined to the Idaho and Columbia Divisions, and as there has not been a descriptive writeup of these divisions attempted since a long time ago I will endeavor to portray its advantages in a truthful, imaginative way.

The two divisions extend from Avery, Idaho, to Cle Elum, Washington, and then some, making it quite a lengthy stretch when considered on a mileage basis, which is an unusual way. You can determine all this by taking a timetable and figuring on a slip of paper with a lead pencil. Its breadth extends to the right of way suburbs on each side, and along this stretch of steel are numerous station buildings, water tanks, fuel stations, stock yards, fences, fence posts, fence wires, fence stays, fence wire staples, and outside of all these fencing arrangements are ranch houses, ranchers, cows, horses, corn, hogs, wheat, sheep, oats, chickens and other kinds of girls—and a lot of other things, but when one attains a climax it is time to slap down a period. Just one.

We also have locomotives, cars (both passenger and freight), conductors, brakemen, switchmen, engineers, firemen, station agents, operators, clerks, truckers, machinists, blacksmiths and also call boys. In fact we are quite a railroad affair and there is nothing we can imagine that will compare with it for beauty and style.

Amongst all these various employes it would seem as though some of them would do or say something that I could put in the Magazine. I could only stir up one localette this month and consequently am compelled to write this long prelude in order to fill the correspondent's space.

THE LOCALETTE

"Damn the Kaiser."

Joining the Colors.

Sted.

Several of our operators and station men are now enlisting. Some are already on their way somewhere. One of the most enthusiastic we have met was Agent Fred G. Hart of Rathdrum, Idaho, who has entered the Navy. Mr. Hart was also very proud of the fact that he was the first man in station service on the Pend Oreille line to offer his services to Uncle Sam. We wish him all that is good and nothing sad.

Operator Charles W. Coburn of Othello in tendering his resignation wrote as follows to Chief Dispatcher C. E. Molander of Malden:

Dear Sir:
I cannot stand it any longer. I must aid in a more active way in getting the Kaiser's goat. Have sold my home here and wish to join the Navy about July 25th. Please arrange to relieve me for the duration of the war as near that date as possible.

Train Dispatcher Walter Horn of Moberge, formerly operator at St. Maries, is another lad who has gone to the front. Before his departure he came to Spokane with his sister, Mrs. E. B.

Mason of Tacoma, and gave the Spokane correspondent a hearty hand shake over his departure. We hope the good luck that has trailed along with Walter the past few years will not desert him, and that our next greeting will be as friendly as our last farewell hand shake.

River Division.

Harriet Asplin.

Last month the thermometer registered 1,000 degrees in the shade and there wasn't any shade, so I decided it was too warm to write any River Division items. This month, skating is good, the ground hog has gone into his winter quarters and some of our number have sewed on their clothes for the winter. So in adjusting one's self to the sudden changes in temperature, all inspiration for bursts of brilliant satire is lost.

Some of the news in our column this month may be slightly old, but as Bill Shakespeare would say, "Better late than never."

Dame Rumor has it that Warren J. Waterbury, signal maintainer at Wabasha, returned from his vacation in Knapp, Wis., with a string of fish and a wife. He has our hearty congratulations on both catches, but especially the wife.

Conductor C. D. Taylor had the misfortune to lose his three-year-old son, William Donald, on July 24, 1918. Our sympathy goes out to Mr. and Mrs. Taylor.

Our genial Trainmaster O. N. Harstad and Traveling Engineer Dick Blase have been busy all summer riding Pink Specials and circus trains. It doesn't seem to dampen their spirits, however, as they always come back smiling.

Conductor C. M. Nichols has received word that his brother, who was with the colors in France, died of pneumonia sometime in August. Mr. Nichols, as well as the rest of the family, have our sincerest sympathy.

S. D. Burbank, conductor on the Stillwater-Farmington line, has been laying off for a few days and P. Bingo has been relieving him.

H. J. Brogan has taken the job braking on the Stillwater line and has moved his family to Hastings. He chose a good town, anyway.

Francis Carson, former River Division brakeman, now in the employ of Uncle Sam, writes that he arrived "over there" safely and is located fifty miles inland from Bordeaux. He says it has been a real sight-seeing trip so far, but he expects to get down to hard work soon.

Peter Orcutt, maintainer at Weaver, has been elected a member of the Safety First Committee. It's up to him and his confederates now to think of more safety.

It was about a month ago that Gusta Furst had the tonsillitis and larynx-something (which comes from too much talking, I think). She was a pretty sick girl, too, but it didn't do her any good, for she came back as saucy as ever and rankly deserted her position in Room 1 to work as assistant timekeeper in Room 8. This is only a beginning, but later issues will continue the story of her escapades.

Miss Isabelle Roth succeeded Miss Furst as Mr. Thiele's stenographer.

I had the pleasure of having a short visit with our former trainmaster, L. T. Johnston, who is now superintendent of the Illinois Division. He is looking well and happy and is still as much interested in the River and I. & M. boys as ever.

C. B. Rogers and wife spent the week-end in Chicago. Don't know what the occasion was, but Charles was certainly some dressed up when he left here.

H. E. Jones, agent at Wabasha, is taking a rest on account of ill health and is relieved by Mr. Mottweller, relief agent, I. & M. Division.

F. J. Brown, baggageman on C. V. 5, took a week's vacation and came back to work last Monday looking much happier. I understand his pleasant smile and accommodating ways were missed, too.

Most of the local officials on the River C. V. and Wabasha Divisions have been busy this week going over the division on the scrap train.

Wabasha is displaying a beautiful new flag on the depot grounds. It is in plain view of all passenger trains and adds much to the appearance of their grounds. They can't say we haven't a patriotic bunch around Wabasha, not to speak of all the other stations on our little old division.

We forgot to announce in the last issue of the Magazine that there is a miniature D. M. Wheeler out at the E. & F. timekeeper's house. Dama had the big head about it so bad he couldn't find a hat to fit him, but he's getting used to the idea now and allows us to speak to him occasionally.

R. E. Kenyon, our popular trick dispatcher, is gone on his vacation and to say that we miss him is putting it mildly.

Who said we weren't prosperous? Look at us. Another jitney bus in our midst, owned and manipulated by Carl Taylor. I would suggest that our idle rich (conductors and others) take the poor, overworked, tired out, run-down office help out for a breath of ozone once in a while. (Ozone being a peculiar principle in the atmosphere, not another substitute for beer as you all thought—)

Council Bluffs Notes.

Mrs. Fred G. Heuwinkel.
(Helga Schmidt Hackstock.)

Note This is not a new correspondent, just a new name. I take this manner of announcing my marriage on September 2d to Corporal Fred G. Heuwinkel of Company 4, 4th Iowa Infantry.

Roundhouse Foreman Kling was near death for several days following an operation for appendicitis, but he has improved sufficiently to have been able to leave the hospital and called on us yesterday for a short time. We hope to see him back in the harness again soon and feeling much better than he has for months before.

Wm. A. Pailer was acting foreman during the illness of Mr. Kling and handled the roundhouse affairs in his usual able manner.

Note the bouquet that Ruby and Dr. Lipscomb have handed me. Thanks. However, it is not a question of the small doctor bills we save when we administer this first aid to the injured. It is the big ones that we prevent. I feel flattered I must say that Dr. Lipscomb should cite me in

this particular manner and it surely compensates me for the time and thought I have spent in studying this particular branch of work. I wish to congratulate Dr. Lipscomb on his efforts to alleviate the sufferings of humanity. It is a noble work and I am with him strong.

The carmen are surely satisfied with their present rate and if not they should be. In return for this compensation they should exercise all their efforts to become efficient. There are some of us that have not been taken care of as yet, but we are not worrying for we know that it is a tremendous task and that justice will be done us all in due time.

We are going to have an attractive plant here when they get through. They are preparing to erect a lumber shed and a rest room for our boys, which will be more habitable than the one they did have, and we are to have the customary park and flag pole and then the big time, "the flag raising."

Car Foreman Schmidt is planning a trip to Excelsior Springs with the hope of improving his health.

Chris Anderson, veteran carman, has been suffering with a severe case of rheumatism and is recuperating at Excelsior Springs.

Carl Schonberg, who was formerly with the Car Department and who joined the Navy some months ago, was last heard of at Philadelphia. We expect he is in for a seige of sea sickness about now. Good luck, Carl.

M. Parkinson and M. P. Schmidt visited the Packing Company's plants lately with the view of ascertaining the cause of the hot box epidemic on meat cars.

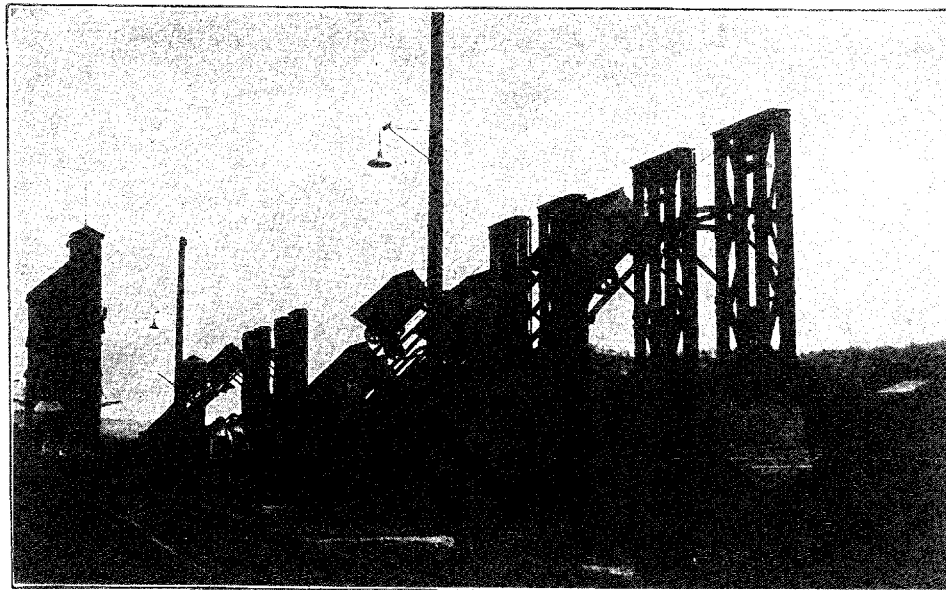
The Western Car Foremen's Association held their monthly meeting at this office on the 12th of September. There was a good attendance and a very beneficial meeting.

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your Government asks you to."

Sixty Thousand Men for Uncle Sam

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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

MOTERING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Div.
N. B. Sullivan.

I. A. B., for goodness sake give that lady three or four dollars for me quick or a gold medal or some other little thing. I can't imagine what the cause is for the compliment, but here I have been just worryin' my head off trying to think of enough to fill my column and wondering how long it was going to be before all the folks noticed how rundown and out of ideas I seemed to be when here you of all people come through with a "speech" like that. You are a nice lady and she is a nice lady and I'll send her a Christmas card and tell her all about my trip to the Park.

Two vacations in one summer is almost more than anyone is allowed, especially in "war times," but Mr. Sampson was right about "Father's ranch," and soon as I get back here along come some nice folks and dangle a tempting invitation to a camping trip through Yellowstone, and regardless of my grocery bills, rent, telephone, lights, a new fall hat—anything and everything—I start at once making life miserable for all concerned and strange as it may seem I got away and—"never saw a single bear." Mr. Tyro, agent from Grace, relieved me on second trick while I was cooking bacon and eating biscuits; someone else baked in a Dutch oven over a camp fire. Did you ever try it? And from the top of the Continental Divide down to the little city of Gardiner, for a ride, has any roller coaster beat in the whole world.

We are sorry to say that Dick Wende has been in St. James Hospital in Butte for several weeks, but is now on the high road to recovery. The very sad part of it was the death of his mother in Michigan while he was sick and he was not able to go east. He has the deepest sympathy of the Rocky Mountain Division in his trouble and all of us hope he will soon be out and around again. Our friend Slim speaks of his promotion in the last issue of the magazine and we all congratulate him. Mr. Wende has always been a very popular man with all the employees.

Leven's bridge and building camp has been located at Three Forks for some time, both during the rebuilding of the Gallatin Valley bridge, which was burned down August 16th, and since that time. H. R. Rivers has been appointed general foreman and has been making a trip over the division. Mr. Scofield, who was so badly injured about a year ago, made a stop over in Three Forks last month, also he is looking quite as of old, but still has his crutches with him. We are all glad to see him around again.

Ted Burrows got all his clothes packed to go to "war" when they told him to stay home for a while and he had to go back and unpack again.

Conductor Vaninwegan and wife left August 16th for an extended visit east—to the far-away State of Maine and other coast states.

Brakeman Tom Sprague was slightly injured in Harlowton yard last of the month, but is back to work again.

Operator Nelson from Penfield relieved Mr. Thompson for a few days while he went down to Meagher County to vote. Mrs. Nelson working at Penfield.

Conductor Stearling and family have moved back to Three Forks, where Mr. Stearling has bought a home here.

Mrs. Park, wife of Conductor Park, has returned from a short visit to Seattle.

Brakeman Charles Braughton, while eastbound with Conductor Park on August 22d, discovered a car off the track on Conductor Starling's train westbound at Deer Park and, stopping the train, prevented a serious accident, perhaps.

A card from Operator Eddie Bleichner finds him at Marine Barracks, San Diego, Calif., North Island, and says he is having a fine time.

Also word from E. S. Correy, former chief substation operator at Josephine, from Lake Charles, La., first sergeant, 253d Aero Squad, Gerstner Field, says he will be "over there" when we read this. He liked everything in the camp except the alligators, and he says they are camped eight miles from the river, too.

Engineer Bostwick has come to the main line at last and is now pulling the limited with one of those powerful electric locomotives. Mrs. Bostwick and Charley have now moved over and they are all settled for the rest of their life.

Fireman Bob Roberts came over for a short stay, also, but returned to the N. M. running.

Mrs. Hayden on third Three Forks has gone to Minnesota for a visit and expects to go on to the coast when she returns. She is relieved by Mr. Beal from Drummond, who expects to move his wife and family here shortly.

Agent Bradley from Ringling left for Denton on the N. M. first of the month and Mr. Elliott was put in as agent in his place. Operator Monthly back on second, Ringling, and Patterson on third, with a new one, Mrs. Golden, on first there.

Conductor Joe Wright and wife are visiting on the coast and when Joe gets back he won't know the R. M. with Harry Hamp and Floyd Sterling and Ralph Spayde and some of the rest of the best of them all gone back braking, on the locals.

I can't write any more, I have just heard some terrible sudden bad news. I used to work up to a place called Summit and there wasn't any pump there and you had to melt snow in the winter and catch rain water in the summer and it never rained in the summer and I used to get awful thirsty (it was a dry town, too) and I asked almost every one if they didn't think they ought to put in a little pump for the city somewhere around on the top of that hill and they didn't ever think so. Well, I just heard the saddest piece of news, most overcame me, till it seems like I can't hardly talk about it, but I want you to know it; the folks that are living up there now just turn a faucet and let the water run—can you imagine anything of that kind happening? I can't, they have it piped right into their houses and cars and tents; maybe, for all I know, they have hot and cold water and turkish baths and everything, till there is so much water around it makes me think of the "Upper Geyser Basin, almost." I'll tell you more about it some other time, I can't talk any more now.

P. S.—The water isn't out of the lake, either, they say, but real, sure enough water so you can drink it.

Minneapolis Shop Happenings.

James Nellins.

"We" have been dilatory in our communications the past few months, so much so that it is noticeable that Brother Griggs has called "us" to time and will give us an excuse that we were too busy, not as the late George W. Peck of the famous "Peck's Sun" made it, "too lousy" to give this matter proper attention.

All hands on these premises regret the departure of our Assistant Foreman Boilermaker Charles Sedlitz, who has accepted employment with another railroad and his cheerful face and pleasant greeting is here no longer, and while missing our friend Charlie, the notice of his successor, Frank L. Turnbull, appointed assistant foreman, sounds good and is all right. We welcome the coming and speed the departing guest.

Our younger element are still joining the colors and offering their service to their country. There are so many who have gone recently that it would require a great deal of room to mention each individual name. We are told they are fighting to overthrow autocracy in the old country. Let us hope they succeed and then come home and do the same with this class of individuals in this country, the self-appointed kind.

There was universal regret expressed here over the departure of Walter Alexander, he being well liked and much thought of by the rank and file of these shops, where he first sprung into an official capacity. His successor, Mr. Brennon, has made one visit to these shops since his appointment and hope he liked it.

The clerks of the offices of the locomotive department have no terrors for the meatless days and they are well provided with "roasts" and kept in "stews" by the numberless requirements that clerks are now called upon to fill. Pass it along.

It has come to notice that Fred Unglert has been appointed to the position of division storekeeper of the River and Iowa and Minnesota Division with his headquarters at Minneapolis. Good for friend Fred, here is our hand and let us be good friends.

The recent increases in rates of pay has caused rejoicing among the shop men. Now when the back pay bogey is settled and out of the way things will be lovely and we will have a breathing spell in our office work, for when anything of this nature goes wrong it seems fashionable to "take it out on the clerks."

There is universal sorrow expressed for Daniel Moynahon of the boiler shop, a most excellent fellow shop man, who recently suffered the loss of an eye, caused by the slipping of a wrench and hitting him hard on the eye. Not long ago he suffered the loss by death of his wife, so misfortunes do not come singly.

Michael Hesick is the champion whist player of the boiler shop, he having wrested the title from Tall Tony Shindelus. However, Michael was ably assisted by Andy Larson.

Axel Edlund is the champion horseshoe tosser, he having won the title from John McLean.

James Sinclair is the champion cinch player, he having scooped this title from Roland A. Estabrook.

The locomotive department payrolls are again being compiled in the office of Storekeeper J. T. Kelly, back to their first love, and as a result Mr. Kelly's office is a busy place about payroll time and after a brief rest everything will move nicely, providing the back pay ghost does not get our goats, horns, hoofs and all.

News items being a little scarce, no weddings, no wakes, no excitement, aside from the back pay evil spirit that insists on hovering over our heads like a sword suspended on a thread, the correspondent would like to tell his recent visit to headquarters at the Milwaukee shops. Word was received here to send a man from this office to Milwaukee, who was familiar with rates of pay of different classes of workmen and the editor was selected for the job, and so dressed out in my best togs:

"Says Jim, the Scribe, I will go see,

What friends at court may think of me."

Reached a place called Pigville about 7:30 a. m. and the first man to greet this timid human was Chief Clerk G. O. Dayton himself, right on the job good and early, and from his greeting I felt at home immediately. He turned me over to Assistant Chief Clerk Joseph C. Koch, whose welcoming smile made things even better and with Mr. Koch conducted the business I was sent for. It being a hot, dusty day, made life almost unendurable in that sag filled with dust and smoke with a thermometer about ninety in the shade, the men I met made the suffering easier to bear. Noticed a broad smile coming out of the smoke and getting closer to it, found the face of Jay B. Neese behind it and not necessary to say the pleasant hand shake from friend Neese.

Again heard a call from the windward side and found the noise to come from Henry J. Wandberg, general foreman of the Boiler Works Department. His hearty hand shake is unnecessary to describe, and he took me in tow and made me feel at home during my brief stay in Pigville. James Elder of the Air Brake Department, Geo. Irentiss of the Chemistry Department, Thomas Scott of the Drafting Department, Frank P. Brock of the Car Department, M. F. Smith, division master mechanic; John M. Horan, my brother veteran, all gave us a welcoming hand shake and smile, making a weary wayfarer feel at home.

It was a good place to go to, but owing to the hot, sultry, windy, smoky and dusty valley, it was also a good place to get away from.

Prairie du Chien Division.

H. R. Mayville.

To Those Interested:

For the past few months our division has been one of the back numbers, so to speak, in news items. I think the trouble is due to lack of interest among the employes and also the fact that we have been without a correspondent or someone who cares enough to get up a little copy each month for our magazine. Let's get together and show our other friends that we have material

and are not as dead as we look. I am sure that Sted does not care to do all the writing.

If the chief clerks at the Madison offices and those interested in the various offices on the division will jot down the little happenings and hand them or mail them to the night ticket clerk at Madison he will endeavor to put them into shape and get them to the editor in time to go to press each month. Now please remember that unless you folks do your share you cannot expect much from this end, as I cannot be everywhere and so consequently cannot get everything that is going on, so whenever anything happens don't forget to jot it down and mail it to me.

James Coleman, ticket clerk at Madison, was called to Boscobel due to serious illness and death of his father. Deceased has been with the Milwaukee road for many years and was well known to all on the division. Sympathies are extended to Jim in his great loss.

Joe Spreckner, ticket clerk at East Madison Depot, has been enjoying a well earned two weeks' vacation "somewhere up North." We have not heard any fish stories as yet, so do not know what luck he had. A. C. Laggett, a traveling salesman with headquarters at Madison, also on a vacation, took Joe's place.

Madison ticket office now has two stars in their service flag in honor of J. R. McCarthy, formerly night ticket clerk at East Madison, and M. Whalen, formerly baggageman at East Madison.

Joe Knutson of Madison is now baggageman at East Madison in place of M. Whalen. H. R. Mayville, formerly baggageman at West Madison, is now night ticket clerk at that station, having been promoted to that position succeeding J. R. McCarthy. This position has since been transferred to West Madison Station to fill gap left by the removal of the third trick operator and the East Madison closed after 9:00 p. m.

Thomas O'Leary, formerly third trick operator at Madison, is now located with the Gisholt Machine Company, Madison, having resigned as operator.

J. C. Prien, local ticket and passenger agent, has sure been some busy boy getting the G. A. R. Encampment delegates lined up on tickets to Portland and San Francisco and on sleepers to those points. Delegation left for Portland August 14th on train 501, connecting at Portage on the Olympian. Mr. Prien accompanied the party as far as St. Paul.

O. D. Appell, general claim adjuster, was a Madison caller, transacting official business.

Crawford Edmonds passed through Madison on his way to North McGregor and Mason City, Iowa, to visit his parents, Mr. and Mrs. A. J. Edmonds. A. J. was formerly roundhouse foreman at Madison and is well known all over the system.

J. Knox, traveling auditor, was a Madison visitor for several days checking accounts at East and West Madison Stations.

E. J. Belzer, formerly chief clerk to W. J. Fagg, local freight agent, resigned the 1st of August and returned to Chicago, where he has a good position.

Maurice Goggins formerly fireman on the East P. D. C. Division, is now in the service of Uncle Sam and all mail addressed to him care of Headquarters Co., 343d Inf., 86th Div., American E. F., via New York, will reach him. Don't forget your duty to the boys over there. It might be a good plan to put the names and addresses of the boys from the P. D. C. Division who are over there in the magazine some month. This will give those who do not know the addresses a chance to write. Let's see what can be done.

Chas. Turk of Madison is now baggageman at West Madison in place of H. R. Mayville, promoted.

THE COLLEGE OF SAINT TERESA, Winona, Minn.

Surveyed by the National Bureau of Education, 1915. Holds membership in the North Central Association of Colleges. Standard degree courses in Arts and Science leading to the degrees of Bachelor of Arts and Bachelor of Science. Special Emergency Courses to meet war-time needs given at the request of the Government.

Registered For Teacher's License by the New York Board of Regents.

Beginning in September a professional course in Nursing will be opened. Entrance requirement for the College Service Course in Nursing will be a Bachelor's degree in Arts or Science.

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

ADDRESS THE SECRETARY, COLLEGE OF SAINT TERESA, WINONA, MINN.

Calvert Laggett of Madison is now night baggageman at West Madison in place of J. Donahue, resigned.

H. R. Mayville and wife spent a Sunday visiting friends and relatives at Beloit, Wis.

Dubuque Division News.

J. J. Reilly.

Foreman Matt Noel gave up the extra gang, and H. Leitgen, section foreman from Brownsville, took charge of it, and is now located at North McGregor.

Conductor Jim Cassidy took the Sunday lay over in La Crosse way freight run, he being "bumped" on the other run by Rube Kearney.

Fireman Henry Hopp has enlisted in a railroad regiment and reported at Fort Benjamin Harrison, Ind.

N. E. Kelsey, formerly in charge of an extra gang on this division, has been appointed roadmaster on the L. & M. Division, being located at Farmington.

Night Yardmaster Harvey Schwartz was quarantined on account of smallpox. "Spike" Hanley had charge of the yard during his absence and he slipped some of the boys an awful package on excess tonnage.

Engineer Chas. Strazinsky has removed the camouflage from his upper lip and looks about 10 years younger.

Conductor Chas. Merwin took a few days off and took in the sights at the Minnesota state fair. John Kinder had charge of his run until he had to take Fred Libby's run, and was relieved by Conductor Dana.

Operator McGrath has returned to work at Harper's Ferry after a two weeks' vacation.

Operator Bridgeman at North McGregor had been sick for several days. C. E. Spaulding, formerly agent at McGregor but now in the furniture business at that place, helped out for one day, and Agent Fred Schrader had to do two jobs a couple of days.

Engineer Joe Chaloupka and family had a



Flag Raising at Murdo Roundhouse, and Employees Taking Part in the Celebration.

John La Tronch's extra gang have been moved from Waukon Junction to Harper's Ferry where they are laying 90-pound rail at present.

Raymond Teelue, clerk in the boiler shop, made a short visit with relatives at Waterloo, Iowa.

Brakeman Ira Kelsey has been setting up the cigars since the arrival of a baby boy at their home in Dubuque.

Agent T. M. Hogan and wife of McGregor spent a few days with relatives in Minneapolis. V. G. Drumb had charge of the station and Frank Bartholomew of the State Bank, who was on vacation, worked second trick.

Some more lady operators on the division. Misses Verna M. Nelson and Corrah A. Anderson are working second and third tricks at Gordon's Ferry and Jane Small third trick at Clayton, and a couple "hams" holding down Billy Teague's job at Cameron.

Anson Harrington has given up his job as third trick operator at Gordon's Ferry and is employed on a Government fish boat.

The dispatchers finally started their vacations. O. A. Rampson taking the first chance, presumably "safety first." C. B. Elder, from the Sioux City Division, but recently working on the R. & S. line at Mendota, is working third trick at Dubuque while the boys are taking their much-needed rest.

Albert B. Tschudi, chief clerk, master mechanic's office, was in the draft last month and left with the Dubuque boys for Camp Gordon, Ga. As a token of esteem he was presented with a beautiful wrist watch by the clerks of the Mechanical Department.

The many friends of Lieutenant E. G. Kiesel were pleased to learn that he has been appointed superintendent of terminals since his arrival in France.

Station Agent G. A. Childs of Bernard took a week's vacation and spent it most enjoyably in the Twin Cities.

Conductor R. H. Kearney had charge of a special that was run over the Preston line to the county fair at Preston.

miraculous escape from death while motoring a short distance from Dubuque. The car became unmanagable and the brakes refused to hold, but Joe's presence of mind saved all from sudden death. He steered the machine into the bank, upsetting it, and although he was pinned underneath, he received only minor injuries.

Shop employes at Dubuque are now enjoying Saturday afternoon half holidays.

E. Z. Hermansader, general foreman, Locomotive Department, attended a master mechanic's convention at Cedar Rapids.

Engineer Peter Reuter has thrown away his crutches after being laid up with a swollen foot.

Conductor Fred Libby was taken quite seriously sick at North McGregor, September 4th, and had to be taken to the McGregor Hospital.

Norm Kelsey spent Sunday, September 8th, with a lady friend at Harper's Ferry.

Jim Riley, formerly a conductor on this division, was renewing old acquaintances along the line the early part of September. He is at present located in the Twin Cities and is looking fine.

W. H. Esmay and wife went to Dubuque for a day or two for a visit with his cousin who was to enlist in the Navy.

Operator A. L. Yeager, who has been working at Smith's for a good many years, has re-entered Uncle Sam's services, having enlisted in the Navy.

W. M. T. seems to be making his headquarters at North McGregor.

It is reported that we will have an artesian well and a new tank at Waukon Junction.

A service flag was raised at the freight house in Dubuque recently, which bears four stars, representing Daniel Garvey, Geo. Stearns, John J. Tressler and John Adams. Rev. Father X. Conry of Dubuque College delivered the address in place of Rev. J. C. Stuart of the college, who was unable to attend. An excellent program was rendered, addresses being made by A. E. Peterson, Superintendent M. J. Flanigan and Agent J. P. Wheilan, after which dancing was enjoyed

by the guests and refreshments served.

Engineers Frank Cowry, Henry Wiedner, Frank Widman, Vincent Welsh, Ed Horning, Jr., and Chris Fiddler are running on "White line" at present.

Fireman Chas. Henrichs underwent an operation for stomach trouble and is reported to be doing nicely.

Conductor J. D. Welsh took a vacation, spending the time in Chicago. Jimmy Cassidy has charge of the "yellow cars" during his absence.

Conductor Walter Graham had business at the Railway Exchange in Chicago recently.

We have been short an operator at North McGregor for a few weeks and had to borrow Operator Klemma from the I. & D. Division.

Engineer Martin Boleyn had B. of L. E. business in Milwaukee recently.

Bill Lang quit his job as "chief carpenter" at North McGregor and returned to his old job at Dubuque. Geo. Walker is now stationed at North McGregor.

Fireman Vic Luedtke has returned from a trip to Kansas City. He asked for a pass for himself and wife, and the question is, did he get married or is he going to get married?

"Scotty" Muir was going to come across with some item about a draw bar he put in a car at Waupeton, but so far he hasn't furnished the copy.

Operator Wm. Teague has been laid up with a carbunkle on his neck.

Operator A. A. Dwark has accepted a position as night operator in the Dubuque dispatcher's office.

Agent Edw. Hurley of La Crescent has enjoyed a week's vacation. Operator Sam McClave relieved him.

Mr. McAdoo's time-table No. 1 has made its appearance on the Dubuque Division, effective September 15th. It is entirely a new form, quite neat in appearance and contains a lot of information heretofore not shown on a time card.

Last month we mentioned that O. A. Beerman had been appointed night chief at Dubuque, and this month we are pleased to note that he has been appointed chief dispatcher at Mason City.

Everyone sorry to see "Jim" leaving, as he was a general favorite with all employees. Here's hoping that by next month we can give him another boost.

Willie Cooper is back to hard work again, after putting in about ten weeks on the West Union line, which was a real pension job, although the pay was a little bit short.

The Dubuque Times-Journal of September 15th contains a fine picture of Corporal Carl Loible, a member of Co. E, 313th Supply Train, in connection with reporting his safe arrival in France.

Construction Notes.

"Gyrline."

Delivering a flock of back pay checks would make a man feel like Santa Claus in Montana. It would make a man feel like that in Washington, too, except for the impossibility of getting lit up like a Christmas tree.

A. C. C. wants to know if A. M. Dollar of Vancouver is a Mexican Dollar. Send answers to Cle Elum.

Jim Cook, the "Wild Roamer," has left the Electrification Department to work on the Milwaukee extension into the spruce country. We will miss his melodious voice.

Understand that T. B. W. is planning on taking a trip to Arkansas in the near future. Better take your earmuffs along, T. B. You know what happened last time. Incidentally we would like to know whether the trip is to be just an ordinary visit home or a honeymoon. How about it, and if so, when?

Electrification work is still progressing rapidly. Construction work on Taunton, Doris, Kittitas and Tacoma Substations is complete and Cle Elum, Hyak and Renton will soon be in the same class. Line crews are coming up Kittitas Valley and are making excellent progress, despite the inroads of the calls to Army service and to other lines of work.

We will give a prize of one empty cement sack to the first person who tells us what the M stands for in M. E. Griffin's name. Residents of Kittitas excepted.

G. H. Jamison and C. C. Hinsdale have suc-

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cessfully passed the examinations for entrance to the Engineers Officers' Training Camp and are looking forward to early participation in the world war.

B. Farenwald spent two exciting weeks at the Non-Com. Officers' Training School. He says it was great stuff. The only thing that bothered him was to be standing over a thistle or a pile of rocks when the officer yelled, "Flare."

Sergeant Leo G. Dandler has been enjoying a furlough on the French-Italian frontier. He will probably have a great deal to tell us about the possibilities of electrification in Europe when he returns to the United States.

Our genial friend Jack Jones is in camp somewhere down South, preparing for early service across the pond. Incidentally, recent reports from the other side indicate that G. G. Miller and Bob Bulwinkle are still eating three squares a day.

If Heinie Waslosky was over on this side of the hill we might be able to fill this column up. If there is anything going on along the line that Heinie doesn't know about, it doesn't amount to much.

Railway Exchange News, Chicago.

B. H. Perlick.

The United States Government War Exhibit, which was held in Grant Park, and closed Sept. 15th, was attended by Milwaukee employes with but few exceptions. Those who failed to attend had purchased tickets, nevertheless, and in that way helped, in a small way, to make the show the success that it was. The stunts of the airmen were the best that Chicago has ever seen, and the relics and captured trophies included everything from German egg grenades to Albatross airplanes, as well as numerous Austrian and Turkish articles of warfare. The mimic battles, which were staged twice daily, were another feature well worth seeing, as they reminded one of actual conditions in "no man's land over there," and indicated what our boys are actually obliged to contend with. The exhibition can only result in making every one at home double his efforts in complying with the Food and Fuel Administration's requirements, subscribe liberally to the present Liberty Loan, work harder and longer, and bring the war to a speedy conclusion.

There has been established, with offices in the Railway Exchange Building, a new department, known as the Employment Bureau, with G. R. Morrison, superintendent. In this office will be maintained employes' personnel, for train, engine and yardmen, and disciplinary matters pertaining to these departments will be handled through that office, also.

Miss Bernice Graves, of General Manager Gillick's office, is certainly doing her duty. Why, she's taking two men's places. Have you not seen a cuspidor on each side of her as you passed her desk? And have you noticed the handsome sailor boy call for her at five?

J. C. Stevenson, dubbed "Steve" by his friends, knows when it's time to move. Steve has suddenly decided to change his address. Sure, it's cheaper to move than to pay rent.

Elmer H. Schroeder, formerly of Mr. Nicholson's office, and now in Uncle Sam's service, paid his friends of the Railway Exchange a short visit the other day. Elmer informed us that since he has left us he has taken unto himself a wife. We wish the young couple a smooth and blissful ride through the matrimonial seas. Mrs. Schroeder, we learn, is now one of us, as she is now employed in G. L. Whipple's office.

Kathleen O'Neil, stenographer, enjoyed a two weeks' vacation recently. We say "enjoyed," but she hasn't said a word about it. It is rumored that she spent most of the time at Camp Jackson, S. C., bidding a certain young man, in whom she is very much interested, good-bye. It is expected that the young man will leave for overseas shortly, and Miss O'Neil was very anxious to see him just once more before he left.

Miss Helen Freely has been writing freely to someone in the army somewhere, but she's very reticent. Why, do you know, she won't even speak to us any more, fearing, of course, that she might get her name in print. And, think of it, she has gained three pounds in the past week, too.

D. T. Bagnell, chief clerk to Mr. Nicholson, has been spending his noon hours strolling up and down Michigan Boulevard. We learn, from good

authority, that Don has recently interested himself in biology, particularly birds, as often he can be seen gazing intently at their plumage as they make their hurried flights to and from Grant Park.

Talk about cigars! We have had more free cigars (coming) in the past few weeks than ever before. Firstly Vernon Reed passes them around and nextly Walter Breinig hands us a "double header."

Glen C. Chambers, of Mr. Caldwell's office, recently enlisted with the Marines. We all knew that it would not be long before Glen would fall in line.

Miss Hazel M. Merrill, stenographer to W. H. Penfield; Miss Dorothy Bushnell, of J. T. Gillick's office, and Miss Mary L. Merrill, stenographer to P. L. Rupp, spent Labor Day at Niagara Falls. On the train they met Miss Marie Ceder, of Mr. Gillick's office; Miss Brown, of the Legal Department, and the Misses Melcher, Fredericks, Johnson, Martin and Plattner, of G. L. Whipple's office, also enroute to the Falls. Quite a party, we'll admit. The ticket agent at the Michigan Central ticket office wanted to know what kind of a ladies' convention was being held at the Falls. After a safe arrival at the Falls the party separated in groups. Some left for dear old Chicago the following day. Several of the young ladies took the steamer to Toronto, returning to the Falls Sunday evening. But, oh, you Canadian soldiers. For particulars, ask Miss Johnson and Miss Fredericks. While in Detroit one of the party called Mrs. Mary Sullivan Dilworth on the phone and had a chat with her. Miss Sullivan was employed for several years in the office of superintendent, C. & M. Division. Mrs. Dilworth was greatly interested in the changes which have taken place on the Milwaukee since she has left the service. She also wanted to be remembered kindly to all of her friends on the Milwaukee.

Miss Marie Ceder, file clerk in J. T. Gillick's office, has just returned from a two weeks' vacation spent along the Coast line, and reports having had the time of her life.

Miss Alice Olhaber, file clerk in G. L. Whipple's office, whom we have thus far overlooked because of the fact that she is so very busy, spends most of her time evenings burning up the roads around Bartlett in a Buick Six, with Herbert at the wheel.

General Holbrook has accepted the position of third trick operator at Mason City. Some of his friends think that he has suddenly become afflicted with "coldfeetonitis."

We forgot to mention the fact that Walter Breinig is chasing L. P. T. cars more diligently now than ever before. The closer we draw to November 28th the less poultry cars will be idle, we are inclined to believe. Who stole the chicken?

Granger Smith is spending most of his time and money calling up a friend in Joliet on the telephone.

"Spike" Kelly, one Sunday recently, made a trip to Milwaukee and the following Monday reported illness as the cause for his failure to show up. We have nothing more to say regarding the incident.

Harold Soule, 7 a. m. report clerk, made a raid on Kansas City the other day and saw a show. On his return to the depot he found that the train had gone without him, which, of course, made Harold very angry. But the show was so good that he went back and saw it over again. Harold is thinking seriously of making another trip in the near future to the same burg—that is, if the show is still there.

G. P. Flood, chief clerk to General Manager Gillick, enjoyed a few days fishing with his son recently, but came back without any fish. What's the use when almost any time of the day you can see on of the express company wagons back of the Exchange Building unloading boxes marked "G. P. Flood."

The treasurer's office "came across" with "some" news this month. Here 'tis:

Miss Harriet Steger, one of the nimble-fingered adding machine operators, has long cherished the ambition to view the Flat Iron Building in New York City. Her approaching vacation period gives her the opportunity, and with Miss Carberry, of the passenger department, she is going to see it. Incidentally, the two young ladies will go to Washington to see Washington's Monument, and also on the way home will tarry long enough

in Boston to count the steps to the top of Bunker Hill Monument. Altogether, it looks as though they were going to hold their fair heads high, hit only the high spots, and have a monumental vacation.

Charles Lannon is a junior clerk of sixteen healthy years. He is tall and heavy enough for a lad of twenty, and the one great regret of his young life is that none of the recruiting offices will accept him as a man. He swears he is a man and offers the item of his appetite as evidence. One large loaf of bread and a full can of baked beans is just a hasty sort of lunch for Charles. We understand baked beans is a staple of army diet, so if Charles will train up to two full cans for a meal we feel sure he will be able to get into the coveted uniform. We strongly advise against his being detailed for kitchen duty, however, for the rest of the army will need some food occasionally.

There are three men in the treasurer's office claiming right to use the name Charles. This is about one too many, according to Charles Fue, and he shortly expects to abdicate his title to being the Charles longest in service in the office. Fue has been with us for the past fifteen years, but is resigning to accept a position that will take him to New York City. We hate to see him go, but hope he will prosper in his new field of endeavor. Good luck, Fue.

Everybody wishes he might receive a half dozen more back pay checks. That is, everybody but the young ladies who have had to handle the mountains of extra checks that have recently flooded the treasurer's office. They have worked hard and long in the attempt to dispose of the cancelled checks, and are just now able to see "daylight." Even though she might benefit, one of the young ladies last week remarked that she almost hoped no more extra checks would be issued. Almost—but not quite, you know.

The mother of Assistant Treasurer John Dickie, and Harold Dickie, of the treasurer's office, has recently passed away. On this sad occasion they have our deep and sincere sympathy.

Miss Edith Monblatt, stenographer, advertising department, recently enjoyed a two weeks' vacation at Yellowstone and Seattle. An incident well worth mentioning occurred on the return trip when the "Olympian" train, while between Thorp and Ellensburg, left the rails, resulted in slightly shaking up the passengers. The engineer, who was slightly injured, was nursed by Miss Monblatt for seven hours, when he was taken to a hospital. Verses were dedicated by passengers on the train in honor of a lady passenger from Minneapolis who made up a purse for the injured engineer, and Miss Monblatt's contribution read like this:

This is the lady who came to the call
Of the engineer who had the fall.
She nursed him gently and lessened the pain,
Sustained while jumping from the wrecked train.
Miss Monblatt had a glorious time in Yellowstone. We are wondering, too, who is responsible for the glorious time.

The entire Eleventh Regiment, Illinois National Guard, consisting of regimental band, machine gun company, hospital corps and twelve companies of infantry, left Chicago on a special train of fifteen coaches September 13th via C. & N. W. Railroad, enroute to Camp Logan for four days of practice with rifle and pistol. We are greatly interested in the Eleventh Regiment, due to the fact that Company D is made up largely of Milwaukee employes, and is in charge of Captain Jerry Welch, our assistant federal auditor.

The following Milwaukee boys are also members of Company D:

- | | |
|-----------------------------|----------------------|
| Wm. Pasho, 1st Sergt. | John Bueltin, Corp. |
| John Millelt, Mess Sergt. | Wm. Klomp, Corp. |
| R. Jorgenson, Supply Sergt. | Wm. Nichols, Corp. |
| Wm. Bush, Sergt. | Benj. Strumpf, Corp. |
| Benj. Browder, Sergt. | David Young, Corp. |
| Harry L. Fox, Corp. | Henry Fortier, Plt. |

Company D consists of sixty-five men and is said to be the best drilled company in the Eleventh Regiment, as well as the largest. On the rifle range Capt. Welch shot the only perfect score with a pistol in a round of twenty of any





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Jumpers and Uniforms and
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one in the regiment. Some record! Several of the other boys qualified as marksmen during the meet. We're proud of the boys and their captain, and wish them still greater success.

It surprises us to see Lawrence Keller still on the job in Auditor Allen's office in the face of all that has been said regarding his having joined the Marines. He even went as far as the recruiting office on State Street for an application.

Irwin Kestler, formerly of F. E. Allen's office, is now with the cavalry. Eight of the boys of F. E. Allen's office gave a picnic and slept under the starlit sky one night not long ago. It was interesting to see how "Two Cases" Jerry and Tommy Fish could get away with a beefsteak at Sunday morning's breakfast. It was also discovered that R. M. Burt has a tremendous capacity for good country steak as well as other things.

Scraps From the West End.

I. A. B.

J. W. Fry has gone and left us and is now with the Seims-Carey Co. D. McEwan is chief lineman in his place.

E. D. Kennedy is also conspicuous by his absence, as what we said about Mr. Fry also applies to him. Ira Markwell is now holding down the chief clerk's desk in the Engineering Department. As Mr. Kennedy was one of our old standbys and never turned us away newsless when we appealed to him for help. We shall miss him. Mr. Fry was also good along this line and if the Seims-Carey Co. take any more of our men, I hope they will take some of the ones who never will help me out. No! I won't mention any names.

J. I. Dewar, formerly of the general superintendent's office, erstwhile of Montana, and later of Spokane, also breezed in and said "Good-bye, I'm on my way to cut spruce." For gracious sake, can't I get a job up there?

Miss Suzanne Johnston of the Engineering Department is back in Chicago buying a new fall wardrobe and incidentally taking a vacation.

Uncle Frank Oliver has just returned from a pleasant and profitable two weeks spent on the shores of Puget Sound, during which period he dug potatoes, picked fruit and berries and disported himself in general.

We think it terrible the way girls will flirt with soldiers. We never thought Miss Seig of the Purchasing Department would be guilty; but it is a long ride to Portland and one does get frightfully lonesome, so suppose we should not censure her too much.

We wish the Hon. A. H. Barkley would hurry up and dig those famous "electric lighted" potatoes he so painstakingly planted so we can, in the interest of science, discover if potatoes planted by artificial light have weak eyes. He did stay home several days last week, but he declares he ate a pair (of potatoes we suppose), which was quite a shock to his system.

Do you realize that this Magazine of yours is being sent to all parts of the globe? From France, Russia, Siberia, and No Man's Land, reports come in that former employes now in the U. S. A. or U. S. N. are reading the Magazine and actually enjoying the news it brings of the home folks. Therefore, my friends, don't you think it is worth a little effort on your part to make the Magazine worth sending so far? One soldier does not make an army, and you know one person can not make a magazine. Personally, I think it is a corking good magazine, and that "Scraps" is the best column in it, but I don't expect everyone to agree with the latter, and must confess my flock are not as good Scrappers as I would expect all loyal Americans to be. A little cooperation if you please.

Through an oversight, we neglected to announce the arrival of Robert Edgar Lieben on June 30th, and Robert Sutton Mumford on July 23rd. We apologize to both Roberts, but these little oversights will happen now and then.

Miss Palmer has been to Seaside and enjoyed the surf bathing wonderfully (from the shore). Mr. Barkwill says Seaside is a place where derelicts go to recuperate. What does Mr. Barkwill know about it, and where did he get that *unstache*?

G. W. Korte is going to Washington soon on an important case and promises to bring us back all the latest gossip from Washington, D. C.

Bob Robinson of the Telegraph Department is in California. But we simply don't dare trust ourselves to begin on California. Roy Hayes is still raving about that state and that WONDERFUL little movie star, and taking it all together, I guess we better avoid the subject.

But it is simply delightful the way THOSE operators in the telegraph are waiting on the Western Union Messengers (noun, feminine gender). They do not have to wait longingly at the counter while the operator takes one more message. Not they! THEY get preferred attention. It is getting to be pretty soft for the men at home nowadays, anyway. A uniformed elevator girl conveys them to their office floor; the morning mail is brought in by a buxom mail-woman and when the electric light refuses to work, they send up a uniformed maid, looking like a modernized cousin of Joan of Arc, to test the meter. *C'est la guerre, C'est la guerre!*

And continuing on this same line of discourse, it is an honest fact that Messrs. Nye, Kellogg and Rowe very nearly fell over themselves to see who would be the first one down to welcome their new messenger girl. Mr. Kellogg won, which makes me mad, as I told him firmly I would not mention his name any more, but my sense of justice prevails. He says her name is Elsie and the only thing that spoils the whole story is that she isn't hired yet. Miss Stedman wouldn't consent. Who said BUDGET? Guess it must have been Mr. Gillman.

Sam Greenguard has left the wilds of Montana and returned to a good city, namely Seattle, where he is working for Mr. Kent.

Leslie Neuman who, by the way, has been having a checkered career both in the Claim Department and with the draft, is now traveling in the state of Montana as assistant claim agent. We wish him success in his new venture in that hotfish atmosphere.

Misses Irma and Eilene French, daughters of H. P. French, claim agent, have gone to New York to continue their studies at Columbia. The young ladies are both talented musicians.

Ray Webb, our bachelor claim agent, was a recent visitor from Missoula. We noticed he spent all his spare moments looking at uniforms (U. S. A.). No doubt we will soon have another representative in the big Scrap.

Mr. Nye, Sr., delegate to the G. A. R. convention, paid his son a visit and made an instantaneous hit in Mr. Veitch's office. All the girls remark they only hope Mr. Nye will be as charming when he is his father's age.

F. J. Calkins is now agent, Oriental Department, but his smile is just as genial as ever.

Miss Grace Cummings is recuperating at Sand Coulee, Montana. When she weighs 130 pounds she is coming back, and now she has only five to go.

And while this isn't all I know, 'tis a wise person who leaves a lot to the imagination; therefore, go ahead and imagine as much as you want to and see if I care.

Have You Met Him?

Sted.

I met him on the street one day, a handsome, stalwart lad, his eyes were flashing sparkles, he was happy, he was glad; he told me all about the war and all our troops had done, he also wished that he was there to operate a gun. His manner changed, his mein was sad, it almost seemed he'd cry—'twas sad to see this stalwart man with tear drops on his eye; he vowed he'd give most anything to join our allies' crew, but they didn't seem to have a job that he would care to do. If they'd just let him pick some berth, and give him leave and right, he'd show them how to whip the Huns with all his vim and might. But they should let him choose his job, some task he'd like to pick, now otherwise he seemed all right.

Have you met this crooked stick?

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

The last and best flag raising on the plant was that put up by the Car Department August 24th. The highest pole and the largest flag. General Car Foreman J. B. Jenson was master of ceremonies. Music was furnished by the Milwaukee Shops band and the shops' chorus of both ladies and gentlemen, and the lady who carried the high note in the National Anthem, is worthy of a place in the best church choir.

Mr. Jenson's address was followed by Master Car Builder Silcox, and then by Captain Aber Crombie of the Royal Flying Corps, British Army. A photo of the event with inserts was sent to the Magazine which we hope can find a half page space in the October number.

It sounds like old times around the S. M. P. office again. A telegraph office has been put in the north room with Robt. H. Geller as chief operator. Typewriter click is not in it now.

A rest and emergency room is being equipped over in the Car Department plant.

Corporal Umbs, in the recent drive in France, was severely wounded by a machine gun bullet passing through his leg below the knee. A letter from him to his father, written while still on his back in the hospital is very interesting, and is published elsewhere in this number.

John Horan returned Sept. 2nd, from a three weeks' trip over the Puget Sound Lines. He reports much rain on this trip.

The War Exhibit in Chicago was seen by quite a lot of the shop boys, and was well worth seeing.

Assistant S. M. P., F. S. Rodger was at the office the ninth.

A bunch of master mechanics called the 13th. Veteran Alex Reid of the Car Department, returned to work early in September, having been off duty ten months on account of an injury received going home from work one evening.

Sixteen new L-3-S locomotives built at the Dunkirk works of the American Locomotive Company are being received, and more to follow.

Frank Klug, Company 64, 16th Battalion, Camp Dodge, Ia., is the third man from the S. M. P. office.

Officials and estimators were looking over the old office recently. Going to have the rooms changed; particulars later. Sure go this time.

Miss Emily Katzer, stenographer in Mr. Joost's office, is now in Asst. S. M. P. Anderson's office. Miss Eleanor Collins is in Miss Katzer's place upstairs.

Our little blue print girl is liable to leave us. She has just the prettiest diamond ring that ever was.

Thos. Scott has been promoted from chief draftsman to shop engineer. T. Kirby is the new chief draftsman.

The new car wheel and axle machinery in the east end of the passenger car erecting shop is installed and in full operation.

Miss Marie Mitchell is the new stenographer in the Valuation Department.

Elmer Hiscox of the Valuation Department has joined the "popular" brigade, and signed his life sentence. Mrs. Hiscox furnished the girls with a box of chocolates.

Wm. Lyuagh in a Southern camp has been transferred to one of the training camps, where he will train for an officer, and later join the Military Engineers.

Geo. Hennessey, foreman at Austin, Minn., was a caller the 17th.

Veteran Ed. Moran, foreman of the locomotive erecting shop was retired after a continuous service of 58 years with the "Milwaukee Road."
(Concluded on page 58.)

Iowa (East) Division and Calmar Line.*J. T. Raymond.*

Federal Manager H. E. Byram, General Manager J. T. Gillick, Asst. General Manager Macy Nicholson, General Superintendent W. M. Weidenhamer and Superintendent of Transportation G. L. Whipple left Savanna on a special at 2:00 p. m., August 28th going via Clinton, Davenport, Ottumwa, Marion and Des Moines on a tour of inspection. Superintendent Marshall accompanied the party.

Engineer and Mrs. Robert Cessford spent several days in Chicago visiting the Great Lakes Naval Training Station and the War Exposition. Traveling Engineer John P. Lutze attended a

South Bend Watches

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meeting of the Traveling Engineers' Association in Chicago.

Mr. A. J. Joss, veteran locomotive engineer of the K. C. Division, who has been ill for a long time, is in a very serious condition. Mr. Joss has many friends who hope that he may be restored to health soon.

Mr. and Mrs. F. J. Cleveland were in Chicago attending the War Exposition.

Mr. and Mrs. W. C. Dubbs and son visited two weeks with relatives in Richmond, Va.

General Car Foreman L. A. Klumph attended a meeting and flag raising at Dubuque car shops.

Misses Hannah Johnson and Prudence Davis of the superintendent's office, spent a brief time in Chicago visiting the War Exposition.

Division Master Mechanic F. P. Miller and family spent several days visiting Mr. Miller's mother at Lansing, Iowa.

Ye scribe was away for two weeks in September on a business trip to Montana.

T. H. House has been appointed operator at East Marion yard.

J. E. Dexter, storekeeper at Dubuque, was in Marion taking over the local storeroom and installing Frank Morton as storekeeper, Miss Bessie Carver as clerk and stenographer, and Mrs. Maud Ratcliff as assistant. They will handle all material for the car and locomotive department.

Willis Jordan was acting chief during Mr. Van Wormer's absence. Lawrence Dove second trick on main line, Ed Ramsey on the Calmar Line and Earl Edwards on the clerical job.

Operator F. M. Snyder was united in marriage to Miss Esther Kamoss of Strawberry Point, Monday, September 2nd. Mr. and Mrs. Snyder have taken up their residence in Marion. The Magazine extends congratulations and best wishes.

Conductor A. Pulley was away visiting and spent a part of his time in South Dakota.

Conductor Art. Young took Mr. Pulley's place on runs 93 and 94.

Conductor Wm. Hyde is improving rapidly and expects to return to work soon.

Conductor Ben Pulley has been off several weeks on account of illness. He underwent an operation at St. Luke's hospital in Cedar Rapids, which was quite successful and he has now returned to his home in Oxford Junction for further convalescence.

The following yard and shop men in the employ of this Company have been transferred from Marion to Spirit Lake, Idaho, where they will be employed in similar work: Jasper Baker, Clement Baker, Roy King, M. Brennehan, Glenn Cheadle, Nile Cleaver, Fred Neal, Herley Reynolds, Leonard Becker, Homer Oxley, Clifford Gammel, Ellsworth Barnes, Harry Van Fossen and Carl Clark.

Misses Alice Brotemarkle and Alice McGuire spent a few days in Chicago visiting Great Lakes Naval Training Station and the War Exposition.

Chief Clerk J. L. Franz was absent several days. Leonard Hewitt has been enjoying a vacation, spending part of the time with relatives at Minneapolis.

Work at the Atkins Terminal is progressing rapidly.

Miss Hazel Applegate is now employed in the superintendent's office at Marion doing clerical work.

Operator Percy Parmenter of Paralta won prizes on his Poland China hogs at Marion fair and sweepstake prize over all classes. Percy has done a good deal of patriotic work this summer along agricultural lines.

General Manager J. T. Gillick and General Superintendent W. M. Weidenhamer spent a day at Marion and Atkins enroute west.

Dave Newman was laid up for some time on account of having his hand badly injured while repairing gas engine at Delmar Junction.

Conductor F. E. Pike was off duty for a week on account of sickness, Tom Nevins relieving.

Clyde Kinney is now located at Fort Williams, Maine. He is First Sergeant in the Anti-Aircraft Battery. His company has received their overseas equipment and will probably be in France by the time the Magazine is issued.

Conductor H. F. Fox is laying off visiting his son in Detroit and after leaving there expects to go to California for the winter.

Conductor F. E. Johnson was off on a brief vacation, A. Hann relieving.

Conductor Frank Lafferty on train No. 95, Sept. 3rd while switching at Monticello, had his right ankle badly smashed by a car. He was taken to the hospital at once for treatment and is getting along nicely. The chances are good for saving his foot from amputation.

Oscar French, former record clerk at Marion yard, has been gassed a second time and was in the hospital again when his last letter, dated August 1st, was written to his parents. About three months ago word came that he was wounded in action, but it was later learned that he suffered from a gas attack instead, and was confined to the hospital for about seven weeks. This time, however, he did not get such a severe dose.

Notes from Milwaukee.

"O'Malley."

Recently Yardman J. L. Fee, appeared in a new style rain suit. He claims that his outfit will not leak, a rather heavy rain came up and we were surprised to see our friend Fee posing in a rain suit, cut on the style of Annette Kellerman's "working clothes." Of course, with the shape the J. L. carries around with him he can't be blamed for wearing the "butterflies"; his form would make most any of the famous "36s" look sick; most any of the girls in the city would be proud to possess a figure such as he has.

John Zebolski and family are visiting their uncles and their cousins and their aunts somewhere in Northern Wisconsin. John says it will be one continuous joy ride while there, as he is related to the whole county. He also stated that he was going to get weighed before starting on his trip and again on his return to see if he fell off any. He only weighs 210 pounds now.

W. W. "Billy" Wright has drawn the air out of his tires, greased all exposed parts, emptied the gasoline tank, and packed the old mill away for an indefinite period. He has also declared the flivver will not snort again until the Kaiser is licked good and plenty. Leave it to Bill.

In the local papers we see that the Wisconsin boys are being promoted to instructors, officers and other positions of responsibility, which all tends to prove that Wisconsin is the greatest soldier producing state in this grand and glorious Union. Keep it, Wisconsin.

Geo. Nordrum fell. Now, he didn't fall down the cellar stairs or off the top of a box car. No, George would not do such a thing. However, he fell for a charming Badger lass, who now cooks breakfast for him every morning when he arrives home after a night's toil among the box cars.

Ora "Doc" Phillips is going up to Winnebago with two bushel baskets to fish. A hook and a line are no use when you go to buy fish; we all know that, "Doc."

Soon we will all be asking ourselves what we did with our back pay; how many made good use of it?

The boys of the terminal have started a journal for the information of the boys at the front. Everyone contributed and our friends, J. V. Cavey and J. P. Pfeffer, are the editors. They send this sheet regularly each week and have received some very complimentary letters in reply.

Yardmaster C. E. Strube is figuring on a trip north. He says that is the only place that a fellow can get any sport in the line of fishing. You should hear him describe a fight with a musky.

Several of the boys are getting ready for the duck season, but this year the boys must be content with what can be found near home, so we note many changes in positions, which will enable our duck chasers to indulge in their favorite pastime for an hour or two without interfering with their work.

It is with great pleasure that I write about the condition of the yard at this time. It is a pleasure to work in a clean yard where one is not in danger of falling over a draw-bar, a discarded brake beam or grain door, the result of which would spoil our good lucks, would cause us to lose our religion, and use a whole lot of words "all of which could be found in the Bible, but not connected in the same way." Now our yards in this terminal are clear of such rubbish and are being made better every day. Now that the yard is cleaned up and being kept clean, as a safeguard against accident, why not start in on the switch shanties and put them in a sanitary condition to guard against disease and furnish run-

ning water from bubblers where men can get a drink without fear of contamination. The men are now furnished with an exceedingly sanitary water can, and all must get a drink by using the spout of the can.

Winter is again approaching. Someone wrote last winter about engineers permitting overflow pipes to discharge on the platforms causing ice to form which might result in injury to passengers. The writer took up the same question in regard to yard engines, wherein the overflow pipes are continually discharging along the switching leads, producing an elegant "toboggan slide." Men don't like to use a toboggan slide with moving box cars so close. It was suggested that the overflow pipes be so set that they would discharge inside of the rail and thereby eliminate at least one more opportunity for accidents. Think it over.

Bess, won't you please give me a stick of gum? You know you really shouldn't be so stingy when you get a carton of it. Oh, I know all about it, but you better be careful or someone will get after you.

Girls, you missed the sight of your life Saturday. Hank went on a hunting trip and he looked too cute for words. How about it, Hank? We haven't heard any hair-raising stories about the big black bears, etc.

The "boy accountant" expects to organize a bowling club. Perhaps it wouldn't be amiss to have Frank Shannon coach you a bit, Earl, or I am sure Kenneth, Frank and George will carry away the honors.

War times have no horror for Lillian. Now, who were you stepping with Wednesday night, Lillian. Majestic—n'everything.

I would give most anything to know the owner of that wonderful voice that says "North Avenue Station." I hope Mr. Love doesn't decide to make love to her, during war times, but if he did I really wouldn't blame him.

Now, Helene, will you please tell me about the great attraction at Camp Grant. Honest, I won't tell.

If our Al isn't the greatest little spender. Did you see that new overcoat of his. The cold weather has no horrors for him. Oh, how I like it.

We have the promise of some real exciting news from the ticket office next month. Golly, I wonder what it is.

East Prairie du Chien Division Notes.

Margaret Murphy.

Brakeman E. Smoot has returned to work after taking a vacation.

Brakeman L. Carney and Miss R. Gloeckler were quietly married at Waukesha. Congratulations to Mr. and Mrs. Carney.

George Boesel, son of Section Foreman A. Boesel, was wounded in battle in France. Arthur Manske, formerly section foreman at Milton was reported slightly wounded.

Conductor I. N. Davis, Milwaukee, took a trip to Sandstone, Minnesota.

Fireman H. Cook was a visitor at Chicago, Ill.

Fireman F. Erwin laid off a few days. Fireman E. Cunningham took his place during his absence.

Operator Spillard, Waukesha, spent Sunday at his home at Elgin, Ill.

Conductor W. Wilson is now working as brakeman on the "Scoot" at Waukesha. Brakeman Carney is at present working on the wayfreight.

Mrs. H. Bening, wife of Car Inspector H. Bening, Waukesha, took a trip to Camp Taylor, Ky.

First Trick Operator J. Derivan, Waukesha, spent Sunday at his home at Fox Lake, Wis.

Section Foreman H. Spence, Lima Center, took a trip to Beloit.

Roadmaster and Mrs. J. Murphy, Waukesha, visited friends at St. Paul, Minn.

Conductors George Dunn and Frank Scull, and Engineer "Turk" McCarthy, who enlisted, have all arrived safely in France.

Agent and Mrs. J. Lawless, Waukesha, spent Sunday with relatives at Prairie du Chien, Wis.

Fireman Maurice Goggin, who was drafted, is at present in training at Camp Grant, Ill.

Fireman L. Gresius has returned to work after taking a vacation.

Brakeman T. McGowan, Madison, took in the sights at Camp Grant, Ill.

Peter Crullo, formerly section laborer at Milton, was drafted and is stationed at Camp Mills, New York.

Miss Mable Markle, daughter of Passenger Brakeman L. Markle, Waukesha, visited friends in California.

Conductor S. Raymond is taking a vacation.

Ernest Mix, son of Cashier C. Mix, Waukesha, is at Camp 4, 15th Service Buzzer School at Fort Leavenworth. He likes it well. Mr. and Mrs. Mix and daughter Helen went to Fort Leavenworth to see him. He is getting along nicely and sends his regards to all the boys. Ernest worked at the freight house at Waukesha up to the time he enlisted.

Channing Scraps.

F. Hawley.

Former Machinist Enar Johnson of Channing, has gone to Mississippi to enter United States service.

Machinist Herb Modrow has returned from Peshtigo, after a few days visiting friends and relatives and taking in the Old Settlers' Picnic. Jeff seemed overjoyed to see his old pal.

Machinist "Jake" Ellison of Green Bay, is helping out the rush for a few days.

Being short of tracks in the Channing yard, Herman Linderman with his crew added a narrow gauge railroad next to the coal sheds. Herman was credited with being a good brakeman, but by the way he uses his new code signals, not even his men can understand him.

Day Dispatcher Lyle Linderman left for Buffalo, N. Y., to visit his brother Elmer, who is attending a U. S. Gasoline Engineers' School. Dutch will not miss any of the sights, for his line of stories are always fresh.

Mrs. Marvin Brisk seems somewhat improved after a long siege of sickness. She seems overjoyed at being a new resident of Channing.

Mrs. J. T. Whitnar, wife of Station Clerk Whitnar, is a Channing visitor. Mrs. Whitnar will become a Channing resident in the near future. They have been inspecting their "49" on Railroad Avenue.

Mrs. F. M. King, wife of Engineer King, has been a Channing visitor at the home of Machinist F. Hawley and wife.

The Safety First meeting was held at Channing, August 14th.

Machinist Helper Owen Radder is back on the job with a flat spot on his tire.

The family of Section Foreman Manning is quarantined with scarlet fever.

Fire Builder Harvey Leiman thinks he will become a fireman by nabbing a good trip to the docks.

Machinist H. Stinson has left Channing for a few days' visit, "etc." Doesn't know we saw a new tailor-made suit for him. He says he expects to make a hit somewhere. Oh, yes, he will get hit, all right.

Blacksmith Louis Anderson was an Iron River visitor.

Machinist George Otterson has taken a few days off to visit his parents at Marquette, and friends at Milwaukee.

Three coaches containing soldiers passed through Channing August 14th.

Mrs. F. Hawley and Miss Pearl Hawley left Channing August 14th. Miss Hawley has been visiting here.

A card has been received stating that Machinist Ed Van Deuren has arrived safely in France. Good luck to you, Eddie.

At last it has happened. Machinist Helper Albert Kurth has taken a few days off, and has been visiting in Greey Bay. A little rest will do you good, Limpy.

Boilermaker Edward Dourpemhaus and wife have returned after a week-end at Green Bay.

Machinist Ferris Nelson has taken R. H. Foreman Koch's place for a few days while J. J. K. is away.

Former Train Dispatcher M. M. Harrington and wife are Channing visitors. Mike is pleased with his new job, but doesn't forget the nob of the woods for a visit.

Four more "49's" have been added to the Milwaukee colony. The growth of this colony is remarkable. It is now a territory and will become a state before long. Herman Linderman was elected constable and Herman Crowder, deputy.

Fireman Paul Bauman and wife have returned from Chicago, after a week-end visit with relatives and friends.

Machinist Tom Barr and family arrived at Little Rock, Ark., where Tom expects to make his future home.

Another drafted man has left for camp. Machinist Helper Anton Wiederhold, answering the call.

Fireman Albert Dobsin was arrested for exceeding the speed limit, but was released by the judge when he learned that Al. was hurrying home to greet a new daughter. Congratulations, old top.

Machinist George Otterson has entered United States shipyards service.

The correspondent has received word from former Machinist Helper Raleigh, that he wants the Magazine each month, so he can see what is going on in Channing. Raleigh will appreciate letters from any friends who care to write. His address is U. S. S. Prometheus, care postmaster, New York City.

Among the improvements being made at Channing, the electric light system has certainly solved the lighting problem. No more stumbling and falling in the pits after Sept. 9th. A new dynamo will furnish the juice for the roundhouse, shop, office and oilhouse. We hope our next improvement will be a new roundhouse.

Black Hills Division Locals.

J. M. Quass.

Conductor F. M. Maynard and wife, who have been spending the summer on the coast, have returned, Frank taking his run on 5 and 6, Murdo to Mitchell.

Conductor Walter Mayo has been on 5 and 6, relieving Bradbery, who is overseeing the threshing on his farm.

Engineer Max Newbowers, who has been on the sick list a couple of weeks, has resumed work. He was relieved by Jess Rodgers on 505 and 504, west.

Conductor Paul Smost has been laid up three weeks by a very badly sprained ankle and wrist, received by being jerked from his train while switching at Chamberlain.

Engineer Ed Smith and wife have been visiting in Northern Minnesota for a few days during the extreme hot weather, Engineer Saxer relieving Smith.

Roadmaster A. J. Barbee has a work train repairing track between Wota and Interior, which was badly damaged by heavy rains. Conductor P. G. Gallagher and Engineer Joe Maline have charge.

Engineer Bert Gardner has returned to work after a few weeks spent in Chicago and at the Wisconsin lakes.

The following Black Hills men have entered military service: Engineer J. T. Hendricksen, Fireman Harold Reaser, Brakemen Charles L. Grube, Louis A. Boyle, John Penticoff; Section Foremen George Winglebar and Charles Boland.

Notes From C. & M. Division.

B. J. Simen.

Trainmaster R. D. Miller and wife spent a few days on the C. & M., gathering up their household effects and preparing to move to Ottumwa, Iowa.

Operator T. J. Ryan of Deerfield, has been off for a few weeks on account of poor health, but is again at work.

Conductor W. B. Carr, who has lived at Libertyville for the past seven or eight years, has moved to Deerfield, as this is a much more convenient location, considering the runs he is on for the present.

The R. K. D. Milling plant at Rondout was destroyed by fire a couple of weeks ago. The loss of this half million dollar plant threw quite a number of men out of work and reduced the switching here considerably. For the present it will not be rebuilt.

Agent E. J. Carroll of Wilson, has the distinction of being the only agent on this division who keeps a fine flag floating over his depot. Old Glory has been flying here since the war was declared by Uncle Sam.

Conductor Jack Corbett ran the "Jenkins Lloyd Jones" funeral train as second one-thirty-one, Chicago to Madison. From there they went over the P. du C. Division to Spring Green, Wis.

Sunday, Sept. 15th, was flag raising day at Rondout. It was fittingly celebrated by an appropriate program. Through the efforts of Yardmaster George Dyer, Senator R. B. Swift was

secured as speaker. The Libertyville Band and Home Guards were included in the program.

Engine Watchman Earl Ayres of Libertyville, injured his hand with a slash bar and had to lay off for a week or two. Our old friend John Barbour helped out for a while.

We were sorry to hear of the death of Trainmaster W. F. Ingraham's mother at Evanston, Ill. Mr. and Mrs. Ingraham from Sioux City, attended the funeral. The bereft family has our heartfelt sympathy.

Operator G. C. Gould has left Ranney and is now the third trick operator at Lake. Operator W. P. Thompson has been appointed third trick operator at Ranney.

Conductor and Mrs. Mitchell and daughter Marie, Conductor J. W. Hare and wife and Conductor Geo. Harris and his dog "Duke," returned recently from a duck hunting trip at their cabin on Rush Lake, Waubay, S. D. Miss Mitchell got her first duck on a wing shot on her twenty-first birthday. From all reports none of the hunters bagged any more game than Miss Marie.

Conductor Henry Orth is taking a short vacation; Conductor Kirkwood relieving him.

Conductor Mark Simons has resumed work after a serious operation.

Conductor John Ryan is still off duty from the effects of his being overcome with heat last summer.

The lid is on. Nothing but "66" now goes. New timetable No. 1, issued Sept. 15th, superseding timetable 159.

O. P. Fainler resumed work Sept. 23. Some vacation, but Patsy says he was in the garden most of the time this season.

Ask Conductor Mitchell about his boat ride while hunting,—boat drawn by a pelican.

Conductor R. L. Piper is still relieving Conductor Deil on the Southwest Limited.

Conductor C. M. Elliott is off duty on account of a sprained back; Cahill relieving.

Conductor Albright is polishing up his gun for a trip out in Iowa, where he goes for a few of the finest birds.

Superintendent Rupp can tell you all about the canvas backs brought back from Waubay. Some cats!

Twin City Terminals.

"Eleanor."

Mrs. Harold Grosser, formerly Idell Widholm, stenographer in Superintendent Van Dyke's office, made this office a very pleasant call recently. Idell says the West is wonderful, but Minneapolis looks pretty good to her.

Ener Lindquist has accepted the position of clerk in Chief Engineer Powrie's office.

Chas. Fulnecky has returned to the Engineering Department after a year's experience with the North Dakota Highway Commission.

The Minneapolis Passenger Station service flag has at last made its appearance and a very conspicuous one, too, thanks to the efforts of Clarence Prescott. There are forty-nine blue stars and one gold star.

Someone recently asked me if the gentleman in Room 15 has taken any of the girls for the promised ride. As far as I know he hasn't. Understand he has a "steady" passenger. Don't be discouraged if he doesn't show up, the Case car is in good running condition and the owner is very generous.

Henry Polsfuss resigned as clerk in Mr. Powrie's office and has accepted the position of traffic manager for the Minneapolis Manufacturing Co.

Loren S. Rice of the Engineering Department, who went to Camp Lewis, Wash., with the draft contingent May 25th, is now a sergeant. M. P. Breslauer, located at Camp Grant, formerly employed in the same department, has been made corporal.

J. L. Tornes, concrete foreman, Engineering Department, has a reason for the conspicuous smile—it's an eleven-pound boy and a dandy, too.

F. M. Sloane, field engineer of the Valuation Department, recently left his many duties in the office for a vacation. The office force were suspicious so duly decorated the office with appropriate signs, old shoes, etc. Mr. Sloane evidently forgot to bribe the clerk of court. Here's wishing Mr. and Mrs. Sloane much happiness.

Nellie Hennessey spent her vacation at Harlow, Mont. She says there is something about the West that makes one want to return. Perhaps it's the rocks and beautiful sky, but we have our doubts.

Jean Smith left Saturday for Calgary, Alberta, for a two weeks' vacation. Hope you enjoy every minute of it, Jean.

Miss Georgia Perry is among the new employes in the building, having the position of road-master's clerk, Room 19.

N. Marshall, assistant to General Superintendent Foster, has enlisted in the Navy, located at the Dunwoody, Minneapolis. Frank Rogers has taken his place as assistant to general superintendent. R. Roberts works in Mr. Roger's place and Mr. Smith is employed as Mr. Foster's stenographer in place of Mr. Roberts. We're glad to note home talent is appreciated.

Chas. Pritchard is becoming quite adept with a tape measure. We have been unable to find out as yet who is the winner.

Miss Karen Olson, stenographer in the Legal Department, was married July 8th to E. B. Lewis of Paris Island, S. C. Congratulations.

A. Alexander was called to his home at Milwaukee, July 26th, on account of the death of his mother. We extend our sympathy.

Miss Zuhlsdorff, stenographer in District Carpenter King's office, has resigned. Miss Rundquist has taken her place.

August Johnson, day caller, Minneapolis Passenger Station, just returned from a Western trip. Los Angeles, Denver and Salt Lake City were some of the points he visited.

Miss Agnes Connor is the latest addition to the list of war brides around the station. She was married July 31, 1918, to Corporal Fred Longbotham, Engineering Corps, Fort Benjamin Harrison, Indianapolis. Their many friends join in wishing Fred's safe and quick return from overseas and the young couple health, wealth and prosperity.

Charles McLain has left "single blessedness" and joined the "home guards." Charlie surprised us all last week with the happy tidings.

Dave Fleisher, C., R. I. & P. clerk, local freight house, has joined the colors. Enlisted in the Engineering Corps and is now located at Syracuse, N. Y.

S'More Old Line O'Types—Northern Division.

The air in the Northern Division superintendent's and train dispatcher's offices is extremely blue these days and the occupants are all wearing that "lost your last friend look." Reason—Edward Hawtrey, the chief dispatcher's assistant and life of the office, has joined the colors and is now preparing for the annihilation of the Kaiser at the Bradley Polytechnic School, Camp Bradley, Peoria, Ill. But Ed, at least, had a heart and left an exceptionally nice successor. His brother Charles has succeeded him and will continue to occupy Room 9 until Ed has put the kibosh to the Kaiser and can return to his old place in the dispatcher's office. From what we know of Ed's ability, look out Wilhelm, but cheer up old liners, for Room 9 will soon be radiant with his presence once more.

As far as Mrs. Tucker and Marie are concerned, the question of the hour is, "Shall it be a felt or satin service flag?"

George is quite jubilant since his visit to Omro and about every hour we hear him warbling "Poly, Woly Doodle All the Day." Ask George about that song and who sang it in Omro.

Al Kilian, who is working second trick in the

dispatcher's office, is out of luck. He has no one to run the "7:15 Special" between the depot and beanery. Ask Eddie the reason. He knows.

About 4:00 p. m. every afternoon Flora and Lillian have a very expectant and hungry look. Why? Al is summering in Northern Wisconsin and consequently the ice cream cones have ceased to come. Cheer up, girls, he'll soon be back.

A. Mallum, our genial trainmaster, has honored us by moving into Room 10. He simply couldn't keep away any longer.

Yardmaster Wm. O'Rourke was a visitor here August 17th. The Horizon people sure are the real goods.

Illinois Division.

Mabel Johnson.

Miss Margaret McGrail, chief clerk, division master mechanic's office, Savanna, spent a few days in Excelsior Springs visiting her parents, who are receiving treatment there.

Brakeman C. E. Friske was relieved a day on Nos. 30 and 33 recently and attended the War Exposition in Chicago.

Signal Supervisor A. T. Breecher, Savanna, attended the Railroad Signal Association convention, held in New York from September 9th to 20th.

Dr. Lipscomb in Red Cross Car No. 2 was at Savanna recently and his interesting lecture on "First Aid" was very much enjoyed by all who attended.

Miss Clara Cush, superintendent's office, Savanna, is wearing a broad smile lately. All must be well with the boys in France, for the mail man claims to be overburdened with mail for her.

Miss Irene Rush, clerk, rail mill office, has resumed her duties after an extensive trip through Wisconsin and other points.

The office "bunch" from Beloit spend every Sunday in Savanna and surrounding territory. Wonder what the attraction is?

Miss Viola Donahue, stenographer, superintendent's office, was off duty Saturday, September 7th, to spend the day in Chicago. Said she was going alone, but parties at the depot for No. 6 that morning say she had company. Did you attend the Exposition with him, Viola?

Miss Helen Patton is the new filing clerk and stenographer at the superintendent's office.

Miss Anna Rush, timekeeper, superintendent's office, spent September 7th and 8th in Davenport.

We understand Chas. Klemens, 110 clerk, superintendent's office, has made up with his "mother," as his trips to Dubuque are increasing.

Leo McGovern, chief timekeeper, Illinois Division, has been promoted to chief clerk in Superintendent E. W. Lollis' office at Des Moines, Iowa. His place as chief timekeeper has been filled by M. Viers, of superintendent's office. The promotions of both young men are well deserved and they have our best wishes for continued success.

Chief Clerk M. G. Anjal, Chief Timekeeper M. Viers, and Filing Clerk Doris Calehan were at Beloit a couple of days helping to arrange new office at that point.

Miss Mae Bashaw is assisting in the Car Department office in place of Miss Bernice Zigler.

"Kirkman's Science of Railways"

Enginemen, Trainmen, Shopmen, Roundhouse Men, Etc.: These Standard Text Books and Charts, written by men who know; containing Examination Questions and Answers, and explaining and illustrating the Locomotive, Air Brake and Machine Shop, are arranged in groups. No one loaded down with charts or books not relating to his particular occupation. Payments may be made monthly.

CROPLEY PHILLIPS CO.
CHICAGO, ILLINOIS

who is confined to her home on account of sickness.

Miss Edith Campbell, clerk in rail mill office, is spending her vacation in the southern part of Illinois.

Miss Clarabel Frutchev, division master mechanic's stenographer, Savanna, has returned from Iowa, where she spent her vacation.

Harry Bahne, who was working for the Government at Columbus, Ohio, has again taken up his duties as night yardmaster at Savanna.

We are pleased to place in our Division Notes the appointment of F. A. Staples, formerly general car foreman at Savanna, to district car foreman of Northern Division with headquarters at Minneapolis. Mr. Staples was held in high esteem by the Savanna car forces, and as a remembrance from them was presented with a gold watch and chain and handsome Moose charm. Lee A. Smith has been appointed general car foreman at Savanna to succeed Mr. Staples and is to be congratulated upon his promotion. The hearty co-operation of the car men at this point is assured him.

Engineer Sylvester Alden and family have returned from Chicago, where they attended the War Exposition.

Conductor A. C. Kramp is enjoying some of his spare time in a new Maxwell roadster.

The President's Special passed through Savanna August 28th.

Conductors Abel and Fish spent a few days fishing in Northern Wisconsin. If they didn't catch fish, I wonder what they did catch!

Miss Theresa Powers, formerly stenographer and material clerk at Savanna car office, has accepted position as stenographer for Chief Clerk Anjal in superintendent's office. The vacancy in car repair office is being filled by Miss Bernice Zigler.

F. J. Manthey, formerly dispatcher R. & S. W. Division, Savanna, received his commission as first lieutenant of Engineers Corps, Railway Regiment, with instructions to report at Hoboken, N. J., August 27th. We miss Fred around the office very much, but are willing to lend him to Uncle Sam for the fray, for we are sure he will come back with the Kaiser's scalp.

Trainmaster Allard's father from La Crosse, Wis., paid him a pleasant visit the latter part of August.

W. G. Chipman is again in Savanna yard as general yardmaster after a few months' absence doing Government work.

Misses Anna Wires, Gladys Hall, Mary Murphy, Anna Rush, Laura and Louise Reinehr were very pleasantly and instructively entertained by Dr. Lipscomb in Red Cross Car No. 2 Friday evening, September 13th. He gave them a very interesting lecture on "First Aid."

Mrs. Anna Bahne, car record clerk, superintendent's office, accompanied by friends, motored to Milwaukee and there spent her vacation.

Lieut. Archer Richards, son of F. L. Richards, visited friends in Savanna recently.

Mabel Johnson, trainmaster's office, Savanna, spent her vacation in Houghton, Mich. Also attended War Exposition at Chicago.

Fourth Liberty Loan Special out of Chicago enroute to Dubuque and I. & D. Divisions passed through Savanna, September 18th.

Word has been received from brakeman E. Behnke, now at Camp Wheeler, Ga., that he is feeling fine and has gained 18 pounds in weight since joining the army. He wishes to be remembered to all the boys on the road.

Iowa Division M. & W.

Ruby Eckman.

James Bowman, steam ditcher engineer, was off duty and was compelled to go to his home in Milwaukee a couple weeks in September on account of sickness. Edward Bowman of the same crew was at his home in Milwaukee getting acquainted with a new baby girl.

Pile Driver Foreman August Bergland, who has been off duty for three months on account of sickness, returned to work on the division the fore part of September. Wm. McGrath, who had charge of the crew during his absence, is now relieving Charles Book at Rockwell City. Charles is taking a month's vacation.

We presume Correspondent Helga Hackstock of Council Bluffs will show a different name at the title of her column this month as the result of a wedding which occurred at her home a few

weeks ago. Helga didn't send out any announcements, but she has our congratulations just the same.

Agent O. P. M. Huffman's home at Woodward was entered on the night of September 10th and about \$100 belonging to Mr. Huffman and \$30 belonging to his son, Leon, together with a watch and some other valuables were stolen. No clew was found to the burglars.

On August 14th the Store Department at Perry was put under the supervision of Edward Griffith, former roundhouse clerk at Marion, and in the future that department will be handled entirely separate from the roundhouse work. The appointment of Mr. Griffith to storekeeper is a promotion to him and one which his friends were pleased to see him get.

A. G. Elder of the Soo City dispatchers' office and C. B. Elder, dispatcher at Mendota, were in Perry during the latter part of August for a visit with relatives and friends.

An announcement was made the middle of September that Attorney Clio Clothier would open an office in Mobridge for the practice of law. While Chief Carpenter Elmer Clothier and his family moved West several years ago, they are still counted among the Iowa Division folks and Clio's friends are all glad to learn that he has qualified himself for his new work. Clio received an appointment to the officers' training school at Fort Snelling a few months ago, but later received a disability discharge.

Engineer Peter Anfinson has been in Western Montana for a few weeks assisting in taking care of the crops on his brother-in-law's farm. The brother-in-law was drafted and the farm work was left to Peter and Anfin Anfinson to do.

Mrs. Fred Dollarhide, wife of the machinist at Perry roundhouse, who has been in the King's Daughter's Hospital at Perry for several weeks, is slowly improving.

Conductor A. J. Dollison spent a couple weeks visiting with relatives in Ohio.

Dave Young, who has been station clerk and baggageman at Perry for several months, has resigned and returned to his home in Monticello.

Conductor E. G. Keenan's wife has been sick for several weeks with an attack of neuritis.

Traveling Engineer R. R. Stockwell has moved his family from Perry to Dubuque. He sold his home in Perry to Conductor Lee Tolbert.

A. E. Peterson, West Division brakeman, who was drafted and sent to Camp Pike several weeks ago, was sent home on account of physical defects. He resumed his work on the way freight with Conductor Gregg.

Conductor John Evans and wife had a very pleasant trip during the latter part of July to New York City and other points east.

Yard Conductor C. W. Baker and wife spent a few weeks in August and September with relatives in New York.

Conductor Frank Johnson's youngest daughter has been sick several weeks with appendicitis.

Superintendent Flanagan's wife and children from Dubuque spent a week during August in Perry visiting at the home of Engineer John Heinzeleman.

Engineer John Conway and family spent a couple weeks of August with relatives in La Crosse.

Head Boilermaker Otto Puhl of the roundhouse force at Perry made a business trip to Dubuque the latter part of August.

J. W. Kirkendall, committeeman for the Firemen, and Engineer Oscar Woods, committeeman for the Engineers, spent a week in Chicago. Mr. Kirkendall, together with Conductors C. M. Craig and Clayton West of the Western Division, were within a short distance of the postoffice in Chicago the day it was bombed. The boys were not injured, but they all had the scare of their lives. John Kirkhart has been made night foreman at Perry roundhouse and John O'Leary has been made assistant day foreman.

Mrs. Thos. Dollarhide of Dennison, Texas, has been in Perry a few weeks with her son, Fred Dollarhide and family.

Dean Brooks, cashier at Perry freight office, was called to military service during September. Brooks Cross, chief clerk at the roundhouse, was also called. Brooks was in the limited service class.

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 lies.

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,

BARNET 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 hesitancy 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

Perry friends of Joe Bodenberger welcome him to the Iowa Division as traveling engineer. Joe takes the place of George Lusk, who resigned and went back to Aberdeen as an engineer.

Conductor O. M. Stevick was in Des Moines the latter part of August for a surgical operation.

L. P. Gibson has been appointed claim agent of the Iowa and Des Moines Divisions, succeeding Thos. Glynn, who went to the North and South Dakota territory.

Switchman Scott Carhill's wife was in a sanitarium in Des Moines during August and September.

J. K. Smith returned to his work as switch engine engineer in Chicago yards the fore part of September, after having spent a few weeks in Perry on his farm. His son, Alex Smith, who had charge of the farm was drafted the latter part of August.

Claude McMahon of Soo Falls, S. D., former yardmaster in Perry yard, was in Perry the fore part of September visiting with old friends and relatives.

Master George Barth, son of Boilermaker Wm. Barth, had the misfortune to break his arm while playing with playmates the fore part of September.

Clarence Duitman of the Dubuque shops force spent a few days the fore part of September visiting with friends in Perry. He formerly worked in the local shops.

Machinist Helper George Gontner returned to his work at the Perry roundhouse the fore part of September. He had been back to his old home in Pennsylvania with the remains of his wife.

David Thomas, who has had charge of the turntable at Perry roundhouse nights for the last ten years, has been transferred to the same position days.

Jerry Fowler, who worked as custodian of the roundhouse offices and grounds for a long time, has returned from Savannah and resumed his old job. Jerry thought he would like a similar position in Savannah, but soon changed his mind and returned to his old job.

Charles and William Murphy, who have been attending Annapolis Military School the last few years, spent their vacation in Perry with their parents, Engineer and Mrs. W. T. Murphy.

Yard Conductor George Rawlins of the Perry yard force returned the fore part of September from a visit with relatives in Indiana.

Conductor Elmer Millard was on the lay-off list for a few weeks on account of a badly bruised shoulder.

Lineman Charles Robertson and his assistant, Wm. Ferber, were both quite badly hurt September 8th, when the gas car on which they were riding was derailed by a drove of pigs coming up onto the track just in front of them. Charles received a bad scalp wound which required 19 stitches, also some other bruises and wounds which required him to be confined to the hospital for a couple of weeks.

Kansas City Terminal Items.

C. V. Wood.

On September 2d in our Coburg yard Section Foreman William Bechtel was instantly killed at about 2:25 p. m. While opinions differ as to the manner in which Mr. Bechtel met his death, it is the general impression that he endeavored to pass directly in the rear of a moving train, slack running out, striking Mr. Bechtel, causing him to fall, the wheels of a car passing over his body. Let this be a lesson to us all to practice Safety First at all times.

We hear very glowing reports of W. A. Ebersole, who is now the promising agent at Eau Claire, Wis. We understand he is anticipating a "deer hunt" shortly and if he wasn't a married man we wouldn't understand just what he really meant.

Bert White is in Wisconsin at this time, trying to find out how many private tracks we have in that state. He reports "fried" chicken exceptionally fine.

C. W. Lewellyn, former contracting agent, is now in full charge of the re-routing of freight through Kansas City, located at our train yard, Coburg.

In line with Director General McAdoo's order, the Kansas City Consolidated Ticket Office opened

for business Monday, September 16th, at the corner of Seventh and Walnut Streets. The office has been beautifully fitted up with mahogany counters and furniture. R. A. Laughlin, our city ticket agent, is with the new office as first assistant ticket seller. J. Frank Etter, for the present, will not connect himself with the new ticket office, but is figuring on taking a leave of absence of several months. The new draft age of 18 years is having some effect on him.

Several improvements have been made in Coburg yard recently, we having in operation at this time a new mechanical coaling plant and new track scales. As Mr. Reed's office was in first class condition, no improvements were made there.

A letter was received from Second Lieut. Edw. W. Keefner, stating he has had one interview with the Huns and while he is still living to tell the tale, he says we ought to see the other fellow. Ed is with the Headquarters Company of the 140th Infantry, and no doubt he now finds his duties very different from that of a revising clerk.

Private D. D. Devol on August 12th was back of the lines on a short rest after having served his time on the firing line. Don writes that he hopes to be home by Christmas.

First Lieut. Rayburn S. Potter has landed safely overseas. He writes that he hopes to see his old pal, Ralph Francisco, soon. Nothing has been heard from Ralph recently. He is probably either too busy entertaining the French girls or else killing the Germans. We hope the latter, but you can never tell about these Yanks.

Private Pat A. Lynch landed in France safely, according to card received by Mr. Johnson. When Pat gets his "Irish up" I bet those Huns will run.

Private Alfred E. Ira writes that he expects to be sent to a clerical school for training. He wishes to be remembered to Frank Reed and all the other gentlemen at Coburg.

Switchmen Jerry O. Dowd and Wm. Jones are away at this time on their vacations.

F. A. McCarthy visited relatives at Sturges, Mo., the early part of September.

Wm. Brown and wife visited in Marion, Ia., from September 8th to 15th.

Miss Louise Egner won the diamond ring at the contest at Gladstone Hall, September 12th.

Miss Martha Browne visited her "brother" at Camp Funston, Kansas, on Sunday, September 8th. She made the trip in her car, evidently not having six blowouts this time.

David Fulton, first trick operator at Suburban Junction, has been off several weeks on account of sickness.

Harold Austin, night chief clerk, Coburg, has joined the Army and is now stationed at the Raehle Auto School at North Kansas City. He was succeeded by Chas. Lamb.

Miss Louise Egner has succeeded Richard Fahey as bill clerk in E. F. Reed's office, Mr. Fahey being again stationed at the local office as assistant bill clerk.

Mrs. C. W. Lewellyn and daughter visited relatives and friends in Chicago, Sunday, September 8th.

J. D. McCarthy, formerly our operator at Coburg, is now with the Signal Corps, detachment of the 141st Field Artillery, somewhere in France. Mr. McCarthy until recently has served on the Italian front.

L. P. Gibson, formerly our district adjuster, has been transferred to Des Moines, Ia. T. O. Withers has taken over the work formerly handled by Mr. Gibson.

Night Chief Dispatcher John Niman, from Otumwa Junction, visited with the Coburg force a few hours the first part of September. We were glad to see him, and trust he will call again.

Ed Schenider made his annual visit to Elmira last week.

Switchmen T. E. Fisher and Wm. Jones went duck hunting at Dawn, Mo., on the Grand River, Sunday, September 15th.

Arthur S. Van Wye, recently called in the draft, is back with us again, having been rejected on account of slight physical defects.

James E. Hogan, formerly our chief bill clerk, is now employed in the Kansas City Southern general office.

Safety First meeting was held in Kansas City, Thursday evening, September 19th, attended by quite a number of our employes and a number of Safety First matters attended to. Numerous Safety

First cards have been received from Committee-man Coffman, Maybanks and Landon, which goes to show that the engineers and firemen and Police Department are giving this matter more attention. It is hoped that our attendance will be better at our next meeting, October 17th. Don't forget the date. W. E. Johnson will please have his speech ready.

Those who knew him will be pleased to learn that our former switchman, C. V. Hill, has received his commission in the Army. He has been in France for some time.

Harry Zane did not attend the big ball game in Chicago this season. Business before pleasure with freckles these days.

Private Harry Studt writes that he is well and getting fat. The 89th Division, of which he is a member, is supposed to have taken an active part in the big American drive.

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

Lieut. J. W. Martinson visited his father, Traveling Engineer Martinson, the last of August. Lieutenant Martinson is in the aviation service at a Texas training camp.

Engineer P. H. Burns is back on the day patrol run between Racine and Corliss after a several months' lay-off, due to injuries received in the derailment at Racine Junction last spring.

Engineer White is with McCarty on the Burlington ice job.

Not wishing to butt in on C. & M. Division notes, it might be well to state that Labor Day No. 18 had 18 cars.

Alec Skeed, signal repair man, and Mrs. Celia Parker were married August 29th at Rockford, Ill. They will make their future home at Beloit, and we extend congratulations and best wishes.

New ninety pound steel is to be laid this fall, starting one mile west of Burlington to five miles east of Burlington. Roadmaster Garrity is putting the division into first class shape as rapidly as he can obtain material, and the heavier steel will, we hope, be extended over the entire division.

"As exclusively predicted" in this column, the consolidation of the R. & S. line and the R. & S. W. is now an accomplished fact, with Superintendent E. W. Morrison in charge and headquarters at Beloit. Mr. Pietsch is chief dispatcher and has five trick men, two for the R. & S. line and three for the R. & S. W. The R. & S. W. dispatchers no longer handle the south line, their jurisdiction ending at Kittridge. The third trick dispatcher handles both lines.

Operator Charles Foster has resigned his position as first trick operator at Beloit. Embeck now on first trick, Morrissey on third, La Bundy working third at Elkhorn.

Conductor Buege had command of the Pink Special September 5th.

Operator Carter has taken up winter quarters at Burlington. He will dye his hair, accumulate a paunch and try to look like the rest of the population.

Operator Unverzagt has entered the National Service and is taking special training at Beloit.

Jack Cavey is back on his old run again, relegating Little Joe to the box cars.

Operator Flora and Conductor Lavin took in the War Exhibition at Chicago September 14th, returning in time and in condition for work.

Not wishing to criticise General Crowder, but we are at a loss to understand why he had such men as Horton, Rossmiller and Bolton register for military service, and lets Jake Meyers and Bill Tilton (who would be of some real service to him) get away. Jake and Bill are regular fighters, while the other three are decidedly non-essential.

It is now First Lieut. F. J. Manthey, and he is on his way "over there." Mr. Manthey received his commission August 23d and left the 29th for Hoboken, N. J., where he was ordered to report September 2d. He started to work on this division as side wire man in the dispatcher's office in 1905, coming from Madison. In 1906 he was made dispatcher and has been in the office up to the time of his enlistment. He was assigned to a railway regiment, and we know of no one more competent for the position. He takes with him the best wishes of every employe on the Southwestern Division.

As this is being written the Great Elkhorn Fair is in full swing, Babe Dobig, Eddie Ginaine, Harry Hayes and Jake Meyers in charge. Thank God, we escaped!

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

Breezes From the Windy City.

F. E. Kuhrt.

Everybody in Superintendent Christoffer's office seems to be on their toes lately; wonder why? Miss Graham seems to have solved the mystery and says that the shows downtown are going to lose money, especially the S. & G. Theatre. Guess she was right, but our happiness lasted only a short time as the source of our pleasure was taken away, but we are not worrying as we have more than made up for the loss by having with us none other than our little comptometer operator, Miss Wolf, who has come to brighten the office with her big smiles and dimples, and we all wish her good luck in her new position.

We wish to correct a rumor which is going around about Miss Arcustein's brother. He is not in the army as previously stated, but he is in the Marines, isn't he, Lillian? Oh, Min.

Did you ever hear the story of the fellow who walked home along the railroad track and thought he could run an engine? Well Miss Graham knows one better than that.

We all envy Tom Kinney these days. Good view, ain't it, Tom?

John W. Stahl, secretary to Roadmaster Moberly, recently spent a few days fishing at Tomahawk Lake, Wis., with his family. John did not have any luck whatever, judging from the way he swore when he returned, and as far as competition is concerned, there was none. Something must have been radically wrong as we learn that a lady (who has never done any fishing before in her life) from Kenosha pulled a twenty-five pound musky right from under John's boat, and a party from Ottawa, Ill., picked one up weighing thirty-five pounds. The luck was there but the other people seemed to have had a corner on it.

Our popular operator, Miss Anna Merzlik, has decided that she is going to leave us and go to work at Galewood, back to her old home. Them's harsh words, Ann, but we all wish you the best of luck.

Geo. Strayer, at Union Street, has moved his mother and brothers and sisters to Chicago. He claims he don't like to be running for trains all the time.

A. J. Enson, of Union Street, is going in the army. He got his questionnaire. Good night, kaiser.

Miss Josephine Nessel, stenographer at Union Street, spent two weeks on a farm in Michigan. According to the pictures she took she was a regular farmerette.

Miss May Toppel, expense clerk at Union Street, spent her vacation at Lake Geneva. The bathing was great.

Miss Esther Gergsten, Union Street, spent her vacation at Seattle, Wash. There seems to be quite a few Jackies from Chicago there.

Miss Myrtle Mohstad, expense clerk, Union Street, had a very enjoyable time in New York. She did not want to come back.

Charley Donohoe, of Union Street, strained his back carrying all his medals back from Camp Logan. How is the right shoulder, Chas.?

Miss Martha Opland, expense clerk, took a nice rest at Canton, S. D. No swimming there.

Miss Harriet Egan, Union Street, is spending her vacation at Campbellsport. I bet she will get back to Chicago so she can spend a day at Great Lakes.

If Bill Close, bill clerk, Union Street, gets in much more overtime, Uncle Sam will not have any more War Savings Stamps to sell. Good boy, Bill. Buy all you can.

If you don't think Balsler, of Union Street, has his hands full, just get down to the office some morning about 6 a. m. I bet he has not eaten breakfast for a month.

Mrs. Sophie Bass spent her vacation in a nice little country town in Iowa. She reports the rest did her good. She has not been feeling well since her return from St. Joe. What's the matter, Sophie, too much bowling?

Maurice Twoomey reports having a good time on Monday, Sept. 16th, as he stayed home all day. Maurice wishes that Yomkipper would come every day, don't you, Maurice?

Miss Myrtle Cederholm, record clerk, Galewood, has been off on account of illness for about three weeks. She returned to work Sept. 18th and looks fine. Glad to see you back on the job, Myrtle.

John O'Toole, car record clerk, Galewood, has moved to Elgin, and as a result has to get up a

few minutes earlier in the morning, but John has not missed the train yet, even if he does stay up late. I can't figure out why a person would stay up late in Elgin. Probably John can say.

A young lady in the car record office at Galewood lost her pocket book recently while attending the War Show, but as luck would have it, the pocket book was found again, but not by the lady who lost it.

Miss Margaret Sharkey, stenographer in the office of Assistant Superintendent Hasenbalg, Galewood, spent Labor Day at Delavan, and reports a good time.

Chas. (Skinner) Schnider, train clerk, Galewood, spent his vacation in Michigan and Ohio. Both dry. Nuff said.

Miss Sarah Snell, record clerk, Galewood, left for her vacation a few days ago for Savanna where she expects to spend some time visiting friends and relations. Kind of quiet around Galewood since Sarah left.

John "Lensey" Mahon, foreman, Galewood, came out after his back time in his flivver. Understand he stalled on the viaduct and Lee Smith had to shove him over the hill. John is still on the Dunning run and making his little eight hours per, but we will say John drew *some back time*.

Columbia, Idaho, Division Scraps.

Ida Hooper.

Engine Inspector L. A. Vandervort, was a visitor in Spokane last week. His wife returned with him, and for the present they will make their home in Malden.

Machinist S. E. McDaniels, who has been working in Othello for several weeks is again at his old post.

On Labor Day the home of Z. L. Hardinger, machinist, was totally destroyed by fire. A gasoline stove, on which Mr. Hardinger was cooking, exploded and the house was a mass of flames before help could arrive. Only a few articles of furniture were saved. The family are now residing at the Ideal rooming house.

Louis A. Baldwin, machinist, is a new member of the roundhouse force.

Wm. Greetan, has resigned his position as clerk, and is now call boy at Harlowtown, Montana.

Miss Zelda Foreman, daughter of Engine Dispatcher A. M. Foreman, left last week for Cheney, where she will enter the Normal school.

Visitors at the Spokane fair this week were Chas. Davis and wife, Tom Brown, Orville Davis and Vernon Reinking.

September 1, 1918, the employes of the roundhouse were startled to see the freight depot in flames. A record run was made with the fire apparatus and in a few minutes streams of water were at work. The city hose was called into use and in a short time the firemen had it under control. All of the freight was removed from the burning building and only some of the papers that were upstairs were destroyed. Some of the firemen were injured, but they were all at work the next morning. The frame work is now being torn down and it is supposed that a new building will be erected. The office force moved into the depot and resumed their duties.

Mrs. Byron, wife of R. H. F., N. R. Byron, has returned from a visit with relatives in Montana.

The roundhouse is again without women wipers, and unless some can be secured, men will have to take their places. Mrs. Wagner and Miss Sykes have resigned.

While at work Monday John Graham, boiler-maker, was struck by a piece of iron, severely cutting his head. After having it doctored up, he returned to work.

Wm. Lowery and daughter Miss Marie, were visitors at Ellensburg and St. John last week.

Fred Chance of Iowa, has taken the position as stationary fireman recently vacated by E. R. Hooper. Mr. Hooper who has been an employe of the Company for eight years, is now working at the Car Department.

D. L. McKay, assistant claim agent, was a visitor at the office last week.

The following wish to thank Mr. Mittlestadt for his daily gifts of fruit: N. R. Byron, F. F. Greene and the clerk. Mr. Green said he couldn't exist till noon if it wasn't for those apples.

Miss Ida Hooper, daughter of E. R. Hooper, has taken the position vacated by W. G. Greetan, in the clerk's office.

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

Your La Crosse Division correspondent left the division on August 18th for a two weeks' vacation, which was spent at Wauzeka, Wis., and points along the Old Kickapoo River, visiting places where he had lived some 30 years before. Upon our return we found some items which should have appeared in the September issue, but as they are important items, we will see that they get in this month.

The employes at Sparta, by popular subscription, raised a large amount with which they purchased a flag that sure does credit to the sixty-one employes who raised the money. A 60-foot flag pole was donated by the C., M. & St. P. R. R., and on the evening of August 7th two thousand persons gathered about the station to witness the raising of the flag by the little twin daughters of Conductor and Mrs Shutter, Vivian and Virginia. As "Our Flag" was raised to the place it deserves at the top, the entire crowd sang the "Star-Spangled Banner." The military band from Camp Robinson, as well as several noted speakers made the program, which lasted about one hour, very interesting and all departed after closing by singing "America."

August 30th word was received at Sparta that Chas. Sullivan, son of the late John Sullivan, for many years cashier at the Sparta freight station, had died of wounds received while in action in France. He was a member of Co. L, 128th Inf., and went to France last March.

Miss Hazel Carles is now employed as bill clerk in the freight office at Sparta.

Agent Cordes entertained his daughters, Misses Marion and Edna, of Watertown, Wis., during their summer vacations from school duties.

Our old friend and Lax Division operator, but now a Dubuque Division dispatcher, Otto Rampson, spent a part of his vacation on our division visiting his parents at Portage and friends at various places along the line. Otto is sure getting old, the same as the rest of us, but he says the reason is "tonnage" and we believe it, for everybody feels the same.

Conductor A. H. Otto has obtained a position on the Viroqua branch as brakeman by bulletin

and Conductor C. K. Wright has drawn the pusher job as brakeman by the same route. Conductor Wm. Springer has taken a job of breaking on the Portage and Madison branch way freight. Understand this job is to be placed on bulletin soon.

Everyone seems to be anxious to get settled down to a steady position before old man Winter comes along and finds us on the ragged edge of an extra job, running at far less compensation than a regular place as a brakeman.

Conductor Wm. Shaffer has taken the Portage lay-over way freight in place of Jerry Lynam.

The soldier special between Camp Robinson and Sparta has been discontinued and the brakemen taken off the night helper, but Conductor M. Larkin still retains his position as conductor on the same job.

J. Rafferty, a former Lax Division conductor, now of Spokane, Wash., visited his old pals around Portage this month.

Operator E. J. Thayer, Jr., son of our former Train Dispatcher, Thayer, is working first trick at Bangor.

Several offices have been bulletined and some changes will be made before our next issue, when we will try and report them all.

Instead of a new depot being built to replace the Milwaukee depot that burned at Rockland, the old C. & N. W. depot was moved in between the two railroads and a joint station is now operated at that place with the former C. & N. W. agent on the job, while our old friend, H. J. Laufenberg, has taken a short vacation from duty, which he will spend in South Dakota and will then settle down to a position as operator on one of the many jobs now open. However, he expects to land the job at Bangor, which would allow him the privilege of working in town and residing in the suburban town, Rockland.

Former Roundhouse Foreman J. Horn has been moved from Portage and given a higher position with headquarters at Wausau.

We are informed that Mr. Cull has given up the position as agent at Tunnel City and will bid in some straight eight-hour operator trick.

Mr. Karney is at present filling the agent's position at that place.

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 Economical—absolutely safe—guaranteed to *stick*.

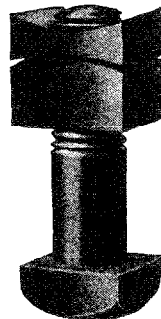
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Put it down this way

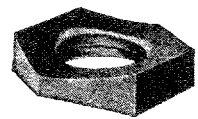
"BOSS" Lock Nuts



BOSS NUT CO.

Railway Exchange Bldg.

CHICAGO, ILL.



M. Kelly and crew are busy handling the pile driver outfit under the direction of Foreman Ellis. Have been driving piling for the new coaling station at New Lisbon and from there to the Viroqua branch, where much new work will keep them busy for some time. By the way, the new coaling station at New Lisbon is going to be a regular railroad coaling place, where the brakeman won't have to throw steen switches and flag everybody else while he gets to the shed, nor will he have to assist the coal shed men to crank up a couple of dozen buckets of the black diamonds before he gets to the eat house to get his flats and java. Ah, no, none of that, as the new mechanical shed will attend to all their wants while the engine stands on the main line, if so desired. That's what we call a move along the ideas of Safety First.

Fred Shumway has been appointed storekeeper at North La Crosse and comfortable quarters fixed up in a part of the roundhouse. Both engine and train departments will come under him and we predict a busy man, but that won't bother Mr. Shumway, as he has always been used to being busy, no matter where employed.

Operator A. Steinhach, third trick at Camp Douglas, enjoyed a few days' vacation which himself and family spent around Prairie du Chien visiting relatives.

We see that W. Walthers and crew had to take a part of W. Braunon and crew's pay check on account of the work on that run requiring more than the 16 hours a day allowed by law. Well, it always did strike us that two crews were better than one on a sixteen hour job, even if the compensation did have to be divided.

Superintendent Rossiter and Trainmaster Holbrook have their families moved to Portage and are settled in beautiful homes in that city. It is the desire of all employes that they may remain with us longer than just to get acquainted.

Our soldier boy friends who have been at Camp Robinson for several months have been moved to some Eastern seaport and no doubt before this issue is in print most of them will have seen some of what they have been training all those months for. They were a gentlemanly bunch and the best wishes of all employes who were in any way called upon to associate with them goes with the boys.



The above is a very good likeness of La Crosse Division Chief Train Dispatcher W. G. Bowen and his little daughter, taken near their home at Portage. Both are employes of the La Crosse Division in an official position and the young lady certainly commands as much attention from the office force when she comes into the office as though she were the "Big Chief" himself.

Hello, Nora, glad to see you are back on the job. You sure look to us (through the correspondence lens of the magazine) as though you had enjoyed those few days around the old swimming hole there, nine miles long, five hundred feet wide and in some places eighty feet deep. Some swell place to spend a week or two.

A man has been put on at Union Station, Milwaukee, to attend to lanterns and other equipment used by passenger trainmen and the boys are thankful to whoever was responsible for having the same done, as it helps to keep a uniform fit to be seen on our passenger trains if the boys don't have to clean and repair tools in them.

Frank P. Metzger has just returned from a two months' vacation spent at Portland, Oregon. (Says it's a change from going down to Chi on the committee.)

Brakeman Frank (Sport) Harrington was seen buying a large amount of loaded shells on Grand Avenue the other day, so no doubt the ducks had better duck the other way, for Frank never misses—a chance to go hunting.

We have discovered another honest man. Who? Why, Baggage man E. J. Glass, who received a check of so large a denomination that he knew there had been some mistake and at once notified the superintendent, as he did not want to carry so much cash around that was not his own.

Henry Kugler reports his war garden a bumper. He has raised some 50 heads of cabbage from which he is going to make a large amount of sauerkraut; no, we meant to say "chopped liberty cabbage," which is the new American name for it.

Former Passenger Brakeman Ray Kewatsky of Pewaukee spent a few days at home on furlough.

Frank Ternes also spent ten days at home. He is stationed on a sub chaser and says it is sure great sport. This is Frank's second hitch, so he sure likes the life as he never did believe in staying where he did not like it, but this may be different.

Conductor D. Fitzgerald has returned from several months vacation and finding Brig Young had taken his run during his absence, immediately got busy and pushed I. B. Miller off the fence to make room for him. Mr. Miller had been on these runs—Nos. 57 and 58—for a number of years, but will now have to locate on one of the passenger runs carrying passengers. Have not learned which one as yet.

The La Crosse Division Safety First Committee meets the third Wednesday in each month at Portage and every committeeman is taking great interest in the idea and all are anxious that all employes will assist them to press into use every safety idea and create as many new ideas as possible. If anyone sees an unsafe condition it is not only his privilege, but his duty, to report same to the chairman of the committee, not some later day, but at once. The percentage of deaths and accidents on our division have decreased, can't we help to keep them on the decrease? Let's try.

Deer Lodge Shop Notes.

"Patsy."

Miss Helen Daniells and mother left on the 17th for Aberdeen, S. D., where Mrs. Daniells expects to visit for a while and then proceed to Tomah, Wis. Miss Helen will return to Deer Lodge.

The timekeeper has changed her name, at least the Jap boss thinks so. He kept calling the young lady in question Mrs. Tuesday, so one day she asked him why he did this and he said: "You Mrs. Tuesday, aren't you?" I wonder if our traveling electrician has changed his name to Tuesday, too?

Mr. Bellows is running an ambulance between the shops and the town proper. He was very busy the other day, and the shop nurse, Miss Daniells, was also kept very busy reviving the young ladies that fainted and had to be carried to the roundhouse and from thence to the ambulance. We are glad to state, however, that the young ladies were not seriously ill. They are warned, however, never to faint again, as it has a very bad effect on the electricians working on the motors in close proximity to the roundhouse, as on this occasion some were known to drop their tools and rush out of the motors frantically.

Roy E. Burks, formerly mailing clerk in the superintendent's office, has returned to Decatur, Wis., to attend school.

R. A. Norke, electrician, has been very ill with diphtheria. His many friends will be glad to hear he is getting better and will soon be out again.

E. Wende is reported as being very ill with tonsillitis. We hope to see him improve soon.

Miss Thelma Rule is working in the general foreman's office.

Harry Dell of the Store Department left for Seattle for a few days on company business.

Now that the duck hunting season is on again

the male population of Deer Lodge has migrated to the dim and dusky swamps to round up the elusive feathered bipeds. So far the casualty list in their (the ducks) ranks has been one, which was bagged by our illustrious office boy.

E. H. Foster spent last Sunday fishing. He reports having had wonderful luck. Duck hunting evidently does not appeal to him.

The correspondent will appreciate it very much if the employes of Deer Lodge shops have any interesting items, if they will please mail them to the division master mechanic's office.

Wisconsin Valley Division Notes.

Lilly Ann.

On August 27th the stork left a baby girl at the home of Mr. and Mrs. Bert Rasmussen.

Mrs. Chas. Conklin, Mildred and son Kenneth visited with relatives at Chicago.

Leslie Staeger visited with his parents over Sunday.

Lillian Gorman Healy spent a few days visiting with John Healy, who is stationed at Camp Grant, Rockford, Ill.

Flora Emrich and mother spent Sunday at Camp Grant visiting Martin Emrich, who is also in training at that place.

Brownie, formerly of this division, now agent Western Avenue Station, Chicago, called on us for a few minutes. We were glad that he did not forget to run in and see us and appreciate his visit very much.

R. A. Randow, engineer, who was quite seriously injured at Minocqua some few months ago, has resumed his duties and we are very much pleased to see him around and about again.

Mrs. Geo. McCann and Mrs. Patrick McGinley visited at Rockford with Geo. McCann, Jr., who is in training for Uncle Sam.

Mr. and Mrs. W. Billington and family enjoyed a motor trip to Minneapolis. Part of the time was spent visiting at the home of Mr. and Mrs. Walter Lemke, formerly of this city, and also took in the big fair. They all report a very enjoyable trip.

R. C. Hempstead, roundhouse foreman on this division for a number of years, has been promoted to the position of master mechanic on the H. & D. Division. We were very glad to learn of Mr. Hempstead's success and offer congratulations. He surely will be missed among our force here, and hope that an opportunity may present itself, at some future day, to pay "this outfit" a visit. Mrs. Hempstead and daughter Louise joined Mr. Hempstead recently and will make Aberdeen, S. D., their home.

Chief Dispatcher M. M. Harrington and Mrs. Harrington enjoyed a two weeks' visit at Milwaukee and vicinity.

It is with sincerest regret that we report the death of Mrs. Odin Larson, which occurred on August 20th at the home of her parents. Mr. Odin Larson passed away two months previously. The deepest sympathies are extended to their five minor children, who are left to mourn the loss of both parents.

Misses Emma Morrin, Agnes Miller and Mrs. Myron Welty were added to the Tomahawk roundhouse force, having taken positions as acting storekeepers.

Mrs. Ida Egelkraut has also taken a position as wiper at Tomahawk.

Alfred H. Johnson has been appointed roundhouse foreman at Janesville. We hope that he will be successful in his new duties and extend congratulations.

Edward Roeker, chief clerk at Portage, was a business caller during the week.

W. A. Gardner also called at our office in regard to the matter of reports, etc., yesterday.

The young women employes in the building spent Sunday at Chicago taking in the War Exposition, among other things. It would be possible to fill a page or two were we to relate in detail the "doings" during the day, but as we all pledged secrecy, I must say. At any rate we are happy to say that the train rolled in exactly on time Monday morning, and we were all back in our places ready for duty at 9:07 a. m. Preparedness: Next trip—Breakfast, Morrison Terrace Garden; luncheon, Boston Oyster House; dinner, Brevoort Hotel. Please register early, girls.

News has been received from Thos. Hintze, who is stationed at Fort Benjamin Harrison, Ind., that he is well pleased with Army life, and is well and happy.

Mrs. Adelbert Warner is visiting at Chicago with relatives and also attending the War Exposition. Dell is again being cared for at the Orphan's Home.

Frank McCann, bill clerk, has enlisted and will take up military training at Marquette College, Milwaukee.

Louis Kallies also enlisted and is stationed at Camp Hancock, Ga.

Mrs. Leon Ross has been added to the Freight Department force on the first floor.

J. Horn has been appointed roundhouse foreman on the W. V. Division, having filled the vacancy of R. C. Hempstead. Mr. Horn has been foreman at Portage for a number of years and we extend a hearty welcome to him. They will make this city their home.

What is the matter with Tom and Van? Haven't heard a word from either of them.

M. E. Millard and Al Scott are enjoying a fishing trip up in the Northern part of the country.

Frank Bunker was off duty for a few days and spent same at Chicago, Minneapolis and other points.

C. H. Butler and family visited at Tomah last week.

Kansas City Division.

Billie.

Oscar Root, timekeeper, and Halstead Schick, bill and voucher clerk, left last week to enter the Students' Reserve, Oscar to Harvard and Halstead to Lake Forest. Miss Winifred Williams has been employed as timekeeper and Martha Williams advanced to bill and voucher desk. Miss Ruth Cummings has also been employed as timekeeper.

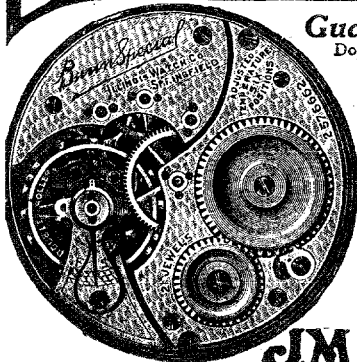
Machinist E. C. Harman has returned from a trip to North Dakota, where he was summoned to appear before the exemption board.

Again LeRoy Wilkerson, engine inspector, comes back from Kansas City with a stiff neck after inspecting the high buildings in that city.

Dad Skinner has returned to work after a short illness.

Mrs. Leo Bremhorst, formerly Marie Meany,

BUNN SPECIAL RAILROAD WATCH ON CREDIT



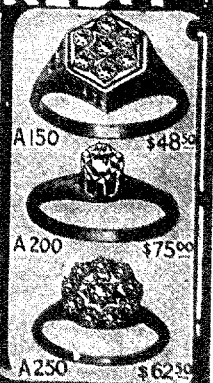
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has taken her old position in the chief dispatcher's office, as her husband expects to go to war very soon.

General Car Foreman A. Doyle returned last week from a business trip to Dubuque.

Trainmaster R. D. Miller had the misfortune to lose his hat. The wind blew through the cab of the engine and took the trainmaster's hat down the hill at Moravia. Engineer Rawlings has put himself in line for the hero medal by recovering the lost property.

Jas. Ashen, Sr., returned last week from an extensive visit in Montana.

Joseph Palmer, the handsomest engineer on the K. C. Division, is laying off. Nothing unusual for him, with the amount of important business he has to look after.

Horace Emerson, who was roundhouse clerk for a short time, has left to enter the Students' Reserve at Lake Forest.

Clark Peck, car repairman, has returned to work after an illness of about two weeks.

An additional day and night yard clerk have been added to the force at Ottumwa Junction yard office, Mike Whelan filling the position of day clerk and Mr. Bowen night clerk.

Boilermaker John Goodrich has gone to Dubuque on business.

All bridge crews on the Kansas City Division are now painting steel bridges.

Machinist E. Randall has returned from a flying trip to Oklahoma and Kansas.

Conductor F. L. Bell, who has been serving as timekeeper for some time past, leaves tomorrow for the West on a ninety day leave of absence.

Machinist Packard is laying off this afternoon, making his usual monthly inspection of the Five and Ten-Cent Store.

C. W. Jordan has been appointed day yardmaster, Ottumwa Junction, and John Wells night yardmaster.

Henry Shroeder, carpenter, is spending a few days at his farm in Brompton.

Brakeman Sam Hobbs stepped in a hole by the side of the track September 9th and sprained his knee. He is getting along nicely and expects to be back at work in about a week.

Miss Nell Pansler, stenographer to Superintendent Thurber, returned Tuesday from a very enjoyable vacation spent in Minneapolis and Chicago.

Wm. Shea, formerly roadmaster Middle Division, has been appointed general roadmaster all lines east of Moberg, with headquarters at Chicago. R. F. Scott has been appointed roadmaster, Middle Division.

Dispatcher A. J. Sanford is spending his vacation in Kansas City. J. L. Pogue is relieving him, and Paul Garrison from Laredo, working fourth trick, Ottumwa Junction.

Wm. Oxley, clerk Ottumwa freight house, will leave July 30th for Seattle.

Regret to report the death of A. C. English, agent, Ludlow, Mo., who died at a hospital in Cherryvale, Kas., after a long illness.

Millard Washburn, chief clerk, Green Bay, Wis., made a short visit at the Junction yesterday.

Dispatcher T. E. Schick has been off about a week on account of sickness, Operator L. H. Wilson relieving him.

Sergeant H. G. Barnard, member of Company D, 13th Engineers (Ry.), sends us a copy each month of the "Windy City Echo," which is a very interesting magazine published by the 13th Engineers on the 13th of the month.

Conductor Wm. Morton, who has been ill for some time, is serving temporarily as day yard clerk.

Miss Mildred McKinlay, daughter of Conductor S. C. McKinlay, Kansas City, Mo., visited the past week with Miss Martha Williams, stenographer, superintendent's office.

Milwaukee Shops Items (Concluded).

H. W. Griggs.

His co-workers and employes presented him with a handsome watch fob at a mammoth stag party the 17th of September. Many old memories were recalled, and a rousing good time was had on the worthy occasion.

The remodeling of the old locomotive tank shop with modern cement pits for locomotive work, is nearly completed, and will make a good addition to the main shop room.

Machinist Union 234 has a service flag in the machine shop of over 70 stars.

Speaking of the Milwaukee Road band, just wait for the Milwaukee Shops band, they are coming out in new uniforms. The band is very popular, and have more requests than they can at present fill. Sunday, Sept. 7th, they played for the community sing in Juneau Park on the lake front. A. N. Lucas, shop superintendent, is the band manager. Their photo will appear after their uniforms are received.

The band is giving noon concerts at the different flag stands, and frequently get there before the notice does.

Knud G. Nelson, erecting engineer, has been appointed power plant supervisor for the system, with headquarters at the Milwaukee shops. There will be five different power plants under the Railroad Administration.

Private Joseph Jurasinski of the 127th Infantry in France, is reported among the killed in action. He was formerly a machinist at the Milwaukee shops, and is survived solely by his widowed mother.

Ray L. Griggs, Camp Perry, Great Lakes, has been promoted and transferred to the public works department, main camp, as valuation appraiser and superintendent of one construction section. "Rear Admiral" of the motor truck fleet.

Assistant Chief Clerk Joe Koch of the S. M. P. Department, had a still bigger smile the other morning—"10-pound boy."

Miss Margaret Bonifas is a new stenographer in the S. M. P. office. Miss Minnie—is still here, although reported married. How about it? Joe Kraus is chief pass writer.

The Car Department are extending the lawn at the base of the new flag pole, the stone coplug and railing making a fine setting, with raised letters and shop badge.

A few flakes of snow the 18th. We need a new main flag; faded out by the roundhouse smoke.

Anton Furtman from the drawing room, has gone over to the Test Department.

Geo. Billy has gone back to Marquette University after a summer in the drawing room.

General Car Foreman Petran and Juneau were up in the northwest districts last week on railroad business.

Tidings From the Minneapolis Car Department.
Wava.

The System Federation of Minneapolis, held their first annual picnic August 25th at Antlers Park. Nine hundred made the trip over the Minneapolis, Northfield & Southern, and as only five coaches which were borrowed from the Omaha were available many had to stand, even to the bottom step. After the arrival at the scene of action the day was well spent in fishing (?)—yes, minus the fish; swimming, dancing and various sports. The races were well represented and some fine talent is available here. Speed was not lacking. Lunches were spread and everyone was well equipped with baskets of goodies. Major Van Lear gave a good talk on "Organized Labor." Everyone enjoyed hearing Van and his speech won hearty applause. Frank Minor gave an interesting talk that kept the crowd good humored while waiting for Mr. Van Lear. The Car Department was not as well represented as they should have been, perhaps due to working Sundays and taking the opportunity of getting acquainted with home surroundings.

Clerk Arthur Johnson left our office August 25th to serve Uncle Sam, and is now at Camp Grant, Ill.

Supply Foreman Jesse Thompson left for Camp Grant, Sept. 4th.

Driller Melvin Brandanger left August 22nd for Camp Grant.

Clerk Thure Peterson received word that his brother Carl Peterson, Company 1, 39th Infantry, was injured, degree undetermined, in active service "Over There." We all extend our heartfelt sympathy to Thure and hope that he will receive the best of good news in the very near future.

LeRoy W. Mathers, formerly of the Store Department is now a Car Department clerk. The girls appreciate the acquisition.

The girls of the office gave an indoor wlenor roast at 1005 6th Avenue South, Sept. 11th. All enjoyed a pleasant evening and musical selections given by different members of the party.

Labor Day found us all out at the great Minnesota State Fair. Surely appreciated our vacation, even if it was only for a day.

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The office has been enlarged again and repainted, but no pretense has been made at frescoing. However, we are satisfied with the general appearance.

G. Larson, general car foreman, doffed his straw hat Sept. 11th. Although it was vastly becoming we realize that according to the dictates of Fashion the change was essential.

Foreman John Burns promised to take the girls of this department out to Lake Minnetonka in his big car. We are still waiting, Mr. Burns.

Chief Clerk Tal Hughes went to Milwaukee Thursday evening, Sept. 5th, and returned to the office Saturday forenoon.

Clerk Thomas Holloran is enjoying these evenings immensely sawing wood, instead of autoing. Suggest a wood sawing bee as a quick relief, providing he takes us all out for a jim-dandy ride. You know that "fair exchange" motto, Tom.

Erwin Lanzendorf, air brake man, treated the office force to cigars and gum and announced that a bouncing boy had joined their happy family circle. We all offer congratulations.

Car Accountant's Department.

"Sis Hopkins."

Our reporter "Sis Hopkins," is now spending her vacation in her home town down in Indiana. We pity the poor henry while she is there as she has been storing up an enormous appetite for "fried springs" for the past six months. Go to it, "Sis," put on a few hundred pounds before you return.

Miss Grace Rosier is spending her vacation in Houghton, Mich. What's the matter with James-town, Grace?

Miss Hope of our hospital, spent Labor Day with her father in Iowa.

Carl Meier writes from Baltimore, Md., that he expects to go over seas soon.

Our old friend Tony Naatz, has been to sea now for the past two months. Last reported, off the English coast. Tony is a little too strong on the letters he sends. They look as though they had been in target practice by the time the censor gets through with them.

Tracing Clerk Steger has just returned from a training camp, where his company of Illinois Reserves spent a week. "Irv" did pretty well on the range, making a score of 75 out of a possible hundred at 300 yards. He claims that is pretty good for a fellow who is color blind.

Our sympathy is extended to Thomas and John Cassin, who were notified of their brother's death. He fell while fighting for our flag.

Two young men both brave and bold, tried to enlist in the "tanks" I'm told. Ed said "A tankard I'm going to be." Herman said "I'll keep you company." So our young heroes started out with a pack, but the recruiting officers said "Go back. Put on your nice little khaki coat, you're elected to enter Berlin by boat."

A certain party of young folks,

Walked five miles to a dance,
But when they reached the Ball-room
For them there was no chance.

It was a very swell affair,
Full dress and decollete,
Our friends were not admitted,
Cause they weren't dressed that way.

We cannot always be prepared
For emergencies like this
But gowns worn at a real swell dawnee
Cannot be worn to fish.

Margaret Pagels of the mileage bureau is spending her vacation in Gaylord, Mich., visiting Mrs. Bessie (Rock) Ennis, who was an employe of the Car Accounts Department for many years and is now happily married and residing there. "Peggy" has made no less than four trips a year to said town. These frequent visits are beginning to look suspicious. Who is the Gay-lord, Peggy? Don't keep us in the dark too long.

Two more of our noble boys to join the "colors." Herman Treskett, our delayed tank car tracer, expects to be called within a few days. Geo. Miller of the Per Diem Department left Saturday to enter service.

We were agreeably surprised by a visit from Thomas Catino last week, one of our boys who enlisted in the Shock Troops at Jefferson Barracks. Tom said he enlisted in the Shock Troops so he could be one of the first to get a whack at the Huns. Good boy, Tom, give them a good whack while you're at it.

These City Physicians Explain Why They Prescribe Nuxated Iron To Make Healthier Women and Stronger, Sturdier Men

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By enriching the blood and creating thousands of new red blood cells, it often quickly transforms the flabby flesh, toneless tissues, and palid cheeks of weak, anaemic men and women into a glow of health. Increases the strength of delicate, nervous, run-down folks in two weeks' time in many instances.

It is conservatively estimated that over three million people annually in this country alone are taking Nuxated Iron. Such astonishing results have been reported from its use both by doctors and laymen, that a number of physicians in various parts of the country have been asked to explain why they prescribe it so extensively, and why it apparently produces so much better results than were obtained from the old forms of inorganic iron.

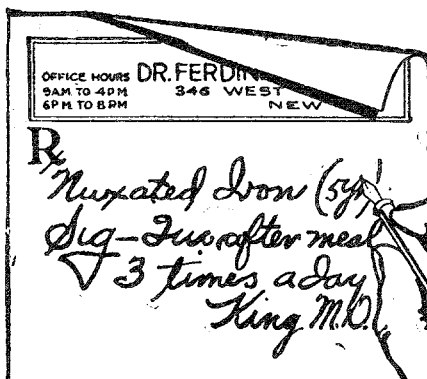
Extracts from some of the letters are given below:

Dr. Ferdinand King, a New York physician and Medical Author, says: "There can be no sturdy iron men without iron." Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale—the flesh flabby. The muscles lack tone, the brain fags and the memory fails and they often become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

"I have used Nuxated Iron widely in my own practice in most severe aggravated conditions with unfailing results. I have induced many other physicians to give it a trial, all of whom have given me most surprising reports in regard to its great power as a health and strength builder."

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. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital said: "I have strongly emphasized the great necessity of physicians making blood examinations of their weak, anaemic, run-down patients. Thousands of persons go on year after year suffering from physical weakness and a highly nervous condition due to lack of sufficient iron in their red blood corpuscles, without ever realizing the real and true cause of their trouble. Without iron in your blood your food merely passes through the body, somewhat like corn through an old mill with rollers so wide apart that the mill can't grind,



"But in my opinion you can't make strong, vigorous, successful, sturdy iron men by feeding them on metallic iron. The forms of metallic iron must go through a semi-digestive process to transform

them into organic iron—Nuxated Iron—before they are so ready to be taken up and assimilated by the human system.

"Notwithstanding all that has been said and written on the subject by well-known physicians, thousands of people still insist in dosing themselves with metallic iron simply, I suppose, because it costs a few cents less. I strongly advise readers in all cases, to get a physician's prescription for organic iron—Nuxated Iron—or if you don't want to go to this trouble then purchase only Nuxated Iron in its original packages and see that this particular name (Nuxated Iron) appears on the package. If you have taken preparations such as Nux and Iron and other similar iron products and failed to get results, remember that such products are an entirely different thing from Nuxated Iron."

If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day for two weeks, then test your strength again and see how much you have gained.

Manufacturers' Note:—Nuxated Iron, which is prescribed and recommended by physicians, is not a secret remedy, but one which is well known to druggists. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed in this city by all good druggists.

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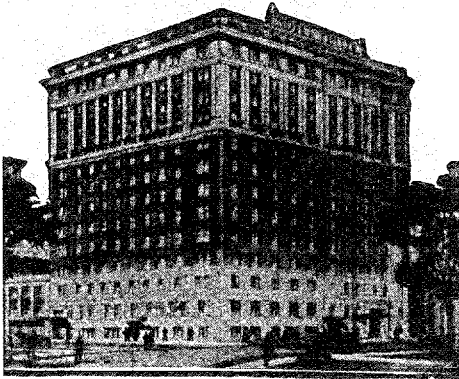
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