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This opportunity is yours now. Train while you hold your present job. Only your spare time required to become proficient in every branch of traffic.

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They will explain every point concerning Freight Rates Classifications, Tariffs, Bills of Lading, Routing, Claims, Demurrage, Express Rates, Ocean Traffic, R. R. Organization, Regulation and Management, Laws of Carriers, Interstate Commerce Rulings, etc. etc.

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Your request will bring complete information. We will tell you just what the course offers in every detail; all about the opportunities open to trained traffic men. We will also send you our book, "Ten Years Promotion in One" which has shown thousands of men the short road to promotion. If you are ambitious to rise—if you want to enter a paying and uncrowded field of business, get these facts. Sending the coupon implies no obligation upon you. Mail it today.

B. S. McMullen was a freight checker on the docks at Seattle.

Two years after beginning the LaSalle Course in Interstate Commerce and Traffic Management he was appointed General Freight and Passenger Agent.

He said that it would probably have taken him 8 or 10 years to make this advance if he had depended merely upon work and experience.

LaSalle experts helped him to reach the top in the space of months.

T. J. Wright, an Illinois member, reports three promotions since taking the course.

H. S. Watson, of Michigan, figures his increased earning capacity at 400 per cent.

Fred Hoffman, an Ohio member, reports 500 per cent profit on his investment in one year.

Among the many LaSalle trained men who are now Traffic Managers or Experts on Interstate Commerce are:

Wm. Ritchie, Vice-President and Traffic Manager, Philadelphia Lawn Mower Co.

F. E. Combs, Traffic Director, Twin City Traffic League, Benton Harbor, Michigan.

F. E. Hamilton, Traffic Manager, Retail Merchants Association of Canada.

Mr. Hamilton says: "I cannot speak too highly of this institution. The course is up-to-date, authentic, and easily understood. My only regret is that I did not take it up five years ago."

The success these men have made can be paralleled by any other ambitious man who will do as they did—train!

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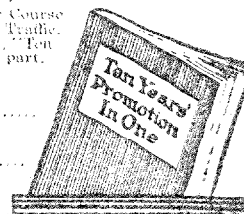
Chicago, Illinois

Please send me your catalog and full information on your Course and Consulting Service in Interstate Commerce and Railway Traffic. Also a copy of your valuable book for the ambitious man, "Ten Years' Promotion in One." This without obligation on my part.

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Address.....

Present Position.....



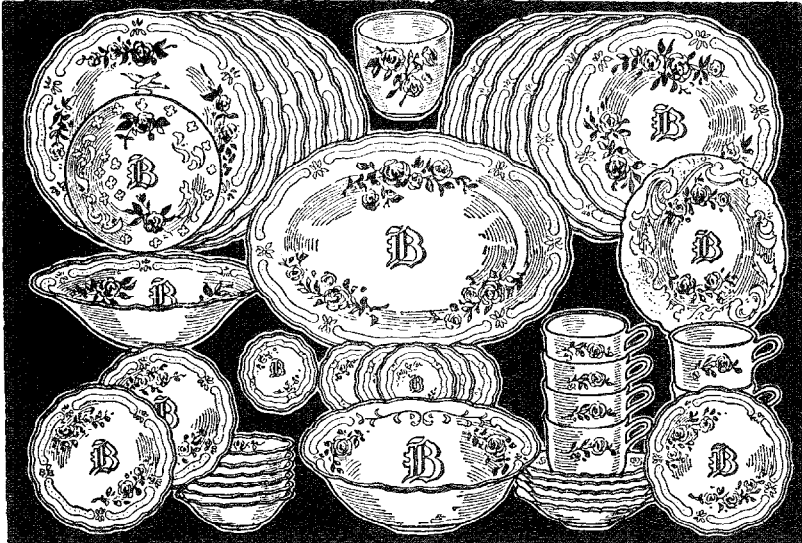
CONTENTS

	Authors—	Page
All Aboard for the Vets' Annual.....		5
Intensive Co-operation.....	Guy E. Sampson.....	6
Winning Their Chevrons.....		7
U. S. R. R. Administration, Washington Information.....		14
Water Waste Conservation Campaign.....	F. D. Yeaton.....	16
The Operator Detective.....	Old Employee.....	18
W. E. Beecham.....		19
The Grand Old Man of Dubuque Shops.....	Chas. A. Wright.....	19
Safety First.....	A. W. Smallen, Chairman.....	21
Claim Prevention Bureau.....	C. H. Dietrich, Chairman.....	27
At Home.....		30
Special Commendation.....		32
On The Steel Trail.....		34

INDEX TO OUR ADVERTISERS

Bernard-Hewitt.....	Back Cover	Merchants National Bank, St. Paul..	63
Bird-Archer Co.....	64	Miles City National Bank.....	62
Boss Nut Co.....	55	Murphy Varnish Co.....	64
Buckeye Steel Castings Co.....	64	National City Bank, Seattle.....	59
Church, Rollin S.....	57	Nuxated Iron Co.....	60
Clark & Bro., W. A.....	57	Pyle National Co.....	62
Coleman, Watson E.....	62	Robertson & Co., Wm.....	54
Commercial State Bank, Miles City..	57	Rosengrant Coal Co.....	57
Continental Casualty Co.....	35	Roslyn Fuel Co.....	62
Dearborn Chemical Co.....	64	Ross Gould List & Letter Co.....	62
Endicott-Johnson & Co.....	31	Seattle National Bank.....	63
First National Bank, Lewistown.....	64	Smith Adjustable Hub Plate Co.....	62
Franklin Tandy Coal Co.....	64	South Bend Watch Co.....	37
Hamilton Watch Co.....	29	Spokane & Eastern Trust Co.....	59
Hardy & Co., F. A.....	41	Standard Accident Ins. Co.....	41
Inter-American Supply Co.....	39	State National Bank, Miles City.....	62
Interstate Traffic School.....	38	Stifel & Son, J. L.....	53
Larable Bros., Bankers, Inc.....	59	Travelers Insurance Co.....	61
Mass. Bonding & Ins. Co.....	63	Tuller Hotel.....	63
Massey Co.....	62	Wood, Guilford S.....	64
Merchants Loan & Trust Co.....	33		

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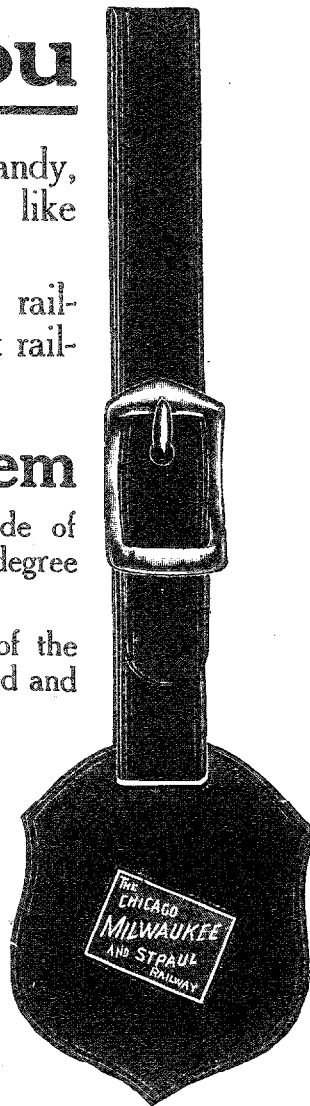
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W. D. HINES, DIRECTOR GENERAL OF RAILROADS

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

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VOLUME VII

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NUMBER 5

All Aboard for the Vets. Annual

Although the details of the 1919 annual meeting of the Veteran Employees Association were not complete before this number went to press, sufficient progress had been made for the Magazine to announce that you will all MISS IT if you don't go. Minneapolis is going to give you a good time and General Superintendent J. H. Foster, who is the chairman of the General Committee on Arrangements is bossing the job, and is there to see that Minneapolis gives you a good time. The dates set are Wednesday and Thursday, August 27th and 28th, and everyone who knows Minneapolis knows that there could not be a more beautiful spot for such a gathering. There are literally an endless number of summer things to do and the hospitality of the city has been proven on more than one occasion.

Headquarters will be in the big lobby of the West Hotel, 5th Street, North, and Hennepin Avenue, and members are asked to go there direct from the depot, to register. In that way, the roll will be completed as fast as the trains come in.

The program as blocked out, is:

Wednesday morning — Registration and locating.

Wednesday afternoon — The business meeting.

Wednesday evening — The annual dinner.

Thursday (all day) — Members will be entertained in and around the Twin Cities.

Detailed programs will be distributed on registration, but veterans may gather from the above, that there will be two days of good times and they should plan to remain in Minneapolis for the entire meeting.

The General Committee gives positive assurance that ample provision will be made for all, but to insure the comfort of everyone, all members are urged to fill out the return postals as soon as they are received, and positively before August 10th. Folders containing maps of Minneapolis will be sent with the notices to all members, so that those unacquainted with the city may be sure of landing in the right spot, wherever they may wish to go. When they arrive, however, it is not expected they will need guides, — all they will have to do is to follow the very large crowd that will be found headed toward the Hotel

West. In replying on the return postals, veterans are asked to state how many members of their family will accompany them.

The annual dinner will be of unusual interest, and a fine program for the evening is contemplated. This is the first meeting since the summer of 1916 before this country entered the war, and since that time so much has happened in the railroad world that a Get Together at this time cannot fail of being especially interesting. There should be a full attendance, for there is sure to be plenty doing.

Following is a list of the local Committee on Arrangements for the meeting of the Vets.:

J. H. Foster, Chairman, W. J. Thiele, G. A. Van Dyke, W. B. Dixon, C. L. Kennedy, A. S. Willoughby.

Conductors—C R. Langan, W. W. Conley, R. W. Humphrey, T. F. Kinney, W. R. Terry.

Engineers—W. P. Harter, H. P. Seyfried, W. A. Eddington, Fred Keeler.

Shop—Mike Fleming, E. Odegard, John Partin.

Intensive Co-operation.

Guy E. Sampson.

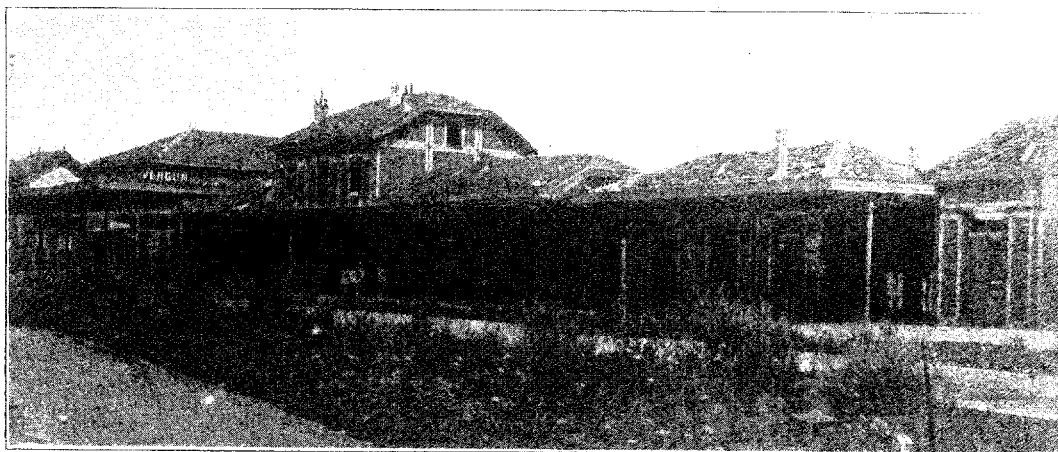
Co-operation, as I view it, is the missing link that would and should connect capital and labor. Co-operation means a higher standard of efficiency, which, in turn, means economy. The enterprise of business which is operated on a co-operative plan, is sure to be managed economically, as co-operation means helping one another. In order to have co-operation all parties concerned must know and feel assured that the other side is interested in their welfare. And for this reason, I feel that an employer who is willing to co-operate with his employes, will see that they receive a compensation for their labors that will guarantee them something more than a mere existence. And in return, the employe who is willing to co-operate will give his employer his very best and strive every day to raise his standard of efficiency. This kind of co-operation will make any business a success. When every employe feels that his employer's business is also his business, and every employer feels that the welfare of his employes' dependants is also a part of his business, then, and only then, will we have reached a co-operative plan worth adopting. Take the railroad game for an example; a certain train manned by a train and engine crew who work together and then have the help of the dispatcher, who knows that the entire crew are there to make their run of a hundred miles in eight hours, can, unless hindered by unavoidable accident, make their run without overtime. On the other hand, if the crew will not co-operate and work

together, are allowed to stand on sidings for a length of time that would have got them several stations further for some superior train, taking them by these means, say twelve hours to do the same amount of work, or bring in the same amount of revenue as the eight-hour crew, then economy is getting a slap in the face which has cost the management 50 per cent more to operate that train, than it would, had co-operation prevailed.

The Get-Together Clubs being organized all over the Milwaukee system today are doing more to bring co-operation between Milwaukee officials and the employes than the deepest thinkers would have given them credit for before the move was started. The demand for a higher standard of efficiency in all men is before us and I feel that co-operation is the only solution to the problem.

It is only through co-operation that we can expect to get the economic operation of any industry that it must have at this time to insure the running expenses and a proper dividend. The future of this great railroad system depends at this time upon the kind of service its employes, from the highest operating official down to the lowest paid employe on the payroll, gives. If all are willing to cast aside that uninterested, "I don't care" attitude and get into the game as an actual, important part of the business and work as though the future success of this great railroad depended entirely upon their efforts, then will stockholders and employes both enjoy the prosperity that is the result of co-operation.

The present high cost of living has made a higher rate of compensation imperative. This in itself is one reason why economy should be practiced by all employes of any industry. Increased cost of operation means less net earnings unless more efficient service can secure a greater revenue for the business. This is exactly where the railroads of our country stand today. The compensation of all connected with the railroads have been increased so that the most economical operation of all branches of the service is demanded in order that the property may pay the increased expense and a dividend that will give the property a guaranteed money value on the market. The officials of this railroad have asked men in the ranks for ideas on economy. They realize that these employes are in a position to observe any expensive practice now in force and hope by co-operation to inject more economic ideas into the operation of this great railway system. It now becomes the duty of every employe who has noticed where time and money are being wasted, to see that the fact is taken up before the proper officials. Our future depends on the future of the railroad and the future of the railroad depends upon the economical operation of the same. Therefore, it becomes our duty, in order to protect our own interests, to see that our road is operated with the greatest economy and that all officers and employes with whom we are associated, cultivate the ideas of co-operation and economy so that the future of this great railroad may be assured.



The Shell-Shattered Depot at Verdun.

WINNING THEIR CHEVRONS

A History of the 13th Engineers (Ry.)

(Continued from July number.)

Unquestionably the first six months of service in France was the hardest and most critical period through which the 13th was to pass. As has been stated, the rainy season, with its dampness and fog, came upon the Meuse Valley, causing the American boys much discomfort; their barracks were small and poorly built, and officers as well as the enlisted men, returning after twelve to thirty hours on the road, found their beds, their equipment and all their belongings, not to mention themselves, thoroughly drenched from the never-ceasing downpour. Stoves were scarce, which added to the hardships encountered throughout that memorable season. Due to the indomitable pluck and the fact that railroad men of the states are all more or less inured to the severities of the elements the men of the 13th wore through the long winter and kept the 6Bis Ligne running, handling on single track almost exclusively from 14,000 to 18,000 tons daily, for many weeks together; and in spite of the fact that the French schedule restricted the movement of trains to ten miles per hour. The reason for prohibiting the fast movement of trains on a military railroad is the fact that trains **must** be moved with clock-like precision—they **must** reach destination with uniformity, and by maintaining a slow schedule, delays are

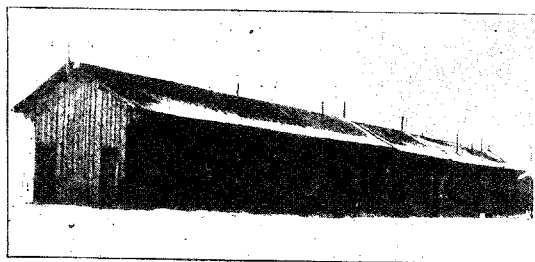
as far as possible discounted—as if a train were delayed by shell fire for a length of time, ammunition might, nevertheless, be delivered to waiting wagon trains on time.

As time went on, it was found that for efficient operation in the true American way, regimental, battalion and company organizations were not suited to the exigencies of the situation and the necessity of building up an organization to conform to the French plans, forced the breaking up of companies as far as their adaptability for operating a division of railroad as a unit was concerned; therefore, the personnel was redistributed and placed as a strictly railway organization according as the business required.

The classes of trains handled and in order of preference were:

The heavy French artillery, hospital, troop, permissionaire, supply, empty car, trains, and after American locomotives began to arrive, these could be moved more expeditiously. The American locomotives which had been promised the 13th Engineers commenced coming in November, the first one—No. 7—arriving at Sommeville on November 22nd. This was a Class B, consolidation type, built at the Baldwin Works and assembled after its arrival in France. The assignment of American power went far toward heartening the

American railroad men, and the immediate favorable results of operation gave them confidence for the future, whatever might occur. When Engine No. 13 came steaming into Fleury Yards, she was given a tremendous ovation, for this was the regiment's lucky number and considered its lucky omen. Col. Kutz arranged a christening for this locomotive, and with the officers of the regiment, he attended the celebration, himself breaking a bottle of champagne on her pilot as he gave her the name "Chicago." Twenty-four American engines had been received up to the close of 1917, and with double track in service between Fleury and Nubecourt, and Nubecourt and Evres, the railroad may be said to have been in fit condition for whatever business the French desired to give it. Other circumstances contributing to the increasing efficiency were the better understanding of the French language, an added number of interpreters and a book of rules issued for the operation of the 6Bis Ligne, according to French methods. These rules remained in effect on all lines operated by the 13th Engineers and were remarkably successful.



Officers' Quarters at Fleury-Sur-Aire, 1917.

Thanksgiving and Christmas of 1917 were, perhaps, the most unusual holiday celebrations any of the members of the regiment had ever participated in. Attempts were made to observe the holidays in an American fashion as far as possible. The mess sergeants were fortunate in being able to procure some turkeys for Thanksgiving, and there were other delectables something after the manner of what "mother used to make," which helped out the feast. One corporal wrote home of the particular dinner enjoyed by his squad, that they had, among other things, apple

pie. Also it being before the ban on parcels post for the A. E. F., numbers of good things of the kind that are accustomed to appear on the Thanksgiving board at home, found their way into camp and helped on the good cheer. Officers' mess at Fleury on Thanksgiving was notable. A number of distinguished guests were present, and there were toasts and after-dinner talks. Colonel Kutz presented the women guests (nurses from the nearby base hospital) with "commissions" in the 13th. Fleury, on that day acquired by pseudonym "The Windy City," and there were other pleasant features of the entertainment. In the April, 1918, magazine a picture of "Officers' Mess" on that Thanksgiving Day was published by courtesy of Mrs. Whiting.

At the Christmas festivities, notwithstanding the fact that many of the Christmas boxes from home were late in arriving, there was an abundance of good cheer—many of the companies received the first instalments of the company mess funds generously subscribed by the employes of the various railroads at home from which the regiment had been recruited, and this enabled the purchase of many substantial additions to the turkey and trimmings which were rationed for that day. All of the regiment who found it possible to be present joined in a huge Christmas entertainment at the Y. M. C. A. hut on Christmas Eve. And on Christmas Day a minstrel show enlivened things materially.

Before passing out of 1917, Company D sustained one loss in its ranks in the death of Private Jesse T. Main, who died of pneumonia on December 16th at the base hospital at Chaumont; and Company B suffered the loss of Private P. Van Ryssingham, who was killed while acting as brakeman at the time a train was derailed at Souilly, December 27th.

During the winter of 1917-18 the routine varied but little, there were numerous air raids on moonlight nights and the boys found it necessary frequently to seek the shelter of their dug-outs, which they had constructed for themselves where they were billeted in advanced locations. In the early weeks

of the year, many of the men received permission to visit Verdun, Bar-le-Duc, Vitry-le-Francois and Chalons, but as March approached, it became evident that the Germans were preparing for a big drive and the "permissions" were withdrawn. The trenches back of each barrack were deemed inadequate for protection in the event of the drive and an elaborate system of dugouts was commenced on the hill back of Fleury. As the excavation progressed, the earth was hauled to the surface by endless chain carriers operated by electricity. The chambers reached a depth of twenty-five feet underground and were fitted with double-deck wooden bunks, in case it became necessary to spend whole nights there.

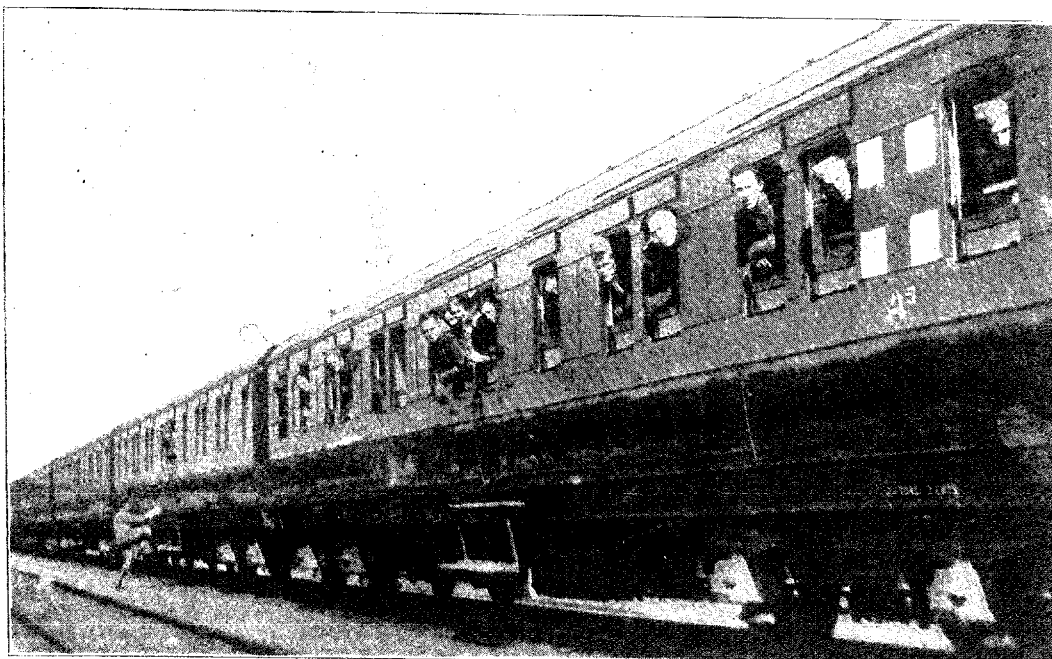
On January 15th a special train bearing General Petain and his staff passed over the 6Bis Ligne from Sommeille to Souilly and return, and on the 25th the same party made the trip again. The movement both ways was accomplished on schedule time and the regiment was complimented by the general for the efficient handling.

In March, 1918, the 13th received an addition to its mileage, having been asked to operate that part of the 19th Ligne from Dugny Grand Vaux to Rattentout, the latter a large French rail head. Commencing March 18th

trains were run to Rattentout in conjunction with the 5th French Engineers.

Although primarily an operating regiment, it soon became apparent that the French Command considered the 13th perfectly adequate to any tasks upon which they might be placed, in connection with the railroad under their jurisdiction, and they were called upon to assist in various pieces of construction work. As the belief strengthened of an impending German drive, it was desired to build a long chantier (unloading platform) and artillery tracks for an A. G. L. P. (heavy artillery) park west of Souilly, to connect with the 6Bis Ligne. The French furnished 84 Madagascar negro troops, and after preliminary surveys by the engineering department under the direction of Major Arn, the work was begun on January 22, 1918, and was completed May 14th, being directly in charge of Lieutenant LeBaron. The negro troops, unaccustomed to the cold and dampness of the north, did not make much progress and they were taken away in April, after which men from all departments of the 13th were put on the work and completed the job, in record time.

This was another instance of the adaptability and zeal of the American



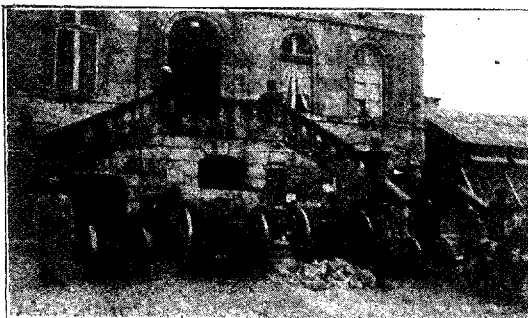
American Hospital Train in Fleury Yard, September, 1918.

railroad men. In the detachment were the regimental tailor, the barber, the photographer, the band leader and clerks, stenographers, engineers, trainmen—not one of whom had ever performed such work before, but they jumped into it like veterans and they made the dirt fly on a chantier 1,500 metres long, with heavy cuts at both ends where unloading ramps were constructed; and while the bridge men of the regiment constructed 1,500 metres of heavy timber retaining wall, the detachment, band and all, unloaded gravel and tamped it under the ties on two miles of track. Upon completion of a side track and after grading a site for a depot, men from the French 5th Engineers built a small station, installed a switchboard and telephones, and departed after naming their structure LaCousance.

As stated, all indications at the front were for a stiff German drive and all of the civilian population remaining in that zone of advance were notified they remained at their own risk; the barracks at Fleury, which adjoined the French hospital, were removed about 200 yards in order to more securely isolate the hospital in case of air attacks, and all possible precautions for safety were taken. The drive started with great fury, and as it progressed, the American 2nd Division was moved from Sommeille to Dugny and Landrecourt. Average time unloading including arrival, two hours and forty minutes.

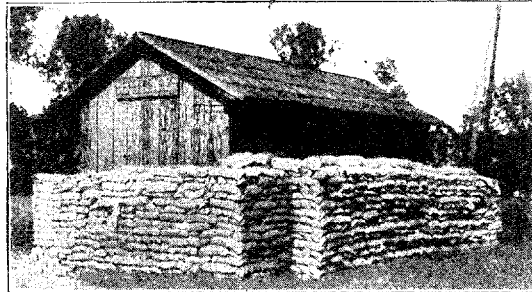
In April another engineering feat was undertaken and successfully consummated, being the building of a connection with the Est Railway at Luxeville.

On April 16th the 13th started work



Headquarters of 2nd French Army at Souilly, France.

at Pierrefitte to complete the line from Luxeville north, which had been commenced by the French engineers. Under the supervision of Major Arn and under direction of Captain J. W. Kern, Jr., and with two companies of Indo-Chinese laborers, the grading for the line from Gimecourt to the junction with the Pierrefitte terminal was completed August 15th. The plan of this terminal included sixteen tracks and



Sand Bags Protecting Walls of Station From Shells.

large chantiers for handling vast quantities of material to supply the St. Mihiel front. The time set at first for completion was September 10th, but on account of the anticipated German attack the time was reduced five days. On September 4th, one day ahead of the specified time, the line and the terminal at Pierrefitte were ready for operation.

As the spring advanced the traffic on the 6Bis Ligne grew heavier, and American and Italian troops began to come over it; on May 23rd and 24th twelve trains of Italian troops were handled; average unloading time, one hour and fifty-seven minutes, which the French stated was the best record ever made in handling troop trains.

On May 12th, "Mothers' Day," the regiment was visited by the American Ambassador to France, Hon. Wm. G. Sharp and General Hishauer, commanding the 2nd French Army. The party dined with the officers at Fleury, after which both gentlemen made addresses at the "Y" hut. General Hishauer thanked the 13th Engineers for their splendid work and congratulated them on their success.

On May 22nd Col. Kutz received orders transferring him to the office of the chief engineer, A. E. F., with the prospect of becoming a brigadier gen-

eral. He was tendered a farewell banquet by the officers and he left the regiment with mutual regrets. It had always been the policy of Col. Kutz to fill vacancies in the official staff with men from the ranks who had loyally and faithfully assisted in the work of the 13th. The first class to be promoted included Master Engineer E. P. Dudley, D. D. Coons, F. R. Doud, R. C. Boyer, L. A. Weary, L. E. Warner and Regimental Supply Sergeant R. D. Coulter. These men received their commissions as 2nd lieutenants on March 29th.

with the co-operation of the officers and men, had been responsible for the high standard of operation and success of the many railways handled by the regiment.

As spring wore into summer it became more and more a question where the enemy would strike next, with the prevailing opinion that the Verdun and Argonne sectors could not long escape. Precautions were accordingly taken by the French; the 2nd French Army headquarters were moved back to Laheycourt; the French engineers



Honoring the 13th Dead, Memorial Day, 1918.

Upon Col. Kutz' departure the command of the regiment fell to Lieut. Col. C. L. Whiting, who had been promoted on March 20th. Other officers of the regiment receiving promotions the same date, were: Captain Wm. G. Arn, promoted to major, 2nd Battalion; 1st Lieutenants T. P. Horton, Edward Schultz, Edward H. Shaughnessy and G. C. Kennedy, promoted to captains; 2nd Lieutenant F. W. Sawtelle, promoted to captain; 2nd Lieutenants J. W. Kern, Jr., W. E. Haberlaw, W. S. Johnston and S. S. McConnell, promoted to 1st lieutenants.

Lieut. Col. Whiting had been with the regiment from its organization, and upon its arrival at Chalons-sur-Marne had been placed in charge of the formation of the regiment from a railway standpoint. Throughout he had been the general superintendent of transportation and his thorough supervision,

mined bridges, railroads, roads, etc., ready for destruction in advance of the Germans; Ste. Menchould and other villages were evacuated by civilians, and all parts strengthened by additional troops, munitions and artillery—the greater volume of which was handled over the 6Bis Ligne. The 13th also took precautionary measures; a provisional company was formed and ten days infantry drill were given to every man in the regiment who could be spared from his railway duties, making it ready to act as an infantry unit if occasion required. This was the most trying time of the regiment's service, not excepting its first few months in a strange land among strange people and with new methods to learn and an unknown language to contend with. The supply department was moved from Fleury to Sommeille; every soldier was given a respirator in anticipation of

gas attacks, and requisitions were made for emergency rations and ammunition. All surplus equipment belonging to the personnel was sent to Sommeille and detachments at stations nearer the front were notified what to do in case of emergency. During this interval the regiment was visited by Major General W. G. Langfitt, the regiment's first colonel.

Among the towns which had been evacuated the largest was Ste. Menchould, which has been described as resembling the city of the dead, after the last citizen had departed. The streets were entirely deserted, shutters were up against every window and nothing remained to remind one of the erstwhile busy little town. Long lines of refugees passed drearily through Fleury—old men, women and children, all carrying as many of their possessions as they had been able to remove. Little two-wheeled carts were piled high and behind trailed the family horse, the cow and other live stock. It was no uncommon sight to see aged women pushing loaded wheelbarrows many miles over the highway.

To counteract the strain on wrought up nerves, plenty of amusement was provided for the boys. There was regular base ball, and at Fleury was a fine tennis court. On July 4th athletic games took place at Fleury and Dugny, the feature of the day being a game of ball at Fleury between men of the 370th Infantry, a Chicago regiment, and the 13th, the latter being the victors. During this trying period the Y. M. C. A. performed yeoman service in providing entertainment for the men and due appreciation was extended to the "Y" secretaries, R. R. Jenkins and D. Sutherland, for their untiring efforts, and to the officers and employes of the six railroads in the States who contributed funds to provide equipment for the various amusement activities.

On June 18th Lieut. Col. Howard returned to the regiment and assumed command, being promoted to colonel on July 17th. Colonel Howard was with the organization in Chicago as lieutenant colonel, but after the arrival of the regiment in Europe, had been detached

and transferred to the Railway Transportation Corps. Thoroughly satisfied with the performance of the 13th the French authorities continued to tax its capacity by turning over more of the railroads to them for operation. On July 4th the regiment took over the operation and maintenance of the 6Bis Ligne, from Ste. Menchould to Ville-sur-Tourbe, the point at which French trenches were located. Operation continued possible as far as Vienne-la-Ville.

About ten P. M., July 12th, the long expected offensive started. For four days the shelling was continuous and severe, the attacks being heralded to all points in the sector by the thunder of the artillery and the continuous flashes in the sky at night. Only the detachments at Vienne-la-Ville, Le Neuville-au-Pont and Ste. Menchould were directly affected, and at these places the men were compelled to spend most of their time in their dugouts for two days, so thick were the shells falling; and while Ste. Menchould had been well within shell fire for four years, more shells were dropped there during those two days of July 14th and 15th than in all the previous years of the war. This may have been occasioned by the fact that much property in the town had been owned by Germans, who had hitherto refrained from destroying the place on that account.

While the French troops were being transferred from the Verdun to the Somme front, an exceptional number of trains were handled daily westbound over the 6Bis Ligne from Lemmes, Fleury and LaConstance, all having been delivered on schedule time to the Est Railway at Sommeille.

In July the French again called on the 13th to construct tracks to a large ammunition dump which was one of a vast number that were concealed in the Argonne woods. The dump in question was to be located near Evres, and under the supervision of Major Arn and the direction of Captain Haberlaw the work was commenced on July 28th and completed September 27th. Thirteen thousand cubic meters of earth, lime-stone and shale were excavated and tracks 425 meters in length constructed. These ammunition dumps

which were scattered throughout the sector were connected with the Argonne, St. Mihiel and Verdun fronts by a series of narrow gauge railroads. Sergeant Boswell of Company C was in charge of construction work and he had two companies of Indo-Chinese laborers totaling about 150 men. Many difficulties were met and overcome, all of the work being done by hand—pick, shovel and wheelbarrows, and the dirt had to be carried to a point several hundred metres away. On August 28th the two companies of laborers were released and track laying begun. And during it all there were frequent heavy rains to supplement the other difficulties of hand work, long hauls and poor labor.



Digging In at Fleury, September, 1917.

On August 3rd the 13th received a further allotment of mileage, namely, from Dombasle to Verdun in charge of Captain T. P. Horton and Captain V. H. Hagelbarger. From Clermont to Ste. Menehould Junction was known as the 5th District and was placed under Captain G. C. Kennedy as superintendent. This territory soon became one of the most difficult districts to operate because of continual shell fire from the Germans at Les Islettes and Clermont. The manner in which this and other portions of the 4 Ligne were handled reflect great credit upon every member of the regiment and the officers directly in charge.

On August 26th President Poincaré's special was handled from Ste. Menehould to Les Islettes and return in the usual "on-time" and satisfactory man-

ner. During the month of August the regiment maintained an average total of 1,460 men present for duty, divided approximately—maintenance, 300; construction 50; operation, 1,110.

The official organization at the preparation of and during the Argonne-Meuse and St. Mihiel offensives were:

HEADQUARTERS, FLEURY-SUR-AIRE.

General Officers:

Colonel—N. L. Howard.
General Superintendent—Lieut.-Col. C. L. Whiting.
Ry. Executive Officer—1st Lieut. L. E. Warner.
Chief Engineer—Major W. G. Arn.
Supt. Motive Power—Major E. Schultz.
Asst. Supt. Motive Power—Captain F. P. Nash.
Acting Regimental Adjutant—1st Lieut. W. E. Whisler.
Personnel Adjutant—1st Lieut. R. W. P. Le Baron.
Supply Officer—Captain F. W. Taylor.
Railway Supply Officer—1st Lieut. R. D. Coulter.
Asst. Supply Officer—2nd Lieut. J. Turner, Jr.
Supt. Tel. and Telg.—1st Lieut. S. Warren.
1st District—(Headquarters Sommeille).

District Officers:

Superintendent—Captain J. M. Walsh.
Trainmaster—1st Lieut. F. R. Doud.
Division Engineer—Captain W. E. Haberlaw.
General Mechanical Foreman—1st Lieut. A. C. Koontz (Laheyrcourt shops).
General Mechanical Foreman—Master Engr. F. A. Saar (Sommeille).
Road Foreman—Master Engineer W. F. McDowell.
Detachment Commander—1st Lieut. R. C. Boyer (Vaubrecourt).

2nd District—(Headquarters Fleury).

District Officers:

Superintendent—Captain S. V. Rowland.
Trainmaster—1st Lieut. R. Harrison.
Division Engineer—Captain W. E. Haberlaw.
General Mechanical Foreman—1st Lieut. H. McKee (Fleury).
Road Foreman—Master Engineer W. Cotter.
Detachment Commander—2nd Lieut. H. R. Halverson (Froides).

3rd District—(Headquarters Souilly).

District Officers:

Superintendent—Captain E. E. Stoup.
Asst. Superintendent—Captain E. E. Deye.
Division Engineer—Captain F. W. Sawtelle.
Road Foreman—Master Engineer J. L. Witherspoon.
Detachment Commander—1st Lieut. D. D. Coens (Dugny).
Detachment Commander—1st Lieut. L. A. Weary (Landrecourt).

4th District—(Headquarters Dombasle).

District Officers:

Superintendent—Captain T. P. Horton (Dombasle to Clermont).
Superintendent—Captain V. H. Hagelbarger (Dombasle to Verdun).
Trainmaster—1st Lieut. E. P. Dudley.
Trainmaster—2nd Lieut. G. C. Collins.
Division Engineer—Master Engineer J. R. McClurg.
Road Foreman—Master Engineer D. Haffner.

5th District—(Headquarters Ste. Menehould).

District Officers:

Superintendent—Captain G. C. Kennedy.
Trainmaster—Master Engineer D. Haffner.
Division Engineer—Master Engineer J. R. McClurg.
Detachment Commander—1st Lieut. L. A. Weary (moved La Neuville au Pont to Landrecourt).
Road Foreman—Master Engineer D. Haffner.
Luxeville-Pierrefitte Line—(Headquarters Nierzy).

District Officers:

Superintendent—Captain W. S. Johnston.
Division Engineer (Construction)—Captain J. W. Kern, Jr.

(To be concluded.)

United States Railroad Administration Washington Information

Director General Hines Urges Economy.

In a letter which he has sent to all officers and employees of railroads under Federal control, Walker D. Hines, director general of railroads, points out the absolute necessity for the practice of economy all along the line in order that operating expenses may be reduced and improved wages and working conditions maintained.

"The increased payroll cost," says the director general in his letter, "due to improved wages and working conditions, and the increased cost of material and supplies, are now resulting, in connection with the falling off of business, in the United States Railroad Administration incurring heavy deficits in railroad operations.

Efficiency and Economy Should Be Watchword.

"I ask every officer and every employee to redouble his efforts to do efficient work, to economize in the use of railroad materials, fuel and other supplies, and to use great care not to injure equipment, tools, office furniture or property being transported by the railroad and for which payment must be made if injury occurs, and further than this, to try to encourage others to do the same.

Government Has to Bear the Loss.

"Please remember," the director general continued, "that if you should fail in any of these respects to do what you reasonably could and ought to do you would impose unnecessary cost upon the government. This is true because it is the government which has to bear the loss if there is one or which will receive the profit if any is earned.

Don't Wait, But Begin Now.

"Do not wait for the other fellow to begin this improvement but begin yourself. Do not decline to help because some other fellow is not helping; turn in and help, and keep on setting the other fellow a good example.

Keep Down the Cost of Living.

"You are interested in the great movement for the improvement of the condition of the individual worker. You can aid in that great movement, through efficiency and saving in reducing the cost of railroad operation, because thereby you help to keep down transportation rates, and thereby you help to keep down the cost of living. An increase in rates will give occasion for an increase in prices of what the public consumes and that will mean a new cycle of increasing still further the cost of living. It is to the interest of every man, woman and child in this country that this shall be avoided as far as possible.

Rights of Railway Employees Recognized.

"The government, during federal operation of the railroads, as a result of its nation-wide control, has been able to do much to promote justice to railroad employees through making proper increases in their wages and proper improvement in their working conditions. In the nature of things the result cannot be equally satisfactory to all involving 2,000,000 employees, because it is not possible in this vast undertaking to satisfy equally every one or even every class of those employees. If any employee feels he has ground for such dissatisfaction, he ought to remember the remarkable strides that have been taken by the government in the last twelve months in the recognition of the just rights of railroad employees and compare the situation today with what it was in December, 1917, before federal control began.

Employees Should Justify Wage Increase.

"It has been a source of satisfaction to me to aid in this great work. Will you not, in turn, do justice to the government and help sustain my work as director general, and also justify what has been done for you, by doing all that you can reasonably do to save the government money and to increase the efficiency of your work? I sincerely want your assistance in demonstrating that the railroads may be operated successfully even though

the wages of its employees have been materially increased."

Director General Talks to Ticket Agents.

In an address before the annual meeting of the American Association of Railroad Ticket Agents held at Chicago the first part of June, the director general called attention to the fact that there is no class of employees on the railroads which has a more important relationship to the great object of public service than the ticket agents.

Their Influence on Public.

"I believe that public service towards the railroads," he declared, "is more influenced by the relationship which you establish with the public with which you deal than by any other thing. Of course, the purpose of the railroads is to render a public service, and you are the representatives of the railroads who come in more direct contact than anybody else with the great mass of the American people, for whom that service is rendered, and to a large extent the people who come to you to be served are people who are not versed in the ways of travel and who are greatly impressed by courteous and helpful treatment."

Financial Statement of Railroads for May, 1919.

The financial results of the operation of Class 1 railroads under Federal operation for the month of May, 1919, as compared to the same month in 1918 show that for the month of May, 1919, the operating revenues of the railroads was \$408,972,229, which was an increase of \$36,542,884 over May, 1918, or 9.8 per cent. The operating expenses for May, 1919, were \$550,334,488, which was an increase of \$68,895,255 over those for the same month of 1918, or 24.5 per cent. The net operating revenues for the railroads for May, 1919, were \$58,637,741, as against \$90,990,112 for the same month in 1918, a decrease of \$32,352,371. The net operating income of the roads for May, 1919, was \$38,839,996 as against \$71,693,885 for May, 1918, a decrease of \$32,853,889.

Total Traffic Has Fallen Off.

The figures show that inasmuch as the present rates are considered to be approximately 25 per cent. higher than they were last year, the increase in operating revenues of not more than 9.8 per cent. would seem to indicate that total traffic as expressed in ton miles and passenger miles has fallen off approximately 12 per cent. The falling off in freight traffic alone amounted to 13.5 per cent. It should also be borne in mind that the increased wages for May, 1918, were not charged into operating expenses until subsequent months.

Director General Talks About Railroad Employees.

In an address which he delivered before the Philadelphia Chamber of Commerce the latter part of June, Walker D. Hines, director general of railroads, took occasion to reply to the unjust criticism from some sources to the effect that because there were more railroad employees on the rolls in January, 1919, than in December, 1917, this fact indicated a lack of supervision on the part of officials under Federal control.

Increases Were Justified.

"It is wholly unjust," the director general declared, "to attribute to these railroad officials any such failure in their duty to the government because the facts show this increase in employees was due to entirely different and perfectly justifiable causes. These causes were, first, the establishment of the eight hour day and, second, the exceptional amount of maintenance work which was performed on roadway and structures in January, 1919."

Eight-Hour-Day Put Into Effect.

Mr. Hines called attention to the fact that in December, 1917, many employees worked on the basis of ten hours per day or longer, but during Federal control and before January, 1919, the eight hour day was put into effect for railroad employees.

"The adoption of the eight hour day, therefore," he said, "made it necessary either to work many classes of employees overtime or to obtain more employees to perform the same number of hours of labor. This radical change for the protection of railroad labor makes it necessary to consider the number of hours worked instead of the number of employees worked. While in January, 1919, the number of employees increased 8½ per cent. over the number of employees in December, 1917, the hours worked by employees in January, 1919, increased only 1½ per cent. over the hours worked by employees in December, 1917. Thus the increase in the number of employees simply illustrates the carrying out of the policy, which I believe is generally endorsed and proper, that employees ought not to be required normally to work more than eight hours per day.

Disparity Reduced to Small Proportions.

"The small increase in the number of hours worked reduced the disparity between December, 1917, and January, 1919, to very small proportions. The result, therefore, is that the principal cause of the increases in the number of employees is not any greater laxity on the part of railroad officials under Federal control than was exhibited by those same officials under private control but due to the adoption of the eight hour day."

Increase in Maintenance Work in 1919.

The director general declared that this entire increase in the hours of work in January, 1919, as compared with December, 1917, can be accounted for by the increase in maintenance work on roadway and structures.

"January, 1919," he said, "was an unusually favorable month for such maintenance work because of the exceptionally good weather and the availability of adequate forces. In December, 1917, severe winter weather began at an unusually early date and labor for maintenance work was exceedingly scarce because of war conditions and especially because the railroad companies were not paying wages adequate to attract maintenance labor. The result was that in January, 1919, an exceptional amount of maintenance of roadway and structures was performed, the expenditures therefore being 245 per cent. of the expenditures for the same purpose in December, 1917.

Work on Maintenance of Way Increased.

"That the entire increase in hours worked on the railroads in January, 1919, can be accounted for in the principal classes of employees in maintenance of way structures—foremen, section foremen, masons, bricklayers, structural iron workers and section men—is shown by the fact that the increase in hours worked by these classes of railroad employees in January, 1919, as compared with December, 1917, was in excess of the total increase in the hours worked by all other railroad employees so there was actually a slight decrease in the hours worked by all other railroad employees. The increased hours worked in January, 1919, by these maintenance forces does not imply any laxity on the part of the railroad officials throughout the country as compared with the attitude of the same officials under private management, but merely shows that these officials were taking advantage of good weather and a good labor supply to do an unusual amount of maintenance work."

Nine Million Train Miles Required.

The military traffic during the first six months of 1919 required something like nine millions of train miles, or approximately one hundred million passenger train car miles for the one-way journeys. As in practically all cases the equipment had to be sent light in one direction, either going or returning, these figures should be doubled to express the aggregate transportation demand of our military traffic.

Soldiers From Europe Moved to Their Homes.

During the first two weeks of July, 160,633 soldiers returned from Europe, practically all of them being moved for long or short distances by railroad.

Why Excursion Travel Was Curtailed.

The extraordinary demand on the passenger carrying equipment of the country explains why the United States Railroad Administration has not been able to meet all of the requests for excursion trains and why in some cases the cars on regular passenger trains have been crowded. In the month of June alone the railroads transported 914,314 troops, not including men discharged or

on furlough, most of them over relatively long distances. The totals for July, when they are available, will probably be nearly as large.

Women Employed By the Railroads.

The total number of women employed under the United States Railroad Administration reached the highwater mark on October 1, 1918. At that time there were on the rolls 101,785 female employees. The number of women employed on April 1, 1919, shows a decrease of 14.3 per cent. as compared with January 1, 1919. On January 1 of the present year there were on the rolls of the railroads 99,694 women employees, while on April 1 the number had dropped to 85,393. This was due chiefly to the reduction of the labor force which occurred in February and March. It was also partly due to the return of men from military service who were reinstated by the railroads. On the eastern lines the drop was 17.7 per cent., while in the south it was 6.5 per cent. and in the west 11.4 per cent.

Where the Women Worked.

The clerical or semi-clerical occupations, including all the office-workers, ticket sellers and telephone switchboard operators constituted the largest percentage of the total for the year 1918, being 72 per cent. The statistics show that more than 5,000 women worked in railroad shops and more than 1,000 in roundhouses. The latter included among others turntable operators and engine wipers. On October 1, 1919, there were 6 women employed as blacksmiths, helpers and apprentices, while a large number of others worked as boiler-makers, coppersmiths, electricians and machinists. There were 377 women employed as station agents, assistants and agent operators on the same date, while fifty were at work as switch tenders. There were 931 women pushing trucks and handling freight. Watchwomen to the number of 518 were employed on the railroads doing duty both day and night.

Making Travel Safer for Employees and Public.

The campaign conducted by the United States Railroad Administration under its Safety Section to make travel safer and wipe out the causes of accidents to employees and the public is bringing about most satisfactory results. Statistics furnished to the director general show that for the first three months of 1919 there was a decrease of 569 in the number killed, including employees and other persons as compared with the corresponding period of 1918. The number of accidents for the first three months of 1919 decreased 9,709 compared with the first quarter of 1918.

What Past Figures Show.

According to reports made public by the Interstate Commerce Commission the total number of killed on railroads during the year ended December 31, 1916, was 10,001, while 196,722 persons were injured. For the year 1917 there was a total of 10,087 persons killed on railroads, and 194,805 received injuries. For the month of March, 1919, there was a decrease of 196 in the number of those killed on railroads as compared with March, 1918. Those injured during March, 1919, decreased 3,650 as compared with the same month of 1918.

He Never Caused an Injury in 48 Years' Service.

The Railroad Administration has received a letter from a locomotive engineer, 48 years in the service on one of the roads in the eastern region. He never caused an injury to a fellow employee and gives this advice to his co-workers:

"There are too many accidents caused by thoughtlessness.

"Keep your mind on your work—think of what you are doing. One think before an accident is worth a million thinks after. I always tried to think, not only of my own safety, but of the safety of those with whom I worked."

Railroads Co-operate in Getting Men to Wheat Fields.

About three months ago, it was suggested to the Railroad Administration that a special rate of one cent a mile be made for the movement of farm laborers into the Kansas wheat fields during the harvest season. This was denied because it was deemed impracticable to make such reduced rates for one class of labor without making similar rates for other classes of labor and therefore the effect would have been a serious diminution of the revenues of the railroads.

Water Waste Conservation Campaign.

During the past few years we have heard a great deal regarding the conservation of our natural resources, including timber, coal and food.

Water is a natural resource which is plentiful, and for that reason it is the general opinion that the cost to furnish water for numerous railroad purposes is small. This, however, is not the case, as no means has yet been devised for pumping it for nothing. It costs just as much for coal, oil and equipment to pump water that is wasted as it does to furnish water for useful purposes.

A report on water waste, which follows, has recently been prepared by F. D. Yeaton, assistant engineer. It contains interesting data and valuable suggestions which, if followed, will produce large economies.

The railroads of this country consume an average of about two billion gallons of water per day. This is approximately 8,000 gallons per day per mile of railroad. The best data available indicates that this company consumes as low as 2,000 gallons per day per mile on some of the branch lines, and as high as 10,000 gallons per day per mile of main lines.

It seems safe to assume an average consumption of about 8,000 gallons per day per mile of railroad. Based on this assumption, then 58,640,000 gallons of water (7,330 x 8,000) is consumed per day by this company on the lines east. The average cost of this water is not less than 5 cents per thousand gallons, which amounts to \$2,933 per day, or, an annual expenditure of \$1,070,180.

It has been estimated that the City of Chicago wastes about 65 per cent of all of the water pumped, but the waste on railroads is probably lower. Recently the Illinois Central, by means of a Water Waste Conservation Campaign, reduced the expense of their city water for the entire railroad 18 per cent, amounting to an annual saving of about \$34,000. The C. M. & St. P. Railroad furnishes at least 80 per cent of the water it uses; the other 20 per cent is purchased from municipalities. Assuming an actual saving of 18 per cent for city water alone, then the total saving that could be obtained by means of a Water Waste Campaign by this company, would be approximately \$170,000. per year. It seems safe to say that at least 10 per cent can be saved per year (10% x \$1,070,180) or \$107,000. per year.

It seems to be the general opinion among railroad employes that the water furnished by railroads is plentiful and the cost, therefore, is not given much consideration. The question as to how the waste of water can be eliminated and a large saving made is, of course, of first importance. A large per cent of the entire waste of water occurs at our large engine terminals.

The following list gives an idea as to how part of the waste occurs:

1. Overflowing tenders, taking water at tanks and water columns.
2. Open leaky wash basins, slop sinks, toilets and fixtures connected direct to sewer or drain.

3. Leaking faucets or improperly adjusted valves.

4. Leaking water tanks and water mains.

5. Improper use of hose in sprinkling, washing coaches, etc. (All hose should be equipped with a nozzle, so that the stream will do the maximum amount of work with the minimum waste of water.)

6. Filling water jugs and coach yard service.

7. Constantly flowing pipes or bubbling drinking fountains. (Can be controlled by restricting the size of the opening and by equipping all fixtures of this type with self-closing valves.

8. Boiler washout hose and valves. Water used for washing locomotives in many instances has to be handled twice to procure the necessary high pressure. Results can be obtained only through the co-operation of the roundhouse forces.

9. Fire hydrants are often used for drinking and other purposes with a resultant waste of water. The practice should be prohibited.

10. The saving effected in handling cinders with modern cinder pit facilities is often offset by the waste of water through defective hose connections.

One leak through a half inch opening will waste water to the value of approximately \$2,000 per year. Leaking or improperly adjusted valves in toilet tanks waste from \$3 to \$50 per month for each battery, depending on the number of fixtures and the cost of water. A case was discovered recently on a large railroad where the toilet facilities at a large terminal were causing a loss of over \$400 per month.

This company purchased an average of 538,000 gallons of water per day at Minneapolis and an average of 2,730,000 gallons per day at Milwaukee during 1918. The water which the company purchased at Minneapolis during 1918 cost \$15,710. The water which the company purchased at Milwaukee during the same period cost \$76,470. If the company could reduce the water bills at Minneapolis and Milwaukee 10 per cent by means of a Water Waste Campaign, the annual saving would amount to \$9,218, which would be well worth the effort.

In planning a Water Waste Conservation Campaign it would be a good policy to consider the larger engine terminals first. The following engine terminals use approximately the amount of water shown and present an opportunity, I believe, for considerable saving:

Terminal	Approximate gals. per day
Milwaukee	2,700,000
Minneapolis	1,000,000
Savanna	775,000
Bensonville	760,000
Dubuque	725,000
Perry	450,000
Aberdeen	425,000
Chicago, Western Ave.	300,000
Chicago, Galewood	300,000
Montevideo	300,000
LaCrosse	300,000
Sioux City	300,000
North McGregor	245,000

Coburg	240,000
Mason City	225,000
Atkins	200,000
Manilla	200,000
Ottumwa Junction	200,000
Portage	200,000
Green Bay	200,000
Madison	200,000
Wabasha	200,000
Council Bluffs	200,000
Milbank	150,000
Laredo	125,000
Sanborn	100,000
Jackson	100,000
Channing	100,000

There are 28 engine terminals, located on the lines east, that consume an average of 100,000 gallons or more per day. The total average gallons of water used per day at these 28 terminals amounts to 11,220,000. Based on an average cost of 5 cents per thousand gallons, which is probably rather low, the total daily cost of water at these terminals is \$561, which amounts to \$204,765 per year. If a saving of 10 per cent can be made at these 28 terminals, it would amount to \$20,476 per year. This is the interest on \$341,366 at 6 per cent.

An effort should be made to impress upon all employees the necessity of saving water, especially at the engine terminals. The Employees' Magazine might be used to advantage in this respect. Printed notices, framed and hung in all engine houses and at other points where a large quantity of water is used, would assist in the elimination of waste. Circulars, explaining in detail how to avoid wasting water, might be of value. At many places the price paid for water has increased as well as the cost of furnishing our own water, and this in itself, if there had previously been no waste, would call for increased vigilance looking towards the economical use of water. If the employees' attention is called to this matter in a proper way, I believe that they will be willing to assist the company in reducing the use of water.

The apparent neglect of railroad water supply is probably due to the fact that within

comparatively a few years this department of the railroad was not considered of any great importance, as the quantity of water required was not great, and the quality a matter that was given but little, if any, consideration. Conditions have changed with modern railroad operation, which calls for careful, intelligent consideration of the many problems involved.

Providing water for locomotives and for other railroad purposes is a feature of railway operation that should be given more consideration by this company. Many of the larger railroads have provided a special organization for handling water supply problems, and the results have paid for the organization several times over. An organization of this kind could, as part of its duties, investigate and study the water waste and make recommendations for its elimination. The saving of waste water alone might be nearly \$100,000 per year on the lines east. If the Illinois Central can save \$34,000 in one year on their city water bills alone, surely it stands to reason that this company can make a large saving on the water which is purchased from municipalities and which is pumped by company forces.

The information contained in this report is the result both of a field investigation and office study. During the past six years, I have visited practically all the engine terminals, both on the lines east and west. These trips have given me an opportunity to observe and study carefully the large consumption of water. I have had occasion, therefore, to give the matter some thought.

In conclusion, it is my opinion that the engineering department can render a valuable service to the company in the matter of reducing water waste and improving the water service in general, if only given the chance. If a Water Waste Campaign was inaugurated, the results would certainly be well worth the time and expense required.

The following table gives an idea as to what small leaks amount to in time:

At 40-lb. pressure and 20 lbs. of coal per 1,000 gals. (Average pressure at railway water stations.)					
Size of Leak	Water wasted per month	Approx. time	Cost at 20c per		Lbs. of coal wasted
		in which 1,000 gals. escape	1,000 gals. per day	per month	
One-eighth inch stream ($\frac{1}{8}$ in.) (overflowing toilet flush).....	75,375 gallons	10 hours	\$0.45	\$ 15.07	50 1,507
One-quarter inch stream ($\frac{1}{4}$ in.) (small faucet left open).....	301,500 gallons	2½ hours	1.92	60.30	201 6,030
Three-eighths inch stream ($\frac{3}{8}$ in.) (large faucet left open)...	702,000 gallons	1 hour	4.80	140.40	468 14,040

Published by the Cincinnati Water Works, Cincinnati, Ohio.

WHAT SMALL LEAKS MEAN.

Under the Average Water Pressure

A leak this size will waste 62,000 gallons a year.

A leak this size will waste 354,000 gallons a year.

A leak this size will waste 1,314,000 gallons a year.

MORAL:—Prevent Leakage and Save Money.

The Operator Detective

An Old Employee.

Some time after the relation to me of his former story ———, I chanced to meet my smoking-room acquaintance under similar circumstances on a west-bound train and we again fell to talking of old days. Among other events he told me the story which I have called The Operator Detective, and I believe in the episode he displayed a phase of character that was indicative of his later successes.

The boy, at that time scarcely sixteen years of age, was "holding down" the night telegraph office at M. C. on the same railroad mentioned in the previous story. This station was one of the most important on the line; and there being more or less clerical work in the office which fell to the night man to perform, the man on the night job usually had plenty of work, outside of handling train orders and other telegraph work, to keep him busy—and awake.

One night in the early spring, or more correctly speaking, one morning about 6 o'clock, our young hero (for such he proved to be in this case) was startled to hear "Bo", an inland town office about six miles distant from C——, the next station east from M. C——, jump in on the commercial wire and call "De" "De" "De", the nearest largest city, about thirty miles distant, like mad. The boy knew that something important had happened or "Bo" would not be out at that early hour, and he knew by his nervous, jerky call that he was much excited; so, pricking up his ears, he listened to the message that followed upon an answer being obtained from "De."

The message was addressed to the chief of police at "De" advising him of a robbery that had taken place at "Bo" that night. The bank in the little town had been broken into, a considerable amount of cash taken and, from the fact that two horses had also been stolen from a near-by livery barn,

it was supposed that the gang consisted of two robbers.

Our young friend quickly figured that more than likely the robbers would put across country to the nearest railway station which was C——, the next station to M. C——, and catch the early morning train for the city, passing C—— about 7 o'clock.

Shortly after the message was sent, an extra light engine eastbound showed up at M. C—— for orders against No. 2, the westbound passenger train. Our friend quickly secured the necessary orders and, as there were no more trains to pass before the westbound passenger, No. 2, by which time the day operator would be on duty, he asked permission of the dispatcher to "get off," thinking the while to try his hand at the Sherlock Holmes stunt. He jumped on the engine, telling the engineer he guessed he'd ride up the road a bit with him. He kept his own council but thinking mighty hard as to what he would do if he saw the robbers at C——. In about fifteen minutes the engine made C—— and pulled in on the long passing track to wait for No. 2.

Our young friend walked leisurely over to the station and was almost paralyzed with excitement and fear to see two pretty tough looking men standing on the platform, apparently strangers to each other, one carrying a small satchell which the young operator detective was dead sure contained the money stolen from the bank. In a few minutes No. 2 came along and one of the men boarded the smoking car in the forward end of the train and the other got on one of the day coaches two or three cars in the rear of the smoker.

Our friend, by this time, had made up his mind he had spotted the right parties and determining to carry out the Sherlock Holmes stunt to the finish, he also jumped on the train, following closely after the conductor, to whom

he quickly and with much excitement told what he had heard going over the wires and what he had seen of the two suspicious looking men who had just boarded the train.

The conductor had happened to obtain a good look at the two men and after going through his train, easily spotted them so that he was able to give an excellent description of them. He and the young telegrapher went up ahead in the baggage car and drafted a telegram to the depot police at D—, giving full information of the matter and requesting that a couple of officers in plain clothes be sent out on No. 3, leaving D— at about 8 o'clock, to meet his train at M— Jet., about five miles from the city.

Everything worked out like clock-work. The whole train crew was told of the matter so that a close watch of the men could be kept, and when No. 2 pulled into M— Jet. the two plain clothes men were on the platform ready for business.

The train had scarcely stopped when one of the suspects jumped off on the platform; he was immediately pointed out to the officers and quickly placed under arrest before he had time to catch his breath from surprise. The other fellow, however, the one with the valise, jumped off on the other side of the train and started to walk leisurely and unsuspectingly down the track, evidently unaware of his partner's ill luck, and by the time the officers caught sight of him he had gained probably a couple of train-lengths' distance. They immediately took after him and as soon as he discovered he was being pursued, threw the valise into the ditch and started on a dead run down the track. The officers had gained on him considerably, and after a couple of shots from their guns, he gave up the race and threw up his hands. The valise was recovered and found to contain quite a large amount of money. The men were tried and, largely upon the evidence of the operator detective, were convicted and sent over the road.

Did our young friend get any reward? I don't know, he didn't say.

W. E. Beecham.

The death of former Car Accountant W. E. Beecham is the passing of another of the Milwaukee's veteran employees. Mr. Beecham first entered the service of this company in 1873, as chief of the Car Record office in Milwaukee. In 1884 he severed his connection with the road on account of ill health, but in 1892, having fully recovered, he re-entered the service as superintendent of transportation and shortly afterward was made car accountant, which office he held until April 1, 1917, when he became agent of the Fullerton Avenue Building, which position he held until his last illness.

Mr. Beecham was 73 years of age. His death occurred at his home in Elmhurst, Ill., July 3rd and funeral was held from the residence on July 5th. Mr. Beecham was a Civil War veteran and a member of the G. A. R.

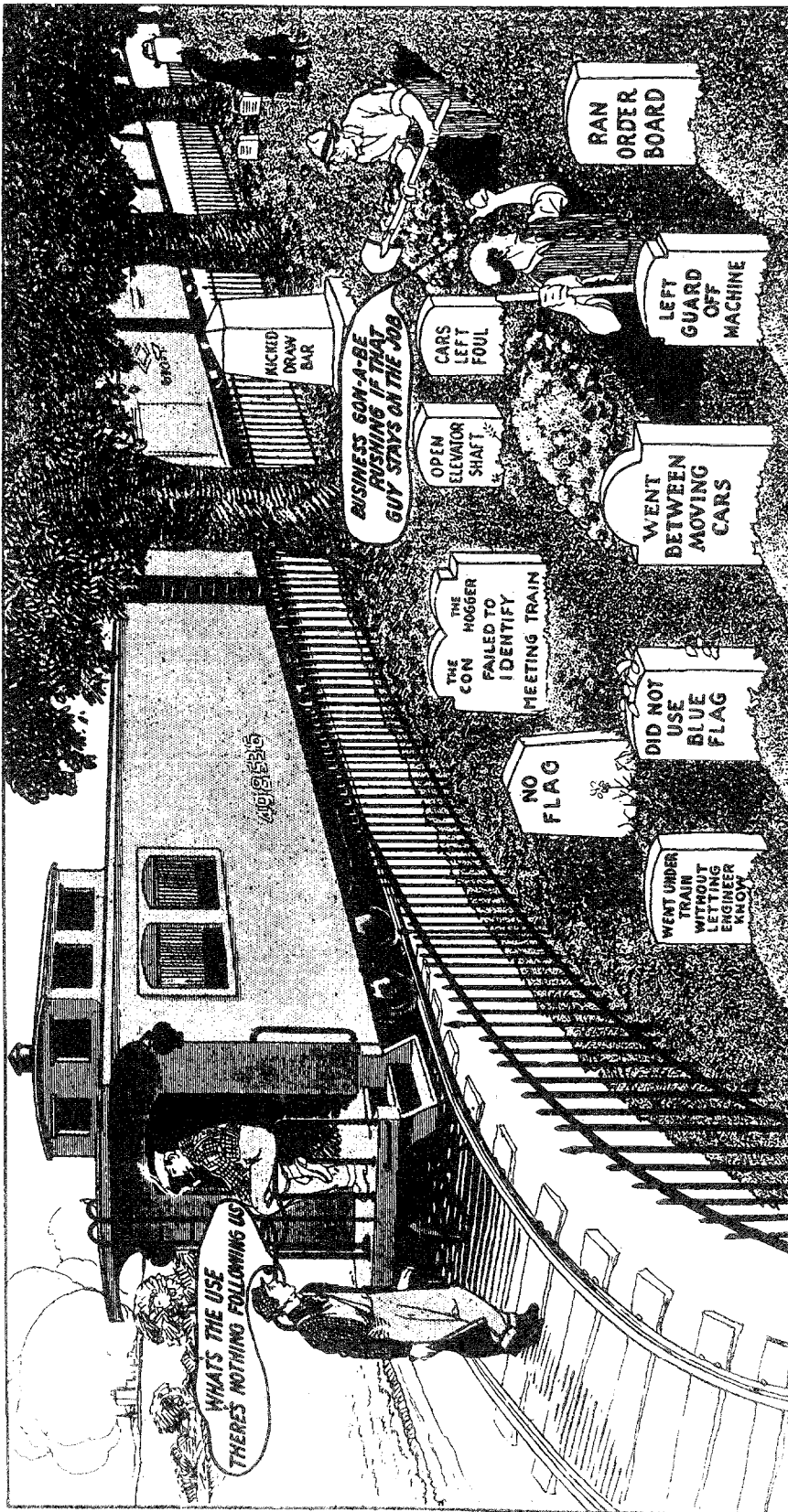
"The Grand Old Man of Dubuque Shops."

Chas. A. Wright.

James A. McCaughey was born Oct. 29, 1844, in the Province of New Brunswick, Kings County, Parish of Harlock, Canada. He is a man of nearly 75 years and until the last few months has been an active employee of the C., M. & St. P. shops, Dubuque, Ia. I oft times wonder in this great age of achievements, in the wonderful age of machinery and great undertakings, and also in this age of the mad rush for dollars, whether we ever stop to think of the men of years gone by, who broke through the wilderness of this country; the men who chopped their way through the forests with crude axes, to make a pathway for the coming generations. The men who turned a wilderness into a paradise and laid the corner-stone for greater achievements and comfort. Are we grateful enough to pause for a moment and thank the old pioneers of this country for hewing a path way through this vast domain of timber and underbrush, of wild animals, and Indians. In order that we of this generation, might enjoy what we have today. They were not surrounded by every convenience and luxury which the community enjoy. Their homes were crude but comfortable, and their pleasures were simple and wholesome. James McCaughey is a typical pioneer railroader on the Chicago, Milwaukee & St. Paul Railroad. He started his railroad career on May 5, 1877, when this road was then known as the C., C. D. & C. D. M. His first position being that of pilot engineer. Three years later in 1880, it became the Chicago, Milwaukee & St. Paul Railroad. Mr. McCaughey worked under the first roadmaster, whose name was E. L. Bostwick. F. A. Wyatt was the first superintendent and S. A. Walcott, first trainmaster.

There is not an official or an agent on this division living today who worked here in those days. There are only three engineers Geo. Wineke, John Barker, and Allan Woodward still living and in service, and only one shop man, Edward Milligan, who is employed at present as pensioned foreman. It would be difficult for we young railroaders

(Concluded on page 28.)



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Some good openings for careless railroad men—the only kind they can fill with safety

Safety First

A. W. Smallen, General Chairman

The Best Methods to Prevent Unsafe Conditions Among Employees.

B. C. Johnson.

When I received Mr. Johnston's letter asking me to prepare a paper on "The Best Methods to Prevent Unsafe Conditions Among Employees" I felt that I had a pretty big field to write on, and that the general answer is that the best practice is eternal vigilance and watchfulness on the part of the supervising officers. I think that, after nearly twenty years' railroad experience, that much more than half of the trouble is due to supervision winking at dereliction, provided no direct trouble resulted therefrom at the time.

As a case in mind, a train on one of the large railroads in this country was stopped by a block signal. The train which was ahead had broken in two in the block, although we did not know it at the time, and after standing at the station quite a while the Trainmaster, who was on board the train, went up to the engineer and asked him what he was waiting for. The engineer said he was waiting for the block. The trainmaster replied, "the hell with that stuff, let's get moving." The train did go ahead until we picked up the flagman of the broken down train, but had he been neglectful of his duty, we might have run into them. Now, it is not more than human nature that the next time that engineer found a block signal against him without any apparent reason, he would be tempted to disregard it as long as he found his superior supervisors felt that way about it.

It seems to me that it is that sort of thing which breeds a spirit of taking chances with the other man, and if we had a little more sense of military discipline, that is absolutely obeying the rules irrespective of who it hits, we would do good work toward cutting out careless practices. Fifteen or eighteen years ago a Major Hines, who had just come out of the army in the Spanish war, was employed by the Harriman System to make a report as to how discipline could be improved on that system. One of the principal points that he raised in his report was that the railroads were sadly short of supervising officers, as he said an infantry company in the regular army at that time carried about 120 men, of which there was one captain, two lieutenants, five sergeants and fourteen corporals, each of them with authority in his own rank, or twenty-two officers to fifty or sixty men, and he argued that the fact that the railroads had too few officers made it impossible to watch men and keep them straight as they should be watched. It seems to me his point is well taken. Probably the best discipline we have on railroads is amongst the section men, and there we have a foreman in charge of from three to ten

men, who he can watch all the time, but in train service where the conductor is nominally in charge of the train, nobody seems to expect him to use any authority, and the rest of the crew does about as it pleases.

Mr. Waterman, in his paper, "He Supposed So," makes the statement that seventy-five per cent of our accidents which we have would not have occurred if the parties operating our train, or in charge, would not use the word "suppose." If he who supposes were dead, and only he who "KNOWS" were alive, seventy-five per cent of our accidents would not have occurred.

Here is a case that happened not very long ago: "A superintendent was asked to let a member of the engineering department of a certain railroad use a motor car, which the superintendent very kindly consented to do. He wired to have it put on the second section of a train. The message was received by the right party but the agent put the car on the first section instead of the second section. The baggage agent was instructed to unload the car at blank station, and to be sure the car was put off at the station where he was instructed to unload it."

"The party arrived at the point where he expected to find the car and found that there was no car there. He immediately started tracer by wire and found the car one station east of the point where he stopped. He took a freight train from the point where he was and went one station east. When he arrived at the point where the car was unloaded, he did not find it there, but found that the claim agent had taken the car and gone out into the country some four or five miles. He immediately wired the superintendent that notwithstanding the instructions he had given, so far he had not been able to find the car. The superintendent immediately sent a letter trying to locate the blame or the party that was at fault, and this is what he found:"

"First, that the agent instead of putting the car on the second section, put it on the first section because he SUPPOSED that the second section would have no baggage car. The baggage agent on the first section put the car off at the first station east because he 'Supposed' the train would not stop at the point where the car was billed. The claim agent used the car because he 'Supposed' that no one else would show up who would want the car before he could get back."

While the above is not exactly in line with the subject of this paper, yet it is the eternally supposing and not knowing that is causing so many railroad employees to have to be supported by their families instead of supporting them. The men now operating or learning to operate on our railroads, must be educated that there is no such word as

Suppose, that they must know and not suppose anything. If men working on the various railroads of the country could realize the danger as much as the man who went to the yardmaster (after having worked a couple of days in a yard switching) and asked for his time, and said he wanted to go back to his old occupation, switching was too dangerous. When he was asked what his old occupation was he said he drove a nitro-glycerine wagon.

If supervision could instill into every man that while he is on the railroad he is up against a nitro-glycerine proposition; that wherever there is a railroad track there is liable to be trouble; that whenever the section man goes out in the morning with a line up on single track, and thinks he knows that the train shown on the line-up has gone, that the engine is liable to break down, set out its train at the next station and come back; and when things of this kind happen it is always a cloudy of foggy wet day, and the men have their heads down and their backs to the storm. Some times we are crowded almost beyond endurance, and just at that time accidents will begin to occur, as we become lax in our watchfulness, and we take just that one fatal chance, we catch the front end of a switch engine, put the jack on the front end of a hand car, don't watch and see that the plank on a scaffold is nailed down when it extends out over the brace so it won't tip up; we smoked into town cause our sixteen hours is about up; the result is the wife has to spend a couple of hundred dollars which she is going to need, to furnish a decent burial for someone who did not have enough forethought for his family to exercise ordinary precaution; or else he becomes a burden on them for the remainder of his life. To prevent these unsafe conditions it's up to us to go out of our way to show the men that they are not expected to take risks to get their work done; that the railroad can far better afford to pay a switchman for a day to do a job, than to pay him five or ten thousand dollars for a leg.

The eternal suppose is the most dangerous thing I believe we have. Mr. Waterman stated that "the bones of the children of Israel were scattered all over the desert because they SUPPOSED the men of Canaan were giants, and they were not able to go up and possess the land. From one end to the other of the great trunk lines of this country are scattered the bones, figuratively speaking, of young men who might today have been holding good positions, if they had known what they were doing instead of SUPPOSING."

Paul H. Brooks, in a paper before the New York Railroad Club, entitled "The Future Leaders," said "the railroad man of tomorrow will be he who operates most economically." I believe that I would be safe in adding to where he says most economically, most carefully, not only in operation of railroads but also in injury to his fellowmen, and that man will be "he who knows and not he who SUPPOSES so."

Illinois Division Safety First Meeting.

Meeting held at Savanna, June 24th. Those present were: Superintendent L. T. Johnston, Trainmaster F. H. Allard, Messrs. A. L. Brown, Roy Austin, J. J. Flannigan, C. Gradt, E. E. Cush, A. Jung, J. H. Dietz, J. C. Burns, P. S. Sawtelle, C. W. Parker, J. P. Flynn, B. C. Johnson, C. J. Fisher, Lynn Castle, Soren Lund, W. O. Kuncce, Geo. Layton, C. P. Munson, J. F. Kane.

Visitors were: A. J. Reinehr, H. C. Borreson, W. J. Brown, M. G. Anjal, E. W. Lollis, J. W. Filcek.

C. W. Parker—Install railing along retaining wall at Elgin, near standpipe. (A. F. E. referred to general office for approval.)

P. S. Sawtelle—Suggestion to install annunciator in flag shanty at Chicago Street, Elgin. (Estimate of expense requested from Signal Department.)

A. T. Breecher—Suggestion to install annunciator in flag shanty at Kimball Street, Elgin. (Estimate of expense requested from Signal Department.)

J. C. Burns—Main crossing at Stillman Valley, just east of depot. Poor view account office of lumber company on corner. Suggestion to put up warning sign. (Suggestion by signal supervisor that a railway crossing sign be erected at this crossing.)

Geo. Linderman—No light on post at side of roundhouse, Nahant. Suggestion light should be placed there. (Instructions issued to have light installed.)

Report of Mechanical Department, Safety Committee, Savanna.

Suggestion to install ventilator in roof of machine shop at roundhouse, Savanna, account next to boiler room and two former windows now shut off by new addition. (Taken up with Building Department for installation.)

Geo. Linderman—Water spout at Elgin; one of small pipes broken off; westbound spout. (Repaired by B. & B. Department.)

Mr. Smith—Suggestion that switchmen be instructed to pick up re-railing frogs and chain lines when through using them, and replace them on engine. (Taken up with general yardmaster to have this done by switchmen.)

Soren Lund—Suggestion that men using double-bitted axes keep edges of axe covered when left on ground, to avoid danger of injury. (Instructions issued to caution men of this practice.)

Sheet metal covering over pipes on track leading to roundhouse, Savanna, between station and street, moved out of place. (Replaced and repaired by B. & B. Department.)

A. T. Breecher—Stepping boxes in coaches usually set in doorways, at stations, by brakemen. (Bulletin re-issued to trainmen to avoid this practice.)

O. H. Wilson—At first switch on west side approach to Crescent bridge, Davenport, suggestion by switchmen that planking be laid a distance of about eighty feet for trainmen to walk on when getting off train to cut in air, which cannot be reached from the east side over the draw bars. (Referred to general manager of D. R. I. & N. W. R. R. for investigation and advice as to action taken.)

O. H. Wilson—At passenger station, Davenport, suggestion to build plank walk to track where sleeping cars stand, or install electric light at end of track. (Referred to general manager of D. R. I. & N. W. R. R., Davenport, to investigate and advise action taken.)

C. P. Munson—At street crossing over tracks 1 and 2 at Kirkland, opposite depot, at end of coal shed; suggestion to install electric light, account no light now at this crossing and dangerous to people when cars being switched over crossing. (Decided light should not be installed as this is not an established crossing and not desired that people should cross.)

C. P. Munson—Complaint of trainmen on Spaulding switch crew that brakes on battle cars coming from pit cannot be operated account clogged with gravel. (Taken up with gravel company for correction.)

J. M. Losey—On second track at east end of stock yards, Savanna, old ties and planks between second and third tracks. (Removed by yard section men.)

J. M. Losey—Front yard at roundhouse, Savanna, littered with shovels, lanterns, etc. (Yard cleaned by roundhouse men.)

J. M. Losey—Suggestion that trainmen be careful to protect both ends of train in flagging

account liability of another train being run on wrong track. (Bulletin instructions re-issued to trainmen.)

C. Gradt—Bridge warning signals blown over top by exhaust of engine. Suggestion that section men be particular to notice this and keep the signals pulled down; also if wire signals bent, to have them straightened. (Referred to roadmasters for attention.)

Aug. Frederick—Troop trains in passing, throwing tin cans and boxes from kitchen cars onto right-of-way. (Referred to general office to take up with officials of troop trains.)

Pusher engines in using cross-over, at Elgin, open main line switch, back in on the main line cross-over, close switch and back on other main line and open switch and back out; this practice giving a false clear indication, by signal. (Taken up with yardmen at Elgin for proper handling of switches.)

A. T. Breecher—Trouble with switch indicators and dwarf signals, and, in Track Department, with low switch stands, account handles left down on gravel cars. Think campaign should be started to have handles placed up. (To be taken up with trainmen.)

A. T. Breecher—Suggestion that signal indicators be installed at both ends of Rock River bridge at Rock Cut Curve, near Adeline, for protection of men on motor cars in crossing bridge. (Referred to Signal Department to give estimate of expense.)

From Davenport Sub-Committee.

J. J. Flanigan—Boards and cleats with nails in them thrown between tracks at Davenport freight house. (Taken up with freight house men to be discontinued.)

J. J. Flanigan—Rubbish at freight house, Davenport, being burnt on open platform. Suggestion by W. E. Frank to secure large tile with wire netting placed over top, in which to burn the rubbish. (Tile secured for rubbish burning and now in use.)

J. J. Flanigan—Advice that Mueller Lumber Co. have not as yet removed coal pile near track. (Advice received from lumber company that coal pile will be removed at their earliest convenience.)

M. J. Lamb—Suggestion that rough spots in floor of freight house be repaired as soon as possible, to eliminate cause of freight falling off trucks. Statement that part of material for this work now on hand. The asphalt now used to repair floor is too soft and should be replaced with concrete.

M. J. Lamb—Suggestion that hooks be placed in concrete columns in freight house, on which to hang fire extinguishers. (Arrangements made with carpenters to hang the fire extinguishers.)

H. Stebbins—Suggestion that freight house employees be given fire drill every Saturday afternoon. (Arrangement made to have fire drills as soon as fire extinguishers are placed.)

M. J. Lamb—Report that additional fire hose ordered for freight house has not arrived. Also 300 feet of hose will be needed instead of 150. (Requisition to be made for the additional hose.)

M. J. Lamb—Suggestion that door in west end of freight house be cut, to enable truckers to see each other when meeting at door with truck loads. (This work now completed by Engineering Department and door now in use.)

George D. Johnston—Advice that Mueller Lumber Company have wagons standing too close to tracks. (To be taken up by General Agent for correction.)

J. J. Flanigan—Report that planks in crossing at Main Street, Davenport, in bad condition and should be replaced with cinders. (To be taken up with Engineering Department.)

W. E. Frank—Report of 39 boxes, high explosives, received at freight house in, NYC car 327474 with barrels of crude oil. Suggestion that all freight house foremen be instructed against this kind of loading.

R. C. Reeves—Short clearance of material of J. D. Ryan Co., east of government bridge, Davenport. Also high weeds along track. (Taken up with J. D. Ryan Co., who promise to remove material in a few days; also to cut weeds.)

R. C. Reeves—Report of large timbers between freight house tracks Nos. 1 and 2, Davenport. (Reported that timbers will be removed in a day or two.)

R. C. Reeves—Suggestion that new buildings to be erected by Western Flour Mills Co. be given clearance of eight and one-half feet from

center of rails. Suggested that the matter be brought to attention of Engineering Department.

W. H. Teed—Report that planking over Perry Street crossing, Davenport, in bad shape. (Referred to section foreman, who advises it will be taken care of.)

W. H. Teed—Report that taxi and bus drivers are running over sidewalk at west end of passenger depot, Davenport, causing liability of displacement of bricks. (To be taken up with proprietors to have this discontinued.)

W. E. Frank—Suggestion that curbing next to river levee along DRI&NW main line does not give sufficient clearance. (To be submitted to Davenport Levee Commission.)

Report From Roundhouse Safety Committee—Savanna.

Sewer covering back of Nos. 13, 14 and 15 stalls in bad condition. (Referred to B. & B. Department for correction.)

Sand drier has big hole in the brick fire box next to wall and liable to catch fire. (Referred to B. & B. Department for repairs.)

Suggestions Received by Mail.

George Layton—Draw bar between tracks 8 and 9, Savanna Yard; also parts of broken cars. (Referred to roadmaster and material picked up.)

George Layton—Broken draft iron between main lead track in Yard "C," Savanna, at extreme east end. (Removed by section men.)

Large pile of plank, on south side of No. 19 track, Savanna, near viaduct, close to track. (Removed by section men.)

Water closet porch floor, Savanna Yard, boards missing. (Repaired by section men.)

George Layton—About one-half ton coal scattered between tracks 11, 13, 14 and 15 in "C" Yard, Savanna, near viaduct; also pieces of old lumber. (Picked up by section men.)

George Layton—Two broken beams between tracks 9 and 10, in Yard "B," Savanna, just east of viaduct. (Removed by section men.)

George Layton—Draft iron between Nos. 1 and 2 tracks at freight house. (Removed by section men.)

About one-half car load sand laying between tracks 9 and 10, opposite Yard "C" office, Savanna. (Removed by section men.)

George Layton—Draft iron between tracks 10 and 11, Yard "C," Savanna, at east end; also draft iron laying north side of westbound main line just west of yard office "A." (Removed by section men.)

George Layton—Several piles old lumber between tracks 1 and 2, just east of viaduct. (Removed by section men.)

George Layton—Pair of wheels between tracks 17 and 18, east of viaduct, Yard "A," Savanna. (Removed by section men.)

George Layton—Broken springs and iron plates between eastbound main line and track No. 1 in Yard "A," east end. (Removed by section men.)

George Layton—Broken timbers and irons between east main line and track No. 1, in Yard "A" at east end Savanna Yard. (Removed by section men.)

George Layton—About one-half ton coal between tracks 2, 3 and 4 in Yard "A," at east end. (Picked up by section men.)

George Layton—Several old ties at north side of westbound main line, east end of Savanna Yard; also near eastbound main line at track No. 1 in Yard "A." (Removed by section men.)

R. E. Graves—Several tons coal scattered around tracks near switching lead and stand pipe, Savanna Yard. (Picked up by section men.)

L. T. Johnston—Draw bar lying between eastbound main, and passing tracks west of Roselle. (Removed by section men.)

Limbs of trees east of brewery on W. B. track, Elgin, too close to track. (Removed by section men.)

Stockyard gate at Bartlett noticed standing open. Bulletin issued to train and station men to have gates kept closed.)

J. F. Kane—Lathes, with protruding nails, lying on ground near bunk houses, back of repair yards.

A. Jung—Short clearance of coal bin belonging to sand company, at Elgin.

A. J. Reinehr Suggestion to have platform built underneath east end of ice house motor room on which to repair the ice-conveying machinery. (Referred to chief carpenter, who advises he will build platform.)

A. J. Reinehr—Suggestion to provide protection on gears in motor room at ice house, for safety of man in oiling machinery. (Referred to chief carpenter for investigation.)

W. O. Kunce—Report that auto trucks and wagons drive between freight house and W. B. track at Mt. Carroll, where there is but 14 feet clearance.

W. O. Kunce—Broken rail at second frog east of bunk cars at rail mill—short rail—about three or four feet long.

W. O. Kunce—Several boards with protruding nails, about 150 feet southeast of rail mill, near tracks.

W. O. Kunce—On St. P. System single deck stock cars, no pins on them with which to fasten the bull bars in the cars.

W. O. Kunce—Two rails with joints loose and bolts missing in eastbound running track for freight trains out of "C" Yard, Savanna. Also two frogs bad and reported unsafe by switch-tender Hummel.

W. O. Kunce—Fire buckets ordered for stock yards last January not received.

J. C. Burns—Suggestion that highway grade crossing just east of Wooddale be eliminated, account road is not straight until just west of depot.

J. C. Burns—Coal shed too close to crossing at Fairdale, obstructing view, not removed as yet. Should be moved further east or against stub track east of depot.

J. C. Burns—Large pile of rubbish between eastbound main and elevator tracks, at Genoa. (Referred to roadmaster to have it removed.)

J. C. Burns—On train 21 this morning, engineer did not blow whistle between Genoa and Fairdale. Five crossings between these points, three of which are protected by crossing bells.

George Layton—Farmers at Hickory Grove would like to see Engineering Department in regard to replacing highway grade crossing at that point, with a viaduct.

George Layton—Two planks missing in the second crossing west of Genoa depot; also in private crossing on the westbound track.

George Layton—Several piles of rubbish along track at Fairdale.

George Layton—Reports from passenger conductors that drinking cup machines will not work, account cups in them stuck together.

George Layton—Reports from conductors that some of the short draft timber cars are not safe in trains. (Advised by general car foreman that cars of this class are being dismantled as soon as found unsafe.)

George Layton—Reports made by conductors that revolving chairs in cabooses are unsafe when emergency stops are made. Suggested that stationary benches be used.

George Layton—Report that floor of pump house at Davis Junction in dirty condition.

George Layton—Suggestion that fire drills be arranged for again in Roundhouse and Car Departments.

George Layton—Report that in unloading milk cans at Leaf River from No. 23, trains starts before truck is pulled away, making danger to trainmen.

J. C. Burns—Report of dirty condition of men's smoking room at Davis Junction.

J. P. Flynn—Report that engine 3110, on trains 31 and 32, which goes to Spaulding at nights to be turned, has no back-up light for returning, making it dangerous at highway crossings.

J. P. Flynn—Suggestion that eastbound trains in Savanna Yard be inspected for air after made up, account large amount of switching done in making the trains: (Referred to general car foreman for investigation as to having this done.)

F. H. Allard—Request made to trainmen that rules in regard to flagging be observed, and that trains be flagged at both ends.

F. H. Allard—Suggestion that shade be put over light on "Danger" sign at ice house platform, Savanna, account blinding to switchmen.

C. W. Parker—Report that at the "Q" crossing, at elevator, at Savanna, and down the South Line the tree branches are so close the engineer cannot see ahead.

C. W. Parker—Report that switch indicator at "Q" crossing, Savanna, does not show correctly when switch engines are over crossing into island track.

C. W. Parker—Suggestion that cross-over to lead track in Yard "B," Savanna, be moved about 200 feet toward icehouse track; suggested this would make virtually a double lead into the yard for switch and road trains and would lessen danger of collisions.

C. W. Parker—Report that bell ringers on some switch engines in Savanna will not work.

C. W. Parker—Advice that sand house at Savanna will not clear a man on side of car.

C. W. Parker—Report that wood pile back of roundhouse at Savanna will not clear a man on side of car.

C. W. Parker—Suggestion of danger to men on ice house platform, Savanna, if derailment should occur on ice house track. Suggestion that trains move with caution at this point, account curve in track.

C. W. Parker—Suggestion that no back-up light is furnished for back-up movement at Davis Junction in case engines go to Kirkland for coal. (Advice by chairman that it is intended to have larger supply of coal at Davis Junction.)

C. J. Fisher—Suggestion that practice be made of placing cars, to be brassed, on a stub track for the repairs, account danger to repairmen from cars on next track in switching yard. (To be referred to General Safety Committee.)

Otto Schmidt—Advice that extra trains running over the "cut-off" do not give the section men any warning. (Advised by Chairman that all extra trains and trains on wrong track have instructions to sound whistle, and that bulletin can be reissued.)

Read at Meeting—Paper prepared by B. C. Johnson on subject: "The Best Methods to Prevent Unsafe Conditions Among Employees." Printed elsewhere in this issue.

Suggestion made to committee members by Mr. Kane of caution necessary for clear record during "NO ACCIDENT WEEK," June 22d to 28th.

Safety First Meeting at Ladd, June 5th, called to order at 1:30 p. m. by John Connors, acting chairman, in the absence of E. W. Morrison.

Meeting open for suggestion.
Chairman read letter from General Superintendent Weidenhamer relative to recent case of where switchman was badly injured due to shoving draw bars with his foot.

Chairman also read two letters from Committee-men Harry A. Mills and Thos. L. Kerwin, relative to "What Are the Best Methods to Prevent Unsafe Practices by Employees," and the "Thirteen Commandments of Safety First," and one from visitor Paul F. Schultz pertaining to Safety First.

Brakemen Harry Mills reported city coal chute at Rochelle track too short. Suggested this track be extended. This being C., B. & Q. proposition, was thought matter would have to be handled by that line. (Taken up with superintendent C., B. & Q. to see if possible to extend track.)

Conductor T. L. Kerwin suggested platform be put over wires and rods on tower at Steward Junction for use of conductors in going up to tower for orders. (Referred to superintendent C., B. & Q. to get estimate on cost and their approval of taking care of it.)

J. Learmouth suggested that C. & N. W. be instructed to connect up derail on N. Y. C. transfer at Ladd, claiming this has been disconnected for past two months. (Taken up with superintendent C. & N. W. to make the change.)

J. Learmouth suggested that it be determined who makes repairs on Third Vein coal track at Ladd. Suggested that C., B. & Q. maintain this track. (Taken up with Third Vein Coal Co. to make necessary repairs.)

Conductor T. L. Kerwin suggested that switch locks be put on all derails. (Taken up for consideration.)

Brakeman John Hines reported switch lock on east switch at Roxbury, worn out. Needs new one. (Roadmaster instructed to provide new lock.)

Conductor T. L. Kerwin suggested that conductors be supplied with I. C. switch keys for doing work at Mendota. (I. C. doesn't consider it necessary for our conductors to be supplied with switch keys.)

Engineer F. M. Smith reported crossing signs put up by commissioners at first and second crossing east of Ladd have been damaged. (Matter to be referred to commissioners in that district to repair signs as Safety First move.)

Roundhouse Foreman D. R. Davis reported that stall tracks Nos. 4 and 5 at Ladd roundhouse, will not clear L2 engines. (Referred to Roadmaster Zimmerman and repairs made at 4 p. m. same day.)

Engineer H. K. Beecham reported nothing has been done about electric lights for roundhouse at Ladd. (Generator was being installed day of meeting and lights will be provided at once.)

Engineer H. K. Beecham reported whistling posts have not been put up that were knocked down by snow last winter. (Roadmaster Zimmerman advises this would be done before next meeting.)

Engine Foreman J. Learmouth reported derail has been put in by N. Y. C. on mine hill track at Ladd. (Covered by bulletin.)

"What Are the Best Methods to Prevent Unsafe Practices by Employees?"

1. Stop—Look—Listen.
2. The discouragement of the chance taker.
3. Due credit to those who show daily care for the safety of person and property.
4. Discipline to the employee who beefs, swears and continually tries to see how disagreeable he can make conditions for his fellow employees to work under.
5. Encouragement to the employee who stays at his place of duty.
6. Discipline to the one who is continually trying to be elsewhere and has his nose in other people's business.
7. The using of unsafe equipment, rather than do a little extra service to aright the unsafe condition.
8. Teach the employees, that they are on duty and are expected at all times to observe and to seek for any condition that might come up through the use of any or all equipment.
9. Immediate posting of bulletins or orders that effect care or an unusual condition.
10. That trainmen and yard men be instructed to work on engineer's side as much as possible.
11. Last, but not least, that all employees to practice as well as preach Safety First.

HARRY A. MILLS,

Committeeman, Safety First R. & S. Division.

The Thirteen Commandments of Safety First.

1. Take no chances.
2. Always Safety First.
3. Let each and every move be Safety First.
4. Safety First will avoid accidents. Live up to same.
5. Safety First is what the company requires of us all.
6. Complying with all your duties, always give your attention to Safety First.
7. Safety First will cancel many doctor calls.
8. The ones that follow Safety First avoid pain to themselves and to others.
9. By Safety First many homes have been made homes of happiness.
10. In Safety First let each and every one make their improvements.
11. From Safety First good results have come and more yet to receive. Let all concerned be faithful to Safety First.
12. Watch and advise all working with you. Advise them when they are placing themselves and others and the company's property in danger.
13. This is a very dangerous proposition. Trains are requested to take tonnage which requires them to double into Seatonville. Safety First has no voice in this matter. The weather conditions at times are overlooked and practice of backing engine up at times to Howe for the overated tonnage that engine could not handle over the hill.

THOS. L. KERWIN.

At a recent meeting of the R. of L. E. I., was instructed to write up a few items pertaining to Safety First.

1. As there is a lot of traffic on main street over the N. Y. C. R. R. tracks at the depot, suggested that gates be installed and a tower erected for the watchman so he can better observe the trains coming and going and also be in a better position to protect the public by having a better view of both the tracks and the street.

2. Asked the doubling Seatonville hill at night be discontinued, as there are always some persons

walking these tracks and they are very apt to be run over when backing up after the rear portion of the train, and it is not a Safety First proposition to either the public or to the engine or trainmen on such trains.

PAUL F. SCHULTZ,

Engineer, R. & S. W. Division.

River and I. & M. Division Safety First Meeting.

Meeting held at Minneapolis, June 9th. Those present were: Trainmaster W. J. Lieb, Messrs. M. T. Skewes, W. E. Moc, E. G. Oeltjendler, R. B. Stackpole, E. H. Kough, J. J. Graf, W. E. Trichler, H. A. Hanson, T. A. Thayer, P. F. Orcutt, C. Carlson, H. C. Kassabaum, J. Ostrum, W. C. Blase, A. A. Kurzejka, J. Healy, F. Larsen, M. F. Kelley, J. Rush, H. R. Howard, W. H. Cobb, H. G. Dimmitt, E. F. Rummel, A. W. Bonniwell, F. B. Higbee, G. H. Borgman, J. C. Macdonald.

Mr. Olson suggested that angle cocks on engines be put down on the pilot floor under the step. (Mr. Bjorkholm advised he had the matter up with superintendent of motive power.)

Mr. Oeltjendler recommended that whistle rods, levers and connections on engines be put in condition so they can sound the whistle. The whistle rods at present are down too low and strike engineers when they attempt to sound the whistle. (No reply as yet received from assistant superintendent of motive power.)

Mr. Kough stated that he attempted to fill the lubricator on engine 5546 a few days ago, and that the drain cock was in such position, that it shot into his face. This engine did not have drain pipe. (Master mechanic advised the lubricator had been taken care of.)

Mr. Oeltjendler reported that the piping arrangement on the new Madden ash pans is not satisfactory, as they are unable to clean the pans, being unable to get enough force. To clean the ash pans it was necessary for the fireman to crawl under the engine. (No information as yet received from assistant superintendent of motive power.)

Mr. Oeltjendler recommended a tin box to act as a container for torpedoes and fuses be placed on the top of engine cabs. (No reply received from assistant superintendent of motive power.)

Mr. Stackpole asked if it would not be possible to get a back-up whistle for cabooses. Only a back-up brake valve on cabooses at present. (Referred to General Safety Committee.)

Mr. Rummel stated there were a couple of low joints right in front of the coal shed at Wabasha. (Referred to Roadmaster Carlson.)

Mr. Kassabaum advised several shippers were using a track at Durand and are piling logs and lumber too close to the track. (Referred to the shipper.)

Mr. Trichler called attention to the loading platform crowding down close to the track back of the roundhouse track at Wabasha. (Taken up with owner.)

Mr. Orcutt called attention to train No. 15 pulling into Minneapolis this morning without the coach lights burning, it being very dark in the train sheds. Mr. Rummel stated trains pulling into St. Paul in the evening just as it is getting dark are failing to light the lamps. (Referred to Superintendent Van Dyke.)

Mr. Kurzejka stated at Farmington planking should be put in between the rails at the crossing just west of the west switch to the yard. (Roadmaster Kelsey instructed to do the necessary planking.)

Mr. Oeltjendler called attention to rod projecting out of ground at outgoing engine track at North La Crosse. Engineer will invariably stick his foot in the loop of the rod. (Referred to La Crosse Get Together Club.)

Mr. Graf mentioned that inside of a curve on an outgoing engine tank at Austin, there are large piles of grain doors which hardly clear a man on the side of an engine. (Referred to Superintendent Meyer.)

Mr. Graf stated he had pushed a car at Owatonna and one at Northfield into clear. It was thought that receivers of freight had pushed the car to load into bins near the switch. (Referred to respective agents.)

Mr. Graf called attention to the dangerous practice of carmen going between cars when applying air hose. Noticed one man at St. Paul a few days ago with one foot lying over the rail. They should be in such position that they would not be injured should the train start. (To be taken up with Car Foreman Larson.)

Mr. Oeltjendier called attention to the practice of leaving box cars with loose side doors on the brewing track at Red Wing. There is only a twelve foot center and track leans to main line. (To be taken up with Car Foreman Miller.)

Mr. Healy stated that in train 92 Saturday, he noticed a string of cinder dumps in the train some of them only loaded on one side. (To be taken up with loading station.)

Mr. Stackpole stated that on the wagon track at Lake City, cars are left standing half way on the derail. (To be taken up with agent.)

Mr. Dimmitt suggested that men handling trucks be cautioned to use a little care. He stated trucks are too heavily loaded and trunks are continually falling off. He advised the company was forced to pay \$750 on account of a party at Glencoe getting injured by a trunk falling from a truck. (Recommended that it be referred to the General Safety Committee and general instructions issued.)

Mr. Thayer stated that the express company change drivers frequently and advised that they go rushing down to the station just as our west-bound trains are due. They will have a lot of empty ice cream tubs and occasionally they fall off the wagon. Mr. Rummel also advised they have a habit of backing their truck up when the train is pulling out instead of pulling away and standing still until the train has passed. (Referred to superintendent of express company.)

Mr. Oeltjendier stated that just east of the section foreman's house at Wacouta, the creek runs up against the fill and is washing it away. (Referred to Roadmaster Carlson.)

Mr. Healy called attention to the great amount of trespassing on the bridge west of the mill track switch. (Company officer asked to stop practice.)

W. J. Lieb, acting as chairman in the absence of Superintendent Thiele, called on District Safety Inspector Cobb for a few remarks. Mr. Cobb responded as follows:

"I desire to bring to your attention the matter that has been brought up by the Northwestern Regional Director. On the 22nd day of this month, we commence a week of 'No Accidents,' commencing at midnight, June 21st, and ending at midnight, on June 28th. We are going to see if we cannot go through this one week without any accidents whatever. This matter has been taken up by Mr. Byram, our federal manager, and he is very enthusiastic about it and wants to see if the C., M. & St. P. cannot have the highest record in this region."

Mr. Cobb went on to explain what was necessary on the part of all employees to make the "No Accident" week a success and asked the co-operation of the members present.

Mr. Lieb responded by assuring him the co-operation of the employees of the River and I. & M. Divisions.

The chairman then stated that discussion on "What Are the Best Methods to Prevent Unsafe Practices by Employees" would be in order, and called on the members present for their suggestions which are given below.

Mr. Rummel—"I believe that if employees lived strictly up to the rules laid down by the company, that we would be able to reduce the accidents materially."

Mr. Dimmitt—"The trouble is, we take chances. That is one way we get hurt by our actions—taking chances. There are just two ways to prevent accidents, and they are: watch out for yourself and then watch the other fellow. I believe employees are more careful at the present time than they have been in the past, which is, no doubt, due to our efforts along the Safety First line. It is a case of continually keeping after it and getting people to look out for themselves and to look out for the other fellow."

Mr. Kough—"I would say that when we see an employee indulging in an unsafe practice, that we call his attention to it and then if it does not do any good, to take the matter up with the superintendent."

Mr. Graf—"The experienced man knows very well the hazardous conditions, and it is his duty to humanity to watch and teach the inexperienced man."

Mr. Howard—"I have an idea that I would like to see put into practice. I believe that the best method for obtaining real safety is to get the men to take an interest in the work. All are

taking chances and the idea I have in getting this before them is to have little signs placed carrying slogans in regard to unsafe practices. Employees will get the habit of looking for these signs and take more interest in the movement. The signs that we have around are just "Safety First" and they have seen these signs there for years and years. My idea would be to have those changed once in a while. Get little short advertising slogans and get them in the vernacular if necessary. The only way is to get everyone interested in the movement, which I believe, could be done by posting the signs."

Mr. Cobb—"Everybody can read a picture even though they cannot write. We have received a number of signs and posters, and it is now my duty to see that they are posted at roundhouses and at all other points. The National Safety Council has thought well of this plan and has put it into effect, and I believe it is very effectual."

Mr. Blase—"I believe that the older employees can do a whole lot of good, if they will teach the young men coming into the service. A new man will naturally watch the older men perform their work, and if they are careless, it has a tendency to make the new man careless. We will soon be going into the fall of the year when we will be hiring new men and the best thing we can do to get them started right is to teach them what their duties are and how they can perform them in the safest manner!"

Mr. Kurzejka—"In going over the line running motor cars, etc., I always use the greatest care with the hope of getting my men to follow in my steps."

Mr. Carlson—"Last year we had a great many accidents among our men loading and unloading rails, and this year when we commenced doing this work, I went down with the men and showed them my method, putting it up to them that when handling 75 and 100 men we could get by without a single accident and that I did not see why they should have any injuries when only five or six men were in a gang."

Mr. Oeltjendier—"Advertising the slogan of 'Safety First' in the newspapers ought to be a good plan—get it before the public and have them learn the fact that a train cannot dodge for an automobile or any other vehicle. I believe that if these slogans would also get before the public, not alone railroad men, that it would be a great help."

Mr. Thayer—"I do not know of anything better than to have a little display of warning signs in freight houses, work shops, or wherever a number of men are at work, warning them against the dangerous practices and giving them frequent verbal orders. My experience has been that we employ three different classes of employees: those who are naturally always careful, then we get those who are willing to be made careful by listening to warnings, cautions, and council, and we occasionally get those who will not. The careful employee will work out his own salvation and the second class will, no doubt, improve, but the incurables would have to be dealt with individually according to what is needed."

Mr. Oeltjendier—"I would suggest that five-minute meetings be held occasionally at all shops and the importance of 'Safety First' brought to their attention."

Mr. Blase—"And have about five minutes devoted to Safety First at these Efficiency and Economy meetings."

This being the last meeting of the present committee, the chairman reviewed the results of their work, mentioning that an average of twenty-seven suggestions had been brought up at each meeting of the present committee, which covered a period of one year. He further stated that practically all of the suggestions had been acted upon and that a few were at present under consideration. He thanked the members for their co-operation while serving on the committee, and invited them to attend any further meetings, stating he would always be glad to secure their suggestions. He dwelt quite thoroughly on the faith put in a careful man by the railroad officials, after which Mr. Cobb, on behalf of the Safety First Section, also thanked the committeemen for their co-operation and assured them that they would always receive co-operation from him on matters relating to this subject.

Meeting adjourned at 3:00 p. m.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Claim Prevention Bureau.

Chicago, Ill., July 15, 1919.

The General Committee on Claim Prevention wishes to advise that the loss and damage to freight for May, 1919, as compared to May, 1918, is as follows:

Freight Revenue..	\$6,911,683.00	\$8,670,740.00
Loss and Damage.	213,811.00	312,388.00
Ration of L. & D.		
to Revenue.....	3.08%	3.60%

During the month of June, 1919, there were received 13,135 new loss and damage claims amounting to \$383,970.31. This is a reduction of about 1,600 claims and \$77,600 in money as compared to May, and compared to June, 1918, when 28,360 claims amounting to \$735,478.00 were received it represents a reduction of approximately one-half. These figures encourage your committee to believe that earnest efforts are being put forth by our employees and officers to cut down the loss and damage claims, but the statistics shown in the first paragraph indicate just as forcibly the necessity of our continuing to exert every effort in that direction. During June it was a considerable disappointment to the Claim Prevention Committee to discover so many instances of perishable freight moving under refrigeration being permitted to run out of ice in transit and heavy claims for such damage are being filed in considerable numbers. We feel that these claims were preventable and are chargeable entirely to negligence or carelessness.

In connection with perishable freight the Claim Prevention Committee requests every man on the railroad to lend his support to O. M. Stevens, who has been appointed, effective July 1st, supervisor of refrigeration, with headquarters at Chicago, as we anticipate that through his organization and its efforts our claim prevention work will be given great assistance, and all concerned with the handling of perishable freight are invited to take up with Mr. Stevens any question per- and are chargeable entirely to negligence or perishable freight.

Our live stock situation during June continued favorably. Claims presented on live stock amounted to \$66,601.00, but only about fifty per cent of this amount represents claims on delayed shipments. The movement of live stock from points west of Moberg has started earlier this season than for many years on account of drought conditions in the West, and the movement of this stock during the extreme hot weather of July will require the closest supervision in order to prevent unnecessary damage. The General Committee received a great many helpful suggestions in the past month from the various efficiency and economy committees, and appreciation of these suggestions is hereby

acknowledged. We solicit further helpful suggestions from these committees as their membership are on the ground and have full knowledge of conditions local to their territory, and we are depending on them to a large extent to develop the defects in our service that are bringing about unnecessary freight claims with the assurance that all such suggestions will be given our very best efforts toward correction.

Considerable trouble is still experienced on account of failure of quite a few agents to promptly and properly answer correspondence, and many claims are seriously delayed in the adjustment due to failure of agents transmitting claim papers to furnish proper detailed information as to our liability. It is essential that all claims be supported with all necessary documents and when transmitted to this office through our local agents all possible data at hand should be furnished at that time. In order to assist us in reducing to a minimum the number of unsettled claims, all are urged to answer correspondence as quickly upon receipt as possible; in any event, not delaying such correspondence more than a day or two, and in such isolated cases where it is impossible to immediately furnish requested information, if a report is made to this office it will overcome the necessity for writing urges for reply, which are in many cases being sent out for delinquent mail.

The Claim Prevention Organization of the lines in the Northwestern region is reported to be securing some excellent results, and we feel that our organization should now be in position to show results second to none. This can be accomplished if we all appreciate our individual responsibility in connection with our own particular work, and lose no opportunity of preventing a claim whenever the opportunity presents itself.

Kansas City Efficiency-Economy Meetings.
Minutes of Efficiency Meeting held in Kansas City, Mo., Coburg Yard, June 4, 1919, commencing at 1: p. m. with all committeemen being present with the exception of two.

After our regular Safety First meeting, J. P. Anderson, chairman, stated that he had asked the committeemen at the last Safety First meeting, on May 7th, to pick up suggestions during the month along the line of economy, and each have something to offer at this meeting for the economical operation of the railroad. The following suggestions were received and discussed.

Machinist Ellerkamp reported that we had a tool room and store room at Coburg, and the men were supposed to receive no supplies without regular requisition, but it seemed that these rules were not being strictly complied with and there was a waste of material. Instructions were issued that in future, no supplies or tools of any sort would be issued the men without first securing requisition to cover, also that no one would be allowed in the tool or store room, excepting the personal representative designated to handle this material.

Section Foreman E. Bowers stated he thought we should sort out all scrap before shipping it in, and things that are usable should not be allowed to lie around. He stated that he sorted out all spikes and usable track material and does not send it in.

Switchman Fred McGrath stated time of switch crew could be saved an hour or more per day if the carmen would inspect cars for grain loading before they are placed at the elevator, avoiding having to switch the "Not fit for grain" cars out. Mr. Clark, general car foreman, will arrange to do this.

Carman Renner stated we were losing \$12.00 per day on account of no air motors in the Car Department. That we ought to have at least three size 10 high speed motors, changeable high and low speed. He also stated we should have some good bits, one made by the Forrest City Bit Company, Forest City, Ill., being the best to buy. They are a round nose, double twist bit. He stated the air motor which has been on requisition by Car Department for some time should be furnished at once, as the old method of boring holes by hand was very wasteful. He considers that we would increase our efficiency 75 per cent.

Assistant Claim Clerk Albert Smith reported the new counter just installed at Liberty Street station was saving considerable time of clerks looking up records.

Mr. Riddle reported receiving P&R 17748, from Milwaukee, Wis., same being in very good condition, everything loaded edgewise and on end.

He also received a cheese car, all loaded edgewise in cars, same being in exceptionally good condition, all but three cases loaded in doorway, which were improperly broken down, or they should not have been damaged. This was reported to agent at originating point.

Mr. Riddle reported Owatonna, Minn., June 10th waybill N 80, covered shipment one piano consigned to Josephine Morton, Las Cruces, N. M., received at this station in car SAL 23897 from Twin City Tfr., Minn. Piano was in doorway in center of car, and loaded next to road grading machinery which shifted and stove in the end of the piano box. The piano was not very badly scratched, but no doubt there will be a claim presented. This has been taken up with billing agent.

Mr. Riddle complained again of having no jacks to handle the heavy freight, also that they needed some good bars with sharp points as well as trucks to handle barrels without them rolling off.

Chief Clerk Edward Gaynon reported receiving on Chicago waybill 18264 eight boxes of Baptist Sunday School papers, loaded in 62642, SFRD, box being about four feet long, three feet wide and fourteen inches thick, laying flat in car, behind which was nineteen crates of opera chairs castings, covered by waybill 72 for Galveston, Tex. Three castings were broken on account of boxes rubbing back and forth against them, and there was a good opportunity for a good many more to be broken. He stated these boxes weighed about 400 pounds each and should have been set on edge.

Mr. Gaynon stated that he had been thinking since liquor was going out June 30th, there would be numerous empties being returned, for which there would be no further use, and he thought it might be a good scheme to demand prepay charges on such shipments, as we might have a good many on hand refused.

Check Clerk Allen Riddle reported receiving on Milwaukee, Wis., to Los Angeles, Calif., 6-12 waybill M 91277 shipment of five boxes electric machinery consigned to W. Benjamin, shipped by Cutler Hammer Co. of Milwaukee, Wis., also Milwaukee to Los Angeles, Calif., 6-12 waybill M 91278 covers two boxes for Baker Iron Works. These boxes were of very good material and came through in fine shape, only marking as to consignee and destination is on a thin piece of paper pasted on end of boxes made out by typewriter, and if this paper becomes wet, marks are illegible, and it is also easy for another piece of freight to rub marks off by contact, which would result in heavy claims for loss. He suggested that they be asked to stencil name on sides.

Check Clerk Walton Hutton reported receiving a shipment for S. S. Kresge Co., covered by

Galewood 6-10 waybill 75617, loaded in MRS car 0034, of seventeen boxes and eight cases of glass globes, out of which there were 120 globes broken. Our claim clerk, C. N. Wright, stated that he had inspected this shipment and that he did not consider the packing at all good. Mr. Hutton reports they were apparently loaded O K in the car.

Another thing that causes waste of coal is not closing side doors on box cars. When we have a heavy wind with 60 or 70 cars in a train, it is a rather heavy train. However, will say we do not have many box cars out of here with doors not closed.

It all just goes to show you what can be saved on a railroad, but a big item is the fuel. Every stationary boiler should be forced to burn 16 pounds of coal by local government rating. We find our new boilers are under load of 11 pounds. We are not getting the work out of the boiler. If you had two boilers under fire, consuming coal and one can do the work, cut one of them out, which we are doing here.

Fireman Alexander recommended that all our switch engines be equipped with lined box for enginemen to carry their ice and water.

Mr. Alexander also recommended that each fireman should have his own scoop, and be allowed to keep his own scoop, as he becomes accustomed to using it, and can better judge the amount of coal used.

Roundhouse Foreman Lord recommended that water mains that are now in pit in engine house be run overhead so leaks can be discovered more quickly. District Master Mechanic Hopper also concurred in this recommendation. Water mains at present run underneath and it is very difficult to locate leaks.

Mr. Anderson, in closing, stated that he believed the biggest economy that could be effected in the Kansas City Terminals would be the installation of the hot wells at Coburg roundhouse for washing engines, etc. This matter has been taken up with the management in Chicago, but as yet has not been approved.

Meeting adjourned at 2:15 p. m.

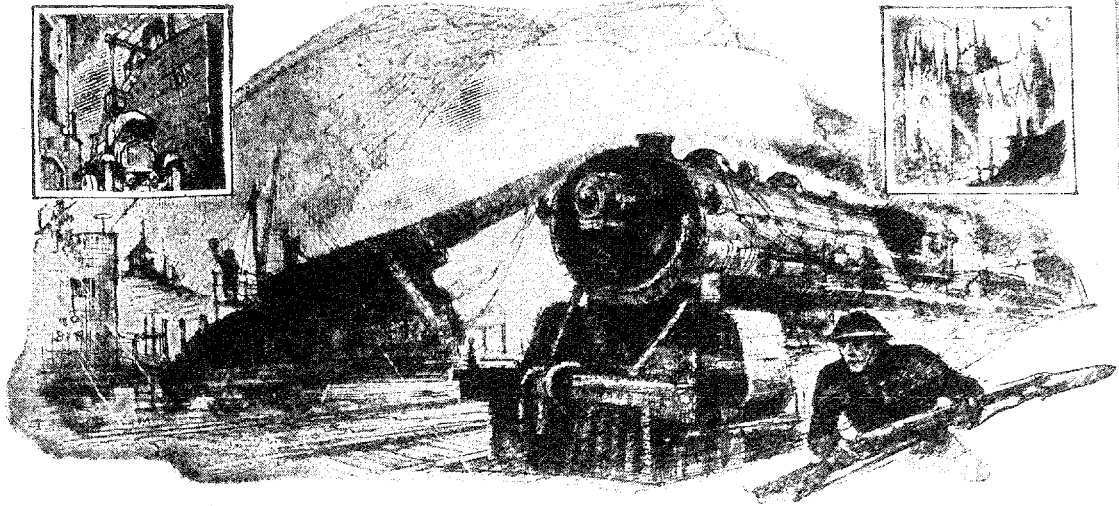
The Grand Old Man of Dubuque Shops.

(Concluded from page 19.)

to imagine the conditions of railroading in those days.

Every water station on the Dubuque Division was fed from natural springs, except Harpers Ferry, which had a wind-mill.

Later on when steam pumps began to take the place of natural supply, Mr. McCaughey was placed in charge of installing gas pumps, also steam and hot air pumps on the Dubuque Division. For over 25 years he installed and looked after this work in a most able manner. Later on he took charge of pipe work and fittings for coaches. In all, Mr. McCaughey has put in 42 years of faithful service for this Company without having one discredit. He has won the friendship and admiration of all the men with whom he has ever been associated. He has raised a family of four children, one girl and three sons. One son, Horace, is a machinist at Sioux City. Another son, Walter, is a carpenter at Dubuque shops and his oldest son, William, is on the extension, doing clerical work. Mr. McCaughey's wife is still living and in good health. So take it all in all his remaining years are blessed with the comforts of having raised a happy family, and the convictions of his conscience in having done his part as a father, as a worker, and as a man among men.



Hamilton Watches Time American Railroads in France

THE American Government has built a railroad in France. It connects our big seaport there with Pershing's army afield

Railroad men here at home will be glad to know that it is as large as the Delaware, Lackawanna

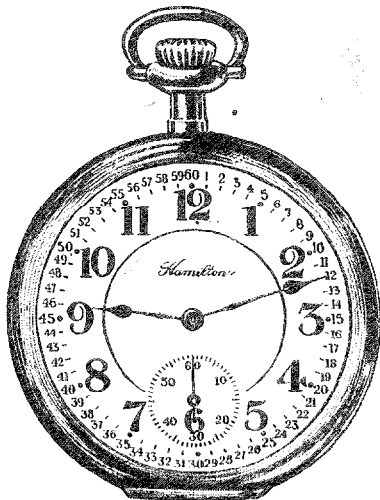
and Western.

The fate of the war hung on the efficiency of this American road—built of American materials, with American rolling-stock, run by American men—and timed by the *Hamilton Watch*.

Hamilton Watch

"The Railroad Timekeeper of America"

Montgomery Safety Numerical Dial. Supplied without extra charge on new railroad watches



Crowded troop trains, heavy artillery, munitions and supplies poured ceaselessly forward—the wreckage of war flowed back from the lines—over this road. No. 992 Hamilton Models were purchased by the Government for its train crews.

The same No. 992 Hamilton, as you know, times many of our famous limited trains. That is why the Government ordered No. 992 Hamilton Models for its vital railroad in France. For Time Inspection Service, Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels) are the most popular and will pass any official inspection, year after year.

*Write today for "The Timekeeper"
—the story of Hamilton Supremacy*

It pictures and describes all Hamilton Models, with prices, which range from \$18 (\$19.50 in Canada) for movements alone, up to \$170 for the Hamilton Master-piece in extra-heavy 18k. gold case.

HAMILTON WATCH COMPANY

DEPT. 20, LANCASTER, PA.

At Home

Between Seasons.

What if we all had nothing harder to do these warm summer days than to while away time on a cool, curtained porch that overlooked a stretch of bright, blue water, a tiny lake or a little river that idled along under green overhanging boughs,—wouldn't that be gr-r-r-and and glor-r-r-ious, girls? Well, to tell the truth, if I had had the porch and the lake or a mortgage on a scrap of river, I might have better enjoyed the enforced vacation that our E. in C. decreed when the blue pencil not only cut down, but everlastingly wiped out all my lovely thoughts and fancies on fashion in the July Magazine.

Do you know, I almost quit the job, j.l.t.,—would have, if the Editor hadn't told me that Jane was awfully disappointed, because Jane says she always reads everything I write. Nice Jane.

Anyway, I am grateful to Jane, so while I can't tell her all over again about a lovely silk suit that might have been nice for her summer vacation, because she probably has had her vacation and a suit to go with it,—still I believe Jane will be interested in a lovely navy-blue and white dotted Swiss for these August days in the office. Dotted Swiss is verra, verra expensive, but it is such a staunch old friend, stays crisp and fresh indefinitely and resists wear like a veteran, that it really pays to buy it instead of the less expensive, more "slazey" muslins. Four yards of dotted Swiss makes an ample frock even for Jane, if she be tall and not too thin. Less, if she is petite. A five-inch hem on a perfectly plain skirt, two bias bands three inches wide and edged with old fashioned white rick-rack braid; a round waist with gathered drop shoulder, long plain sleeves that fit to the lower arm by means of a graduated tuck on the under side from elbow to wrist, and your frock is ready for its collar and cuffs. These should be of organdy, if you want to be strictly in it, for I'd have you know, that organdy is queen of the summer, mother.

But let's get on to the collar and cuffs. The collar is surplice with long tab ends, edged with narrow frilled val lace and the tabs are brought around and crossed in the back. They may form a long or short sash, as your fancy likes. The cuffs are about two inches wide, are straight and similarly frilled with lace. If collar and cuffs are only basted into place, they may be easily removed and washed, while your ever-ready "dotted Swiss" merely goes on to the pressing board and comes from under a hot iron looking like new. A frock fashioned like this one will carry over two or three summers, will always be in good style and so the first cost of your material will not seem so staggering for a tub gown.

Shorter Skirts.

An American minister to Somewhere Over

There, has come back to this country with some fine Paris gowns for his half dozen daughters, so I read in a newspaper recently,—and he told the whole squad of them that their skirts were too long. Now if an Ambassador Extraordinary and Minister Plenipotentiary, an' everythin', comes overseas charged with "hefty secrets" like that to disclose, why, out with the shears, pronto. He says that we wear our skirts too long and presumably his standards are from the boulevards and the shops of the Rue St. Honore in dear Patee; and anyway, consider that he is an A. E. and M. P. Isn't it lucky we had our skirts long this summer, so we can cut them off. What if it had been the other way round? New clothes, new clothes, and think of the price!

The Latest Thing in Sweaters.

The sweater craze of 1918, when we knitted and knitted for "our boys" is reacting this blessed year of 1919 on the girls, and every mother's daughter of them has to have her sweater. Some of 'em have sleeves that swell out at the elbow and go on down in a bell shape, others have no sleeves and not one is meant to be the least bit sensible or is expected to fill the proper function of a sweater. Of course on a proper hot day, a pink wool sweater with wide, flowing sleeves and a fairly high neck line will do its duty in keeping one warm; also a bright robin's egg blue sleeveless affair worn with a white dress and a straw hat the same color, is immensely fetching, and probably one's not supposed to think of the weight of the garment.

The other day I saw the very latest,—that is a filet sweater. It was crocheted in filet pattern out of some mercerized yarn of wistaria shade. It was a slip-on with a cord about the waist, and no sleeves. It looked very striking over a white serge skirt, but if you ask me if it was pretty, I—well it was very stylish, because it was worn by a very stylish lady.

Some Good Things to Eat.

Wonder Coffee Cake. One egg, one-half cup sugar, one tablespoonful melted lard, one cup milk, pinch salt, two cups flour and three tablespoons baking powder sifted several times with the flour. Sprinkle with one tablespoonful cinnamon mixed with scant half cup flour before baking. This is delicious, but cooks are warned that the recipe calls for three tablespoons of baking powder and that it is *not* a misprint when it should be three *teaspoons*.

A Good Date Cake. One package of dates, cut up and seeded, one cup boiling water poured over the dates, one teaspoon soda. Let this cool, then add one cup sugar, two scant tablespoons butter, one egg, one and one-half cups flour and one cup of nut meats if liked.

Lima Bean Soup. One cup dried lima beans, three pints cold water, one small onion, one small carrot, or half of a larger one, four tablespoons butter, two tablespoons flour, one cup milk or cream, salt and papper to taste. Soak beans over night. Drain and add cold water. Cut vegetables and cook a few minutes in one-half the butter,

remove them and add flour and seasoning. Let boil, then add milk and the remaining portion of butter. Excellent for lunch, as it is nourishing and appetizing.

Blueberry Cake. Mix with two cups flour, half teaspoon of salt and two teaspoons of baking powder. Cream one-quarter cup of butter and one-half cup sugar, add one well beaten egg and one cup of milk. Stir in the flour mixture and add one heaping cup of blueberries that have been washed, dried and rolled in flour. Bake twenty minutes in a large sheet which is blueberry teacake, or in muffin rings for breakfast.

Car Accountant News. "Sis. Hopkins."

Miss Hope, of our hospital, spent the Fourth with relatives in Iowa.

Harry Wilkinson, Clarence Becker and Rudolph Veeck spent their vacation at Minocqua.

The tennis club reports a wonderful time at their last meeting. Miss Widen and her partner won the first set. The losers claim they lost because of lack of practice, as Miss Widen knows about court and love, she wears the evidence on the third finger of her left hand.

Another birthday party Miss Maney celebrated. Oh, it was the most delicious fudge we ever ate. Miss Maney is very popular, and before 8:30 a. m. of June 23d, her desk somewhat resembled a Christmas tree.

Miss Alice O'Neil attended a wedding at Philadelphia while on her vacation.

Miss Margaret Hartley recently celebrated her—nth birthday. Some of her friends presented her with a gold mesh bag. The department is very much surprised to learn the Hartley household boasts of a "negro maid." After refreshments were served, Miss Hartley rode her friends home in her new "Ford," which was another gift.

Bill Mauch has not returned from a fishing trip. We understand he fell overboard—and just at that time a fish (which resembled the one shown in last month's magazine), well—the poor fish has not been heard of since.

Ed. Kapryn has returned from his vacation trip, and judging from his appearance, he must have taken sun baths daily.

W. E. Beecham, who was Car Accountant for twenty-five years, passed away at Highland Park Hospital, July 2d, and was buried from Elm Hurst, Ill., July 5th. His former employees extend their sympathy.

There will be a shortage in the in Bensenville for several months to come, for the clerks, led by Bill Koebbeman, invaded the town. We had an enormous appetite, with table all decorated with wedding cake, etc. Later in the evening ten of the young men came, we then brought up most of the tin-ware and proceeded to the home of Miss Hattie Koebbeman (now Mrs. Koelker), which is not located in the "Zone of Quiet"—the noise was deafening. After inspecting the home of the newly weds, which was almost completed, and having a peek at the wedding gown, the party went to the pavilion, where they danced and dined until the wee small hours of morning. At 1 o'clock, after having kissed the bride and congratulating the groom, boarded the work train and began their journey home, all happy. We wish to thank Mr. Sittler of the Supt. Terminals office for his kindness. Art Rahn, who had just returned from Germany, was a member of the party.

Wilbert Jones works in the Car Accountant Office all right, but he looked higher and took Miss Barbara Duerst of the Freight Claim Office for his bride. It all happened July 2d, the bride and groom leaving the following day for Kentucky on a short honeymoon. When the groom left the office Wednesday noon it was no fault of the Mileage Department if he didn't reach his destination, for there were tags fastened to every button and button-hole on his coat, containing good sound advice, also a few don'ts. We couldn't see the confetti in his pocket, but know it was there all right, as well as the pink rose pinned on his coat, but we treated him real nice when he came back, presenting him with a box of silver containing knives, forks and spoons, wishing Mr. and Mrs. Jones a happy journey through life.

July 10th being Carl Deaz's wedding anniversary, was celebrated with a paper shower.

Albert Hanfer is spending the vacation days in Toronto.

IN THE GOOD OLD SUMMER TIME



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FOR WORKERS AND THEIR CHILDREN

NEW YORK

Special Commendation

Engineer George Morris, Chicago Terminals, has been specially commended for watchfulness, discovering a bent axle on P&R car 14954 at Bensenville, June 28th. This, no doubt, prevented a derailment, and credit has been given Engineer Morris in the service roster.

Superior Division Conductor DeLaurelle has been specially commended for vigilance, discovering sand board down on St.P car 102387, while standing at Elkhart Late. The train was stopped and car set out for repairs, thus avoiding a probable derailment.

Messrs. Minto Snell, Elmer Heckerroth, Arthur Woods, Henry Woods, Charles Leaming and Frank Elsiminger, all of Alberton, Montana, have received a letter of thanks from Superintendent Murphy for assistance rendered Conductor Hollanbeck in putting out a fire at bridge DB114, west of Cyr, June 22nd. Their services were certainly much appreciated.

Section Foreman O. F. Browder, Morton Grove, Ill., has received special commendation for watchfulness, discovering dragging brake beam under tender of engine 7806 at Golf, June 25th. Train was stopped and beam removed before it had caused further damage.

Illinois Division Brakeman T. B. Carroll has been specially commended for watchfulness, discovering broken arch bar on car NYC 152947, on train No. 61 at Kirkland, June 18th. Brakeman Carroll's vigilance undoubtedly prevented a derailment.

Division Master Mechanic John Turney has received a letter of commendation for his prompt action on discovering a broken truck under car on track No. 1 in South Minneapolis yard. The frame was badly broken and the wheels had shifted. If same had not been discovered and car had pulled out of yard, undoubtedly a bad derailment would have ensued, tying up main track and causing much other damage.

Mineral Point Division Conductor T. J. Leahy has been specially commended for watchfulness and prompt action upon discovering a truck on Erie car 98457, train No. 92, May 29th, about one foot off center and wheels grinding into steel work of base of car. Conductor Leahy was on train No. 21 and made this discovery as 92 was pulling through passing track, thus no doubt preventing a serious derailment.

T. M. Division Conductor T. J. Ragan, Engineer C. A. Crowley, Fireman Everett Sparks, Brakemen Clarence W. Snow and David O. West, have been specially commended for discovering and assisting in putting out fire in car 500771 while on extra 8133, west, at Haynes, N. D., June 7. Such vigilance in the company's interest is much appreciated.

Operator C. W. Klom, Kittredge, Ill., has received special commendation for vigilance, discovering front truck of St.P car 81916, badly shifted, as R. & S. W. train 8177 was pulling by the tower at Kittredge. The conductor was notified and the car set out, thus undoubtedly avoiding a serious derailment.

R. A. Pederson, a citizen of Creston, S. D., was the means of preventing a serious accident, when he discovered a horse in the bridge about two miles west of Creston. He immediately flagged an approaching train and the horse was removed. Mr. Pederson has received the thanks of the management for his thoughtfulness and quick action.

Switchman Larry Nugent has been specially commended for watchfulness, discovering a broken arch bar on car 224770, May 24th, at St. Paul, while train was pulling by him in the yard. His prompt action undoubtedly prevented a more or less serious derailment and delay to trains.

K. C. Division Conductor Milton Myers has been specially commended for vigilance, discovering broken arch bar under car, train No. 64, May 23rd. Car was set out at Muscatine before it had caused further damage.

Columbia Division Brakeman Chas. Donovan has been specially commended for vigilance, discovering a car in Extra West, May 26th, with some evident defect. Investigation disclosed that the car had

a sprung journal. This in all probability prevented a serious derailment.

Columbia Division Conductor W. B. Jones has been specially commended for vigilance, discovering a fire in LSMS car 69292, which was extinguished before it had caused damage to contents of car or to the car itself. This prompt action is greatly appreciated and credit has been given Conductor Jones in the service roster.

Rocky Mountain Division Section Foreman Nick Lihes has been specially commended for watching trains passing his section. On May 27th he discovered broken brake rigging on CM&St.P 507019, in Extra West No. 211, and immediately notified the conductor. The defect if not discovered would undoubtedly have caused a serious accident.

John Delin, section laborer at Madrid, is entitled to special mention in the Magazine for the discovery of a high crossing plank which had been torn up by a dragging brake beam. A west bound troop train was flagged to avoid accident.

F. F. Berdine, of Chicago, while not a Milwaukee employee, deserves mention in these columns for prompt action in reporting a fire in a bridge east of Portsmouth the night of July 3rd. The fire was reported at 11:45 p. m. and at 11:59 p. m. a fast stock and meat train, eastbound, was flagged in time to prevent an accident. Two spans of the bridge were burned out.

New England Rotary Club Express Satisfaction.

On a recent trip of the New England Rotary Club from St. Paul to Chicago, they traveled on No. 4, and the members took occasion upon their arrival in Chicago, to address a letter to City Passenger Agent C. N. Souther, expressive of their pleasure in the comfortable journey and especially with the dining car service at breakfast. Another bouquet for the Pioneer.

Didn't Hurt Their Feelings to Be Ahead of Time.

For several years past a summer camp for boys has been maintained at Plum Lake, Wisconsin, and each year great numbers of these summer vacationers go back and forth on Milwaukee trains.

The following, taken from a letter of Dr. W. J. Monilaw, director of the camp, expresses the gratification of the campers at the service rendered this year by the Milwaukee: "The service given us from Chicago to Plum Lake for 1919, was the best we have ever had, and I want to thank you and the other Milwaukee people for our excellent treatment. The train arrived 35 minutes ahead of schedule, which did not hurt our feelings a bit."

Appointments.

Effective July 1st:

Colonel C. L. Whiting having returned from overseas military service, is reappointed superintendent of the Northern Montana Division, with headquarters at Lewistown, Montana.

A. C. Bowen is appointed superintendent of the Musselshell Division, with headquarters at Miles City, Montana, vice J. P. Phelan, transferred.

J. P. Phelan is appointed assistant superintendent of the Rocky Mountain Division, with headquarters at Three Forks, vice A. O. Veitch, transferred.

A. O. Veitch is appointed trainmaster of the Trans-Missouri Division, with headquarters at Moberg, vice C. E. Cleveland, transferred.

C. E. Cleveland is appointed trainmaster of the Columbia Division, with headquarters at Malden, vice W. S. Johnson, assigned to other duties.

C. & M. Division Notes.

B. J. Simon.

Yardmaster George Dyer has been seriously ill at his home at Libertyville for the past two weeks. He had the flu last winter and has never fully recovered and this is the outgrowth of this trouble. At the present time he is getting along much better, but is still confined to his bed.

A ten-pound baby boy born to Mr. and Mrs. Elmer Lawrence, Sunday, July 13th. Now Elmer has a girl and a boy. We congratulate you.

On July 15th the seven-months' old baby boy of Section Foreman Charles Sowatzke died after an illness of a few days. We extend our sympathy to the bereaved parents.

Mrs. F. H. Guyott and children have been spending a couple of weeks visiting relatives at New Salem, Ill.

Engineer Henry Kent died of diabetes at his home in Merrill Park, Milwaukee, in the early part of July. The funeral was held in Milwaukee, the body was cremated. We extend to the sorrowing family our heartfelt sympathy.

Conductor C. N. Nourse is off on a vacation. Conductor John Cahill is on his run.

Conductor A. J. Corbett is relieving Conductor Al Kirby on the "J" Line. We understand Al has a slight attack of rheumatism.

Conductor C. W. Mitchell and family are at their summer cottage at Pine Lake, Wis. Sure some comfort and pleasure there.

Everybody was working over the Fourth of July rush. Trainmaster Devlin braking on the smoky end of the Special Chicago to Fox Lake. No need of coal passers at Rondout with F. E. D. on the head end.

Conductor James Sweeney and family are enjoying a vacation at Tomahawk Lake with their son. Conductor Wybourg is relieving him.

Superintendent P. L. Rupp is still confined to the hospital. He was injured by the derailment of his motor car at Lake station, causing a severe sprain to his limbs. We all wish him a speedy recovery.

Conductor W. E. Cottrell has been assigned to 44 and 3 with the Milwaukee lay over. Guess that is not so bad, is it Billy?

Conductor Mark Simons has the new Elgin run. Sure, banker's hours.

Conductor William B. Carr attended the funeral of Engineer Henry Kent in Milwaukee. It is with personal sorrow that we chronicle the death of Engineer Kent, a man well liked by all who knew him. It was a pleasure to work with a man of his disposition.

Conductor J. J. Corbett has been assigned to the run on the "J" Line formerly held by Conductor W. K. Griffith. 9 and 14 looked good to Griff on the main stem.

Conductor Arthur Slade has been up in Canada for a few weeks visiting relatives, and while there contracted a cold and has not been able to resume work since his return.

Operator George E. Campbell, who returned lately with the 13th Engineers from overseas service, has been quite sick for a couple of weeks, but is much better and expects to resume work within a few days at his new job, third trick at Pacific Junction.

Mrs. James Yahne and son spent a few days visiting relatives at Winona, Minn., over the 4th.

Mrs. Richard H. Pritchard, wife of former Engineer R. H. Pritchard of Milwaukee, spent a few days in Libertyville visiting friends.

A temporary team track is being installed at Hainesville, Ill., to handle the heavy business connected with road building in that part of the country.

Last fall Fireman William Steubner purchased a buggy, figuring to provide himself with a horse this summer, but Bill has changed his mind, instead of purchasing a horse, he has gone into the overall business. He can be found around the roundhouse at most any time wearing a brand new outfit of the articles he advertises. Call on him and leave your orders.

Engineer A. A. Grandy and two daughters have gone to Wausauke, Wis., where they will spend a few days on his farm.

Joe Heuer, son of Baggageman E. J. Heuer, is working near Hazard, Ky., during the summer vacation. He will resume his studies at the University of Illinois, at Urbana, again this fall.

Operator G. C. Brown of Rondout, is taking a few weeks' vacation. He has taken his family in his car and will visit his old home at Toledo, Ohio.

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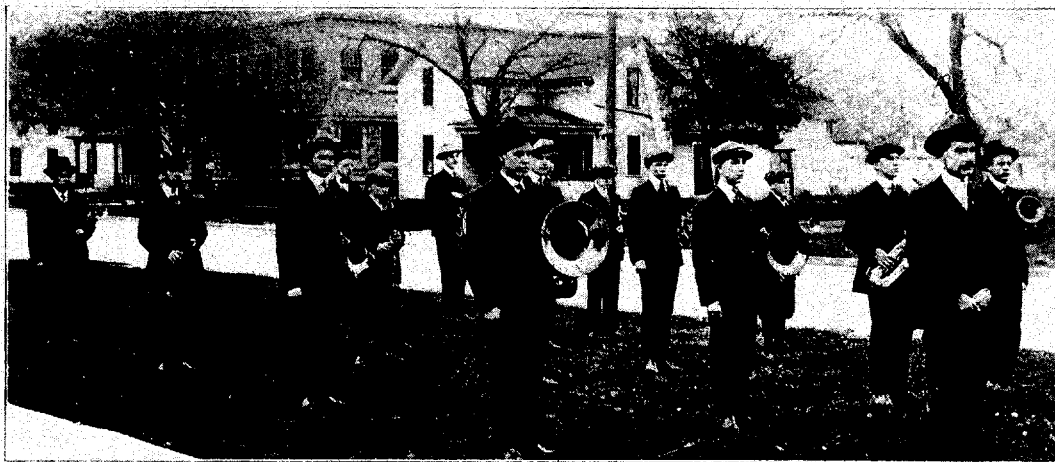
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On the Steel Trail



Perry Roundhouse Band, Fred Anton, Director.

Iowa Division Notes. *Ruby Eckman.*

The many friends of Conductor Fred Holmes who was with the Milwaukee for a good many years, will regret to learn of the death of his only son, Fred, Jr., which occurred at Perry, on June 15th. Fred, in company with some other company had been out in the country to get a farm hand who was to work for him. While approaching the Graney bridge at a very sharp curve, their auto truck the railing of the bridge and Fred was thrown out and received injuries from which he never recovered.

Iowa Division friends of Conductor C. H. Westcott were all grieved to learn of his death on June 25th, following a long illness. His son, Passenger Brakeman Chas. Westcott, has the sympathy of the entire division.

Conductor A. B. Cate was off duty about ten days in June as the result of an injury to his arm. Arthur was riding the head-end into Ferguson where he had some work to do, and when the air went into the emergency he was thrown to the top of a car and injured one arm very badly.

Robert De Grote, of the Store Department force, was called to Chicago the latter part of June by the serious illness of a sister.

Engineer Fred Wagner who was injured about a year ago and who has spent most of the time in the Washington Boulevard Hospital, in Chicago, has recovered sufficiently to return to Perry and resume work.

Will Craig, a former Iowa Division conductor, who is now in business at Alamosa, Colorado, was in Perry the latter part of June visiting old friends and his nephew, Charles M. Craig, conductor on the West Division. Will had been to New York to see his son, Seth, and stopped off at Evanston to visit his son, Sam, and daughter, Lorena.

Train Master F. A. Maxwell was called to Chicago the fore part of July, on account of the death of his aged father. He accompanied the funeral party to Hicksville, Ohio.

Agent W. D. Magee, of the Perry force, put aside the care of his position in July and visited with relatives in Chicago. He was accompanied by Mrs. Magee.

"Posey" Draper, an Illinois Central conductor from Centralia, Mo., was in Perry during July for a visit with his old friends. "Posey" was in the train service on the Milwaukee when the real history of the Iowa Division was in the making.

Train Dispatcher C. L. Kinner of the Perry office force, spent a two weeks' vacation in June with relatives in Colorado. Mrs. Kinner accompanied him.

Sam Crowley who has been acting as chief clerk at the Store Department, has resigned and will

resume work for the At Last Washer Co. at Perry. E. F. Owens of Cedar Rapids has taken his place.

Machinist Harry Hawks was off duty a couple of weeks in June on account of sickness.

Switchmen Jerry and Thomas Cummings spent part of June and July visiting with relatives in Pennsylvania.

Division Storekeeper Edward Griffith and wife drove to Cedar Rapids in their auto to spend the Fourth of July and two days following with relatives and friends.

James L. Maxwell, son of Trainmaster Maxwell, is at Camp Roosevelt, Muskegon, Michigan, where he is taking a month's training at the famous summer camp.

Conductor Wm. Simonton, wife and daughter Eva, went to Huntington, Indiana, July 6th to attend a family reunion of the Simonton family.

J. N. Hutchins, agent at Astor, took his wife and son and went to New York the fore part of June for a visit with his mother.

The remains of Mrs. D. W. Holland of Bushnell, Ill., were brought to Perry for burial the fore part of July. Mrs. Holland was a daughter of Engineer and Mrs. Wallace Shipton, formerly Perry residents who are now living in Savanna.

Conductor Elmer Millard has resumed work after a six weeks' layoff on account of sickness.

Conductor Ray Hickey spent a couple of weeks in July visiting with friends in Minneapolis.

J. A. Frundle and wife of Lemmon, South Dakota, spent the Fourth of July with relatives in Perry. Mr. Frundle is agent for the Milwaukee at Lemmon.

Brakeman John Searles has resumed work on the Middle Division way freight, after a month's layoff on account of sickness.

Engineer Charles Hunt's wife has been visiting for a few weeks with relatives in Erie, Pa.

Conductor Homer Lee's wife and daughter Ethel, spent a couple of weeks of June visiting with friends in Wichita, Kansas. On their return they stopped at Melcher, Ia., where they were joined by Conductor Lee and son Jack, and spent the 4th there with relatives.

Conductor and Mrs. H. J. Fuller and son, spent a couple of weeks in July with friends at the lakes in northern Iowa.

Earl Groves, caller for the Milwaukee at Perry, spent a couple of weeks at the lakes.

Mrs. Mullen and daughter Sadie, who make their home with Division Master Mechanic Paul Mullen of Austin, Minn., spent a few weeks of June and July with the families of Machinist Frank Mullen and Engineer Edward Mullen at Perry.

J. W. Moore, machinist helper, accompanied by his wife and baby spent some time in Mobridge, South Dakota.

Abe Wisner of the roundhouse force, was called to his home in Texarkana, Texas, by the serious illness of his father.

Dave Johnson and wife went to Kansas City the fore part of July with the remains of their son, who died while on a visit home.

Boilermaker Charles Bradley and wife spent a few days the fore part of July in Savanna visiting with relatives.

Machinist Jack Dalton who has been in Canada for six weeks has returned to Perry and resumed work at the roundhouse.

Mrs. Abe Rouse and son Stanley, went to Chicago July 13th, to spend a few days with Gene Rouse, who had received his discharge from the army.

Among the Perry railroad men who have recently returned from France and resumed work, are Boilermaker Joe Burns, Fireman Wm. Abbott, George Balsbaugh, Harold Stoner, Arthur Horne, Brakeman Chester Henrici and Guy Carroll, Machinist Helpers John Wagner and George Cunningham, Conductor Gaylord Courtney.

The correspondent made a trip over the P. S. line in June. Saw many former Perry people, also Correspondents I. A. E. and Nora B. Sill. Nora didn't have on her white shoes but she sure enough dolled up to come down to the depot. Tried to pay my respects to Sted but that gentleman was on his vacation getting material for some more fish stories.

Dubuque Shops Items.

Chas. A. Wright.

Mr. James L. Morgan, boilermaker at Dubuque Shops, met with a painful accident a few days ago. In walking over the running board of an engine on the air pump side, some board brackets were protruding from the boiler, which made walking difficult. He stepped on a bolt or a rivet and fell head first down to the floor, cutting a gash in his head and wrenching his back. Considering the fall he had, it was very fortunate that he was not hurt more seriously, or perhaps killed. Jim is back to work again and is watching his step pretty carefully.

Arnold Lynch, machinist helper, was injured a few days ago, caused by a stand pipe falling off of the top of a car. Luckily the pipe struck the floor first which helped to break the fall, and even then the force and weight of the pipe bounding on to his foot, injured his foot enough to lay him up for a week. From this accident we can all learn a lesson in Safety First.

Whenever we are about to place a heavy piece of iron or material of any kind on top of a cab or a boiler, or when we are about to lay a heavy wrench on top of a frame where it is apt to fall, if we would just say to ourselves, "What if this should fall?" If we would only think that far, there would not be much danger of us putting things where they would fall.

It is an easy matter for a mechanic, becoming so interested in his work, that he does not stop to consider the position of the other fellow, but even this is inexcusable. We will have to develop a certain caution within ourselves, so that carelessness comes to us as a second nature.

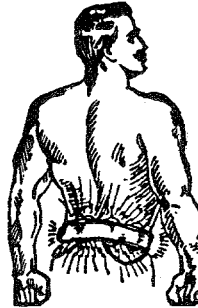
Carefulness is the result of thoughtfulness, and carelessness is for the want of thinking.

I might say, in connection with this, that the Safety First movement is not only a humane movement to relieve the suffering from the result of accidents, but it is a real economic movement.

When an employe is taken from service on account of injury, it is not only the wages that he is out, it is also the money he produces above his wages. Suppose a mechanic is receiving \$6.00 per day, and on an average he is producing \$18.00 per day. When he is out of service on account of injury, he is not only out \$6.00 a day in wages, but the company is out the difference between his wages and what he produces, or \$12.00 per day. You may say to yourself, "Well, I am nothing out. I receive my wages when I am injured." That may be true, but who do you think is paying for your wages when you are not working? Why, the men who are working are paying for your wages or for your lack of production.

We must get it firmly fixed in our minds that we pay for every thing either directly or indirectly. As a matter of fact, we are simply paying one another's bills, and in the case of lack of production through injury of employes, causes a

MEN, When in Chicago Come and See for Yourselfes



The Dr. Lorenz Electro Body Battery is the greatest invention for debility the world has ever known. No drugs, no medicines, no dieting, no unusual demands of any sort; just cease all dissipation and this invention will do the work. It sends a stream of vital life into your nerves, organs and blood during the time you are asleep. For the treatment of rheumatism, weak back, nervousness, stomach, liver and kidney disorders, it is incomparable. Dr. Lorenz's Dry Cell Storage Battery is a high-grade battery, requires no charging with vinegar or acids, is 300 per cent easier applied, gives 400 per cent greater service and is sold at a lower price without added cost for fancy books.

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Please send me information in regard to your Health and Accidents Insurance.

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C. M. & S. P.

great burden on the progress of labor both directly and indirectly.

It amounts to just this much: the advancement of labor depends upon production, therefore we must consider ourselves as a unit of production. Every one in the country, no matter what his standing may be, draws from the same big pot which is created by production. Therefore, if we wish to receive more from the pot, it is only common sense to make the pot as large and prosperous as possible. Here is where the economy of Safety First comes in. If we can reduce the expenses caused by injury millions of dollars, and on the other hand increase the volume of production millions more, does it not seem reasonable that we will stand a better show of receiving more from the pot of production, to say nothing about how grand it would be to reduce the pain and suffering caused by injury to a minimum.

Signal Department "Wig Wags" Lines West.

"Slim."

Greetings: More Safety First! Our department got through "No Accident" week 100 per cent clear. No one even hit their thumb with a hammer. The only sad thing reported was that Doc wore a blister on his hand at Huson Interlocking, so he says, but Ted Mac can't even believe that.

Most every one took the Fourth very calmly. L. W. fished all day and got one. Weiberg bought a lot of powder and blew stumps on his ranch near Spokane. Have a note saying Mike Biddle celebrated by getting married, but haven't seen him yet so won't swear until I get a cigar. (Drinks are out of style, now.) Al Biddle acquired a big Reo and about wore the tires out for his part of a perfect day. George Briggs is still off celebrating or getting over the effect.

All the west end crews put on as much of a show as was possible and got back on the job the Monday following.

Quite a lot of the signals on the west side of the Cascades, are all tested ready for service as soon as the trolley crews get through.

Bill Hammonds' crew is on the Seattle-Tacoma section putting final touches to signals and installing new crossing alarms at Kent and Auburn.

Shorty Weaver is back, after two years' service with Uncle Sam, working as assistant foreman to Hammond.

Frank Stephens' crew is at Rockdale working mostly in the big tunnel. Tyler says it's hard to tell the signal men from the extra gang, also working. You understand there is lots of smoke and dirt in the Big Hole, and the extra gang men are quite dark.

Jim O'Dores' crew is at Rye finishing up between Kettetas and Beverly. He is being delayed somewhat on account of high winds, causing hard work stringing line wires. This is what Jim says, but from the block phone conversations a lot of people have their doubts. Jim likes this country, O'Dear!

Glenn De Graves came in for a visit. He is an Ensign in the Navy, but can't get out. Should tell about Glenn's trip from San Diego to Mars Island in an aeroplane but it seems he was to throw out some advertising and didn't. Says he threw out everything but the papers and all he wanted was to be back on the ground.

Ben Herreford, at Plummer, has a new helper, a Mr. Wilson.

C. A. Parker is back on the job at Hangan.

B. A. Sautter, helper in Butte yard is off spending his vacation in his gold mine. Am hoping he gets at least one nugget as I need a new tie pin.

Supervisor Westermarck just received a letter from Floyd Showalter, formerly maintainer at Lind, Wash. He is in the Army of Occupation in France and doesn't know when he will be back.

Arthur Jersey, helper at Piedmont, has resigned, being relieved by Ernest Burns.

Earl Stone looked in on us before going to California. He was with Colonel Rice in the 18th Engineers.

H. C. Johnson relieving C. O. McPherson at Missoula, can't see the joke of testing lightning arresters in the rain. Says 1050 volts and wet feet are too hot for him.

"Wooden Shoe Doings."

"Mitch."

In this neck of the woods summer weather has arrived and no one seems to be complaining.

Some two years ago Engineers Sam Grant and Emmett ("Red") Ryan enlisted in the Engineer's Corps. They left together and sailed for France. Both fought in the same battles. Grant came through without a scratch while "Red" was not so fortunate, as he was gassed, however, both are back, and wherever you see one you see the other. Mr. Ryan has accepted the second shift caller's job until he becomes stronger. Sam has not reported for work as yet, but expect to see him back any time after the 4th.

Engineer Bob Hetherington returned from overseas a few weeks ago. Looks fine and he says he never felt better.

The other day one Frank King entered the roundhouse office talking rather fast and full of "pep." Well, no wonder, his best friend and pal, Engineer Arthur Manefeldt, had just arrived from almost two years of service in France. Art lost a few pounds and looks as if he is right in fighting trim. He says he would gladly go back again if they need him.

Engineer Tean Cramer, who was quite seriously injured some time ago when engine 7232 tipped over, is improving nicely in St. Vincent's Hospital where he is confined.

Brakeman John Doctor took upon himself the responsibility of providing for two. He believes in the old saying, "two can live as cheap as one." Mrs. Doctor was formerly Miss Edith Bouchard of this city. We wish to extend our hearty congratulations to the newlyweds.

Boilermaker Frank Armstrong has resigned his position with the C. M. & St. P. R. R. and has left for parts unknown.

The St. Paul Shops baseball team has been making quite a name for itself this season, as they have won all games so far.

Miss Gladys Graves spent Sunday, June 29th, at Crystal Falls, Mich. There seems to be some attraction there as Gladys has made several trips north.

A new run has been put on the Appleton Line, on account of the heavy business, and also another switch engine at Menominee. It looks as if business is getting back to its normal state.

Another new engineer was added to the list a short time ago, when Peter Lucas made his service date with 85 stock cars in back of him.

The two big Mallet engines which have been handling almost all the ore, are both laid up for repairs, consequently several more crews are working.

Miss Clara Hnilicka has accepted a position as stenographer in Master Mechanic H. J. Culbertson's office.

Miss Irene Jacobs, stenographer for Superintendent C. H. Buford, was married June 24th. The lucky man being Mr. Joseph Lannoye of this city. We all wish to extend our hearty congratulations to the happy couple.

Chief Shop Accountant's Ink Blots.

"Cutie."

Harry Erb, our A. E. F. man, spent his three days' vacation at Niagara Falls. Harry said it is a great place, but that he likes the west a great deal better than the east.

Jessie Webster, a new clerk in our office, is a little ray of sunshine. She hasn't much to say, but is very nice.

Irving Keepman is a new clerk. He is Mr. Badger's assistant on the classification report.

Roy Warner is also a new clerk. He is Mr. Machiolik's assistant.

We wonder why Ed Horning goes out to Okauchoe so much? We know who the girl is, Ed.

Who ever heard of opening up a poker game with a pair of eights in his hand? See Cutie.

We noted in the M. C. B. Jottings that they did not publish the defeat that the Accounting Department handed them. What is the trouble with your sporting records, Izetta?

Mr. Richards of Chicago, was a visitor on the first of the month.

We are just trying to figure out what per cent of the employees of the St. Paul road were not at work Tuesday, July 1st.

He claims a truck hit him. (He is a new member of the Bulla-Bulla's.) That is very good for being a member a short time.

Harry Schultz is our new mail clerk since the promotion of Jerymain Bick.

Our office has the record of having the oldest clerk of the St. Paul road. Mr. Badger has the honor of being the oldest. Mr. Badger started his career as a clerk in September, 1880.

Mrs. C. Green visits Cedar Lake quite often. We wonder what the attraction is out there?

We were very successful in carrying out our end of the "No Accident" week.

Norman Stark visited Fond du Lac, Wis., and said it is a beautiful city.

Harvey E. Grisius spent his three days' vacation up in northern Michigan. It was too bad that it rained all day.

Charles Adolphsen went on a tour up the state via auto. He said the scenery is very beautiful in the upper part of the state.

F. Brand is on a two days' trip to Dubuque, Iowa.

Look out for Francis Machelek! He pulled two more out of Okauchee Lake last week. He must of tipped the game warden or fished in a pool of the blind ones. They were fully two inches long.

James Kozurek, our chief clerk, went on a fishing trip over Saturday and Sunday, and caught a SIXTEEN POUND PICKEREL. We are still waiting to see the fish.

I am still waiting for notes to come in.

Council Bluffs, Iowa. Notes.

Helga Heuwinkel.

Storekeeper Lamorne Knowles is wearing an indelible smile, the cause is the arrival of a baby daughter. No wonder!

Car Repairer Leslie Utsler has returned to work after a leave of absence of a couple of months, looking fine.

Irene Stapleton, roundhouse foreman's clerk, spent July 4th with relatives in Perry.

The final homecoming reception for the returned Council Bluffs soldiers was held at Lake Manawa on July 8th. It is thought to have been the largest reception of its kind ever pulled off around these parts. Council Bluffs boasts of sending three full companies to France in addition to the men who left in the draft.

Dr. E. A. Merritt, who was company doctor until his enlistment in the army, has returned, but we are sorry to learn that he is about to leave the locality. We learn that he is going to open an office in Washington, D. C. Our wishes are with him.

We are also pleased to have back with us Colonel Macrae, who was company surgeon prior to his leaving here with his own Unit K.

Mr. Holup of the Master Car Builders' office, spent a day here on business.

F. A. Maxwell was also a pleasant business caller.

The correspondent regrets very much her inability to attend the correspondents get together in La Crosse, but it is always business before pleasure, and we are very busy in this office, naturally, and can't get away. Just the same I am glad that "One Tay Pay" is back with us after his sojourn in France. Hope all the correspondents who are able to get to La Crosse will enjoy the day.

I was made much more comfortable at my work recently, account of a ventilator being placed over the office. Thanks to the thoughtful parties I should soon have melted.

Car Inspector John Barclay was on the off list a few days, account of an attack of the rheumatism. He says he'll be back on the job tomorrow.

Car Repairer Pete Kilimber was off several days on account of an infected finger.

Mr. and Mrs. Joe Antonius are planning a vacation trip to Milwaukee.

Mrs. Nora Jensen of the Car Cleaning Department, is also expecting to take a rest.

We learn that Electrician Scott got a fat back pay check. Good!

Car Cleaner Henry Howerton has returned from a trip to Missouri.

Car Carpenter Martinus Christensen is on a vacation trip.

Finis.

Malden Notes.

I. Hooper.

Engineers Archie Crane and John Misterek are

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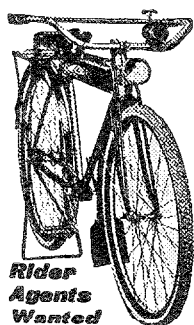
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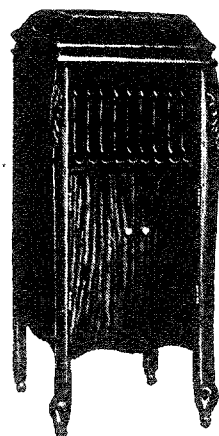
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with us again, after serving for some time in Uncle Sam's Army. Arnie Berg is also back.

John Graham and Ernest Cain, who were both injured in the roundhouse some time ago, are back at work again.

Fireman George Fry pulled one over on his friends when he went east and took unto himself a wife. Congratulations! While we haven't seen the bride as yet, when George arrives here with her, we are going to show them one good time.

Fireman E. W. Foreman, who is in Mayo Bros. Hospital, is reported much improved in health, and expects to be home soon.

A number of Malden people are planning on attending the Pioneers' Meeting at Coeur D'Alene this summer. The date has not been set as yet.

Machinists Edward Beach, Joseph Doyle and John Johnson, have been added to our force at Malden.

Engineers Chas. Davis and Byron Daubenspeck of Spokane, were Malden visitors last week.

John Wiklund, R. H. F., is on the coast this week visiting with his brother who has returned from overseas service.

Mr. Green is passing cigars around this week on the arrival of a baby girl at his house.

Fireman T. J. Allen, who has been hostlering at Malden for the past three months, has returned to Spokane. Harry Huser and Ed Marshall who have been away, are also back at work here.

Instead of silence, it was "excitement reigned supreme" in the office the other day. On coming in the door the first thing I saw was a long rope issuing from the corner of the drawer in my desk and the end was fastened high upon the side of the wall. Tied to the end was a huge placard bearing the words "Beware when you open the drawer. He bites, but if applied gently to the nose, will bring the desired results." Naturally my curiosity was aroused, but I didn't have the courage to open the drawer and risk seeing "IT" let alone applying it gently to my nose. Well, the boss was coming up the walk and I had to get busy, and my pencil was in the drawer and so with a mighty effort I grabbed hold of the drawer expecting some monster to fly out. Horrors!!! Attached to the other end of the rope was—my powder puff that I had forgotten to take home the night before. Well, there was one sigh of relief from Mr. Byron, because he said afterwards he expected something awful to happen. We haven't found out as yet who the guilty party is, but we think it is the same person who tied the chair to the radiator, and wrote poetry about wishing to be a fireman, and several other things too numerous to mention.

Black Hills Division News. J. R. Quass.

Harry Kaster, who was section foreman at Imlay before the war, has returned from overseas and is back at his old job. Harry did his bit while in the Army and was nine days on the firing line in the battle of Argonne Woods.

Engineer Jos. Johnson laid off a few days looking after the building of a new home at Rapid City. Engineer Caldwell relieved him.

Roadmaster J. A. Fanell has two gravel trains working out of Oacama Pit. Conductor Beckley and Engineer Williams have charge of one of the trains. Have not learned who has the second.

Conductor Walter Johnson took a few days off from the ditcher, relieved by Ralph Roan.

Fireman Carl Zickuck has moved to Rapid City. He now holds a regular run on 504 and 505 with Engineer Rodgers.

Fireman Ed Rutan and wife are spending some time in Denver. Ed is a delegate from the Black Hills Division to the firemen's convention.

J. F. Hynes and family of Aberdeen spent a couple of weeks visiting relatives at Mando and Scenic.

Car Repairer Jas. Flanagan and wife spent several weeks visiting relatives in Iowa. Carl Lathrop is the new man on car repair track now.

Engineer Ed Smith laid off several days visiting with his son, Everett, who spent a year overseas and saw service in several branches during that time.

Roundhouseman Peter Demos, who was called to the colors, is back at Rapid City. Jack Knightlinger, who took care of the engines while Peter was in the Army, expects to go into train service.

Viva Voce and Fac-Simile From the S. M. West. *Mo(r)c.*

We are glad to report all employes on the west end as admitting a most enjoyable Fourth of July and a big celebration for all.

Brakeman John Carr, recently returned from U. S. Army, has been assigned to the switching service in Madison Yard.

Section Foreman Dick Hotzler is in charge of Bradley section during the absence of Mr. Bale, who is confined to his home, suffering from a bad attack of inflammatory rheumatism.

Miss Sylvia Olson, bill clerk at Madison, while somewhat abused by the rays of the sun to point of blisters, returned to her work much refreshed from a good time and a merry lark at Wessington Springs, over the Fourth. Thanks for the pictures, Sylvia.

Chief Dispatcher J. M. Moore spent his recent vacation in the western part of South Dakota, where he visited many of the Indian Reservations and saw the noble redskin as he lives his life primeval.

While not sufficiently healed at this writing to return to his work, we are glad to see Boiler-maker Helper John Shaw able to be around, after the serious injury to his nose from a fall at the roundhouse.

Happy Jack Lawler recently made a trip of inspection over the S. M. Division. It is said that it was because of some previous experience that the inside inn served a breakfast "Pancakes" de hote.

Agent C. H. Montville is making a tour of the Pacific Coast, Vienna Station being masterfully handled by Relief Agent Tony Maleck, with the assistance of Harold Randolph as clerk.

We are glad to make note of the fact that Relief Agent E. A. Bailey is back in the ring. We found him at Winfred Station attending the duties of Agent L. T. Johnson, who is away on account of illness of his wife.

On July 3d, occurred the death of Jens Johannesen, age 25 years, son of Section Foreman Tom Johannesen, at Erwin, S. D. The sympathy of the entire division is extended to the family in the loss of the loved one.

Mrs. O. Boutelier has returned to her duties in the roundhouse office, after a five weeks' visit with relatives and friends in North Dakota.

Conductor Dan Lawler, accompanied by his wife and son, Brakeman Joseph Lawler, are spending a month at Spirit Lakes, Iowa, where fishing is considered the best in this vicinity. When it comes to having a good time, Dan knows just where to go.

We called at the ticket office in search of some items, but can't at this time say what we found. The Chautauqua train, with its steady stream of pleasure seekers, has kept that office so busy that we left without questioning the cause of the open window, the box of candy, the joy ride, the telephone call and the mysterious friends we waited around to meet.

Wisconsin Valley Division Notes. *Lilly Ann.*

No one sent us any news, so there will not be much to tell. We will, however, keep on hoping that this next month will bring in some outside news.

Miss Nellie Redlick accompanied her mother to Chicago, where they will spend a few days visiting with friends and relatives.

Mr. and Mrs. P. Akey were called to Rudolph on account of the serious illness of their son-in-law. Up to the present writing his condition has not improved, but hope to hear of his recovery before long.

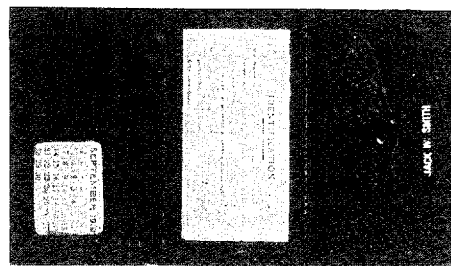
Mrs. Beatrice G. Eilers and little daughter, Patricia, of Kalamazoo, are visiting at the home of Mr. and Mrs. D. Gorman.

Ruth Livernash, daughter of Mr. and Mrs. I. Livernash, was married to Joseph Carter, on June 18th. They left for Minneapolis, where they will make their home.

Miss Margaret McGinley spent the Fourth at Milwaukee with friends.

We had a very pleasant surprise recently when R. H. Hempstead, master mechanic of the H. & D. Division, called at our office, on his way to Tomahawk. Everyone was overjoyed to see him. The girls got busy and framed up a picnic, with all kinds of good things to eat, but the boys beat us to it, and had a really and truly

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party; there was a good bit of secrecy about it. We overheard one member of the party say that the Wausau Water Department ought to install a new piping system—this was prior to July 1st, too. The girls are just a little bit "mad" about it, but hope to get in on it all next time.

A. Van Orman has resigned his position as road master's clerk, to accept a position in the Accounting Department of the Clintonville Four Wheel Drive Company. We hope that he will be successful in his new position.

Mrs. John Dexter and children spent Sunday at Minocqua.

Leslie Staeger has accepted the position as agent at Sayner during the summer season.

Wilma Krause is visiting with friends at Minocqua.

Mrs. P. McGinley, Franklin and Patricia, spent Sunday at Minocqua visiting with relatives.

Mrs. J. A. Scott is visiting at Grand Rapids.

Dispatcher J. Held and family are enjoying a two weeks' vacation. They motored to Milwaukee and expect to visit other points before returning home.

Mrs. J. Flannigan is visiting at Wausau.

George Banker, cashier at Grand Rapids, is visiting at Chicago.

Mrs. L. G. Atkinson and children visited at Minocqua over Sunday.

Theodore Livernash returned from a trip to Minneapolis, where he visited with his sister, Mrs. Joseph Carter.

Mr. and Mrs. Carl Kropla are spending part of their honeymoon at Minocqua.

Mrs. George Boehm and daughter, Margaret, are visiting at Mauston.

Conductor F. P. Little and wife are spending their vacation at St. Paul.

Mrs. F. B. Thompson went to Milwaukee to visit with friends and relatives.

Miss Edna Larson, cashier, spent Sunday in Minneapolis and reports a very good time. No wonder, after we found out the reason why. Edna will tell you that it just takes twenty-two minutes to make the train after receiving a telegram. Was "HE" surprised, Edna?

Miss Katherine Gorman, of White Lake, spent a week visiting with friends and relatives.

Mrs. C. Butler and children spent a few days at Star Lake.

Mrs. E. A. Wescott visited at Minocqua for a few days.

Mrs. P. Hollinshead has gone to Chicago to spend a week with friends and relatives.

Frank Voeltzke and family enjoyed an outing at Heafford Junction, Sunday.

Mrs. A. C. Goebel wishes to thank the friends on the Wisconsin Valley Division for the kindness shown since her recent bereavement. The amount subscribed was in the neighborhood of \$125.00, which was very much appreciated and very beneficial to Mrs. Goebel.

News of the Prairie Du Chien Division—East End. C. A. Mier.

Engineer Jerry O'Keefe, who has been quite sick at his home in Milwaukee, was a visitor at Waukesha. Mr. O'Keefe is looking fine, and we hope to have the pleasure soon to again see him running on the division.

Conductor Thomas Callahan is doing extra passenger work on account Conductor Harry Vedder being at the lakes enjoying himself. Conductor John Chrystal is running the Stone Train.

Special Agent William King, who has been sick at his home in Savanna, is recovering.

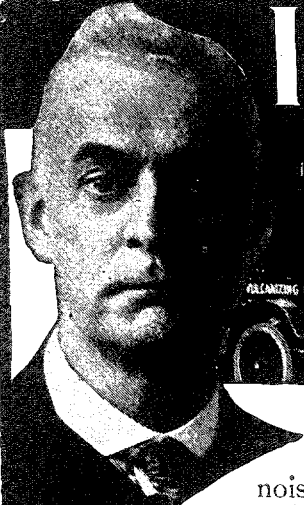
Conductor Charles Ray, who has been running trains 33 and 14, between Janesville and North McGregor, is now on 22 and 5, between Janesville and Milwaukee.

George Kirchhoeffer, warehouseman at Waukesha, visited his former home at Whitewater.

Ray Cavanaugh, nephew of Station Agent John Lawless, who recently was honorably discharged from the army, visited his uncle at Waukesha.

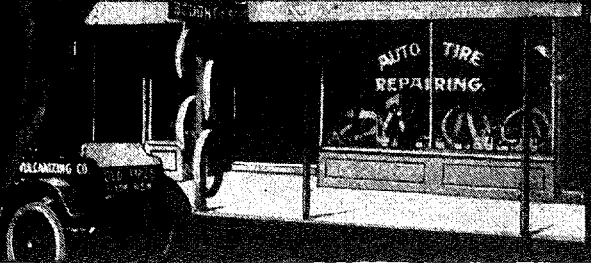
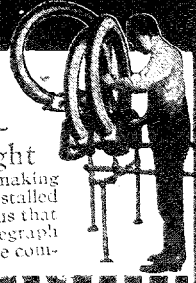
Charles Rosellen is back on the Waukesha Scoot, after being off duty for nine months, on account of injuries received at Waukesha.

The trainmen on the Prairie Du Chien Division are much pleased to note that the company is making strenuous efforts to repair the tracks and switches, which will make the handling of



I Earned \$2200.00

IN FOUR MONTHS

This is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. One day he read one of my advertisements and the possibilities of making money in the Auto Tire Repair Business. In a few weeks, he had purchased and installed a Haywood outfit, and was doing business for himself. A short time ago he wrote us that his income in four months was as much as it had been in Two and One-Half years as Telegraph Operator. There are **thirty million** tires in use every day—punctures and blow outs are common. Something going wrong all the time. New tires advancing to prohibitive prices. Owners forced to have their old tires fixed. I have 500 other places to be filled now.

I Must Have 500 Men
to fill these places within the next 60 days

I have a big interesting book to send you—a book about tires—it tells all about them—how they are repaired by the Haywood method—explains this business—gives inside figures, and profit. Gives actual proof of success. What these men have done you can do. \$2500 to \$4000 a year is conservative. One machine will give you a start. All you do is open a shop—put out a Haywood sign, and auto owners will come to you. There is a big opportunity awaiting you.

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cars more pleasant and decreases the possibilities of accidents.

John Lawless, agent at Waukesha, Wis., visited his parents at Prairie Du Chien over Sunday.

Harry Costerison, who served with Co. A, 118 Engineers, stationed at Marseilles, France, has returned and accepted a position with the company at Genesee. Mr. Costerison left for overseas service September, 1918, and received his honorable discharge June 18, 1919. We are certainly glad to see you back again, Harry, and wish you good luck.

Signal Department Bubbles. Lines East.

"Suds."

How are you all enjoying the summer?

Believe me, we are sure thankful for those lake breezes, especially when we just passed through the hottest June for many years.

Bob Bently is back on the job again. It's like the old days to see Bob with a blue print in his pocket leaning on one of the boy's desk.

R. F. Harlow has moved to Minneapolis, where he will take a maintainer's position on section between St. Paul and Minneapolis. Roy took Bob's job when Bob went to France. The best wishes of the force go with Roy.

Charlie Fisher gave the boys a stag party recently in honor of his new garage. They all had such a good time that none of them cared about sleep and party didn't break up till 7 o'clock in the morning. "Nuff said."

C. M. Deardorff of the General Railway Signal Company is back on his old territory again. Came in the other day and shook hands with the boys, his face beaming with that familiar smile of his. Deardorff saw some pretty strenuous service in the Argonne forest.

John Fleissner was in recently to see us. Told us his brother, George, formerly of the Signal Department, had gotten safely back home from "Over there."

J. C. Mill and L. B. Porter made an inspection trip over A. T. Breecher's territory, several changes in signaling having been made down there.

Steve Warren reports his garden is doing fine. Anybody wanting information about gardening had better consult Steve.

Elmer Muckerheide and his two pals, Fred Schmidt and Louis Stark, sure are some hosts, when it comes to putting on a fishing party. They arranged for sleeping accommodation, lunch, automobiles, cottage, boats and fishing tackle. The Supreme Being furnished the lake and fish. The following: F. D. Morehart, H. W. Chevalier, W. F. Seemuth and H. G. Wood, had nothing to do but be there. We took No. 9, got off at Hilbert and at the first streaks of dawn, were up and away with two well-loaded autos. It was about an eight mile drive to Lake Winnebago, and after having breakfast, we all got onto the lake. We all had a good time and brought back a fine mess of fish.

Fred Morehart enjoyed himself so thoroughly that he claimed he felt fifteen years younger, took off his shoes and stockings and rolled up his trousers. Old Sol came out pretty strong in the afternoon and took a special liking to Fred's shins. To make a long story short, Fred was off a day or so and limped around the rest of the week.

H. W. Chevalier and H. G. Wood were the "Pitch" donors, "Chev" donating liberally going up, and "Stick" doing the honors coming back Monday morning on No. 10.

Frank Leahy spent two weeks of the simple life on a farm in Iowa near Sioux City. Frank claims he made hay, in fact, done everything but milk the cows.

You should see Freddie's new hair cut. Yep, it's a dinger, cut pompadour. Freddie wears a skull cap, made from the top of a silk stocking, to keep the hair in place. When he gets the hair trained properly he'll be some killer.

Johnny Dunn and wife spent the 4th, 5th and 6th at Plum Lake. Report having a good time, although Johnny didn't hook onto a Muskie.

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

The golden wedding anniversary of Mr. and Mrs. J. M. Riddle was celebrated Tuesday evening, July 8th, at the family home, 308 South Ferrie, Kansas City, Kansas, with an attendance

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Work that Might Cause Eye Injuries.

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of the entire branch of their descendants, with the exception of one daughter, Mrs. J. H. Stout, of Denver, Colo., being present.

Mr. Riddle and Mrs. Riddle were married July 8th, 1869, and of the eleven children born, six are now living.

A very enjoyable evening was spent, the house being decorated with natural flowers gathered by the grandchildren and the father and mother were agreeably surprised upon finding a hard substance, which proved to be gold, in the refreshments which were served.

The following children were present: Mr. and Mrs. A. J. Riddle and family, Mr. and Mrs. F. R. Riddle and family, Mr. and Mrs. Clyde Blackwell and family, Mr. and Mrs. J. Smith and family and Mr. and Mrs. George W. Riddle and family.

The City Freight and Passenger Agent's office has been buried with passenger business the past few weeks, which has been 50 per cent greater than one year ago, and would have been 100 per cent greater had they had the equipment to handle it. It was found necessary to call Frank Etter back from Camp Grant to help out, also George Washington Thomas has been quite busy handling the important end of the business.

Misses Nell McGraw and Katherine Hammann left July 13th for Denver, Colo., and Salt Lake City, where they will spend their vacation this season.

John J. Geary, for several years our assistant cashier at Baltimore Avenue, resigned service with our company on June 30th. He has been succeeded by Arthur S. VanWye, our former OS&D clerk. Mr. Geary has accepted a position in Chicago. He was a very efficient clerk and will be greatly missed by all. However, we all wish him success in his new undertaking.

Operator Kay Lewis was called to his home in Brookfield, Mo., latter part of June, on account of the serious illness of his mother, but is back with us again, and trust his mother's condition is much improved. He was relieved by Operator James D. McCarthy, who just recently returned from several months' service in France.

Former Agent Richards called to see us July 7th, and is looking fine. He says he is a real farmer now, and is being kept very busy at the present time with the grain. We all wish him every success.

Mrs. Harry Vail and "the twins" spent their vacation this year at Branson, Mo., fishing and enjoying outdoor life.

Much has been said in our Safety First meetings about dimming lights on engines switching in the yard. However, we failed to mention the fact that it was also necessary to dim lights on Ford cars—hence, our General Yardmaster J. P. Stewart found it necessary to pay a small fine.

Des Moines Division. *Frenchy.*

B. F. Van Vliet, formerly of the Northern Division, was appointed to succeed E. W. Lollis as superintendent of the Des Moines Division. We welcome Superintendent Van Vliet to our midst.

Mr. and Mrs. Earle Young and Mr. and Mrs. Fred Horn of the Superintendent's Office spent Sunday, July 6th, in Chicago. They report a very enjoyable time, notwithstanding the drouth.

G. R. Dickman, second trick dispatcher, returned Wednesday, July 9th, from a vacation spent on his father's farm near Sumner, Iowa.

Miss Jean Dallas, road material clerk, has returned to Des Moines after spending some time with her sister, Mrs. Gale Taylor, of Valley Junction. She is somewhat afraid to go around the large city, but thinks she will soon become accustomed to it.

Mrs. Arba Webb of the Superintendent's Office is making an extensive tour of the West, visiting Seattle, Portland, San Francisco and Los Angeles.

Mrs. Gerne Danford and children of Omaha, Nebraska, have been spending about three weeks visiting Miss Jean Dallas of the Superintendent's Office.

Joseph McDermott has been appointed E. and F. timekeeper for the Des Moines Division. Mr. McDermott was recently discharged from the United States Army.

Conductor J. L. Tidball was absent from duty the latter half of June. Mr. Tidball spent his vacation visiting his son Scott at Duluth.

J. M. Oxley, train rules examiner, conducted a re-examination of employes under the standard code of rules and regulations of the operating department during the week beginning July 6th.

Mrs. Earle Young has been in charge of Mr. Young's work while the latter was taking the place of dispatchers who were on vacations.

Max Miller, extra dispatcher, enjoyed a few days' vacation during July.

Jos. Gressinger, fireman, with his family, spent Sunday, June 29th, in Perry visiting the family of Traveling Engineer Jos. Bodenberger.

Conductor Tom Milligan, formerly of Des Moines but for some time of Moberly, S. D., visited old friends on the Des Moines Division during the week of July 6th.

Conductor Wm. H. Hayden is spending his usual two months' vacation enjoying the pleasures of Lake Okoboji.

Conductor Earl Adams is taking an extended vacation.

The new Fort Des Moines Hotel, with over 400 rooms and costing more than \$1,000,000, was opened to the general public Tuesday, July 15th. This hostelry has been badly needed in the Capital City for many years.

Nearly every county in the state of Iowa has voted or will vote this summer on the question of hard-surfaced roads. With very few exceptions the counties are voting the bonds, and the program is to build approximately 6,000 miles of hard-surfaced roads in the state of Iowa within the next five years, and the cost will be about one-half the cost of building the Panama Canal.

The discharge ticket office at Camp Dodge is still open and soldiers for the states of Kansas, Nebraska, Missouri, Minnesota, North and South Dakota and Iowa are being demobilized each day. It is expected this work will have been completed before snow flies.

Colonel Whiting Given Royal Welcome Home.

On June 22d, Colonel Charles L. Whiting returned to Lewistown, after a two-year absence, twenty-one months of which were spent on the front line in France. The Colonel won the Croix de Guerre and the French Legion of Honor, and his return was the occasion of a big welcome home party by the Lewistown and railroad folk. The Elks' Band was waiting for him at the station and a procession was formed with the Colonel and some old Milwaukee associates leading. Milwaukee employes followed immediately behind and were followed by a long line of automobiles and citizens on foot. Those who did not join the parade lined the sidewalks all the way to the Judith Club to welcome home their distinguished fellow-townsmen, all eager to get a glimpse of the Colonel, who marched at the head of the column, all smiles and looking husky and fit. At the club the Colonel was introduced by Major J. E. Lane, who had visited the Verdun sector in company with Colonel Whiting. The Colonel made a brief talk, expressing his happiness at being back home and telling some of the achievements of the 13th Engineers, whom he commanded while abroad. Mr. Maxeiner, agent at Lewistown, representing Milwaukee employes, said how glad they were to welcome "our Colonel" home. After the speech-making, a hand-shaking fest was held and the Colonel received the congratulations and greetings of all Lewistown.

Northern Montana Division.

A. B. G.

C. E. Brooks, who has been division master mechanic for the past year, stationed at Lewistown, has been appointed division master mechanic, with headquarters at Miles City, and is succeeded here by W. W. Lidell of Miles City.

Anna B. Goff, clerk, freight office, spent Sunday visiting her sister at Lavinia, and was accompanied by her brother, Private William Randall, of the 40th Infantry, of Camp Sherman, Ohio.

Edwin Bailey of the roadmaster's office spent a few days visiting his parents at Lavinia, Mont.

C. W. Knox, special traveling auditor, is in Lewistown in connection with business of that department.

It is none of our business, but from the smiles that have been handed out by the chief clerk's stenographer, somebody must have landed in the United States. Eh, Sadie?

Jack Fisher and Mark Allen, from Accounting Department, recently went on a fishing trip to 16 Mile Canyon. Some fish stories!

SUGAR 5c LB.

One of our leaders. We save you money on Groceries—catalogue free with trial order. The requests for catalogues are enormous and hundreds of thousands of dollars are lost annually by mail order concerns in sending out catalogues to places where no benefit is ever derived. To avoid all this **unnecessary** expense and be in a position to sell our goods at the lowest possible price, we have decided on the following plan. We will only send our Bargain Grocery catalogue to such people who can prove to us that they are really interested in saving money on groceries. We quote herewith a few of the bargains listed and which are sold in different parts of our catalogue.

Flour \$8.36 Per Barrel

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Our Best Flour.....\$8.36.....per barrel
 " " " 4.18...per half barrel
 " " " 2.09...per 49-lb. sack
 " " " 1.05...per 24½-lb. sack

Sugar \$5.00 Per 100 lbs.

(One of Our Leaders)

Our Best Granulated Sugar.....\$5.00 per 100 lbs.
 " " " " 2.50 per 50 lbs.
 " " " " 1.25 per 25 lbs.
 " " " "50 per 10 lbs.

Here is Our Plan

Send us \$1.99 for the following Trial Order and we will then know that you mean business and we will include with your order our Bargain Grocery Catalogue in which you will find big grocery bargains.

Trial Order

(Estimated) Retail Price		Our Price
5 lbs. Our Best Granulated Sugar...	60c	25c
1 large size package Quaker Oats...	12c	7c
1 lb. Guaranteed Baking Powder...	50c	39c
¼ lb. Black Pepper (ground).....	25c	15c
¼ lb. Cinnamon (ground).....	25c	15c
¼ lb. Ginger (ground).....	25c	15c
¼ lb. Mustard (ground).....	25c	15c
2 bars Kirk's White Flake Soap...	16c	9c
2 pkgs. "Dyflake," use like Soap Flakes	20c	20c
1 bar Fels Naphtha Soap.....	5c	3c
1 lb. Breakfast Cocoa	60c	39c

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A. J. Ryan succeeds O. A. Johnson as road-master on the Northern Montana Division. Mr. Johnson has gone to Mobridge to accept a similar position.

E. P. Bennett, traveling auditor, is in Lewistown making transfer of cashiers. B. A. Hartman being succeeded by T. A. Gilmour, who has been chief clerk. Mr. Hartman has accepted a position with the Deleo Light Co.

J. E. Crutchfield, who was formerly connected with the Frisco Lines as rate clerk, but for the past two years has been serving with the British army, has taken position as chief clerk in the local freight office at Lewistown. Mr. Crutchfield came from Singapore, India, to Lewistown, and was married a month ago to Miss Aiken, whom he met in Manila, P. I., where she was secretary to the bishop of the Philippine Islands.

Mrs. J. E. Crutchfield, wife of the chief clerk in the local freight office, has joined the clerical force, she being an excellent accountant and stenographer.

H. W. Wilkinson has succeeded C. E. Norman on the bill desk, who was forced to resign on account of ill health.

Corporal Robert M. Stephens, who recently returned from France, will resume his position as warehouse foreman in the local freight depot.

Every returned soldier, who was formerly employed on the Northern Montana Division, is being given his position which he left when he joined the colors.

A. M. Maxeiner, local freight agent, has been a busy man the past month on account of the wool season being on and taking care of numerous changes in the station force. Max says that Montana certainly is a place of opportunity for competent railroad men.

THE STORK AGAIN! Born to Mr. and Mrs. Charles G. Bleichner, on June 5th, 1919, "a boy." His name is Charles Wegner Bleichner, and he weighs seven pounds. Congratulations, Charles!

P. E. Wharton, chief clerk in Superintendent Whiting's office, commonly known as "Splatler," has his Tin Lizzie all lined up for a trip of some duration. He and friend wife anticipate a trip to Yellow Stone Park the latter part of the month.

Timekeeper at Lewistown has been making it a practice of sojourning out to the end of Fifth Avenue every afternoon, friend wife being out of town and Neil says the scenery is great.

Miss Manila Pearl Royce has accepted a position with the Milwaukee in the Accounting Department. Oh, Boy! Some dimples! We have noticed even the married men brush their hair, wash their necks and shine their shoes.

Miss Carlotta Berry has accepted a position as stenographer in Mr. Wahoske's office.

Mr. Cornwell has returned from a two weeks' visit at Ryegate.

Miss Alura Gough has accepted a position as stenographer in the division master mechanic's office. Miss Nell Browning, who has held this position for the past year, was recently married and is living in Miles City.

L. C. Searle is spending his vacation at Baraboo, Wis.

T. H. Hanson has returned from a trip to Chicago.

Superintendent A. C. Bowen Goes to Miles City.

Milwaukee employees gave Superintendent Bowen a farewell party in the shape of a gift of silver, as a token of their high esteem. Mr. Bowen has had charge of the Northern Montana Division during the absence of Colonel Whiting, and now goes to the Musselshell Division, with headquarters at Miles City.

River Division Nothings. "Bell."

The River Division was pleased to see itself in print once more, and I suppose it's up to little "Bell" to tinkle forth some news. So I can do more than just fill up space, I'd be much "oblegged" if Riverites would send me any interesting bits of news they happen to run into. I'll do the rest. See? Now, don't all speak at once.

Yum! Um! Oh! Ah!—and such like noises, accompanied by a smacking of lips and a licking of chops, testified strongly to the goodness of the cooking of some of our employees' wives. A week or two ago the employees of the Accounting Department and their respective wives (those who

have wives) enjoyed a picnic supper at Glenwood Park, and after the feast no one dared pipe up that they were starved. But could anybody resist eating when such expert cooks as the Mesdames T. M. Hartz, T. L. Todson, Charles Jay, Miss Gusta Furst, etc., were on the refreshment committee? Ask the partaker of the "wonderful eats" who nearly passed away with the tummy ache that night. She knows.

I told you so! John Ritter, assistant division accountant, couldn't resist seeing the picturesque sights Miss Margaret Eddy described after her recent flight to the Sunny South. He took the trip to Kansas City over the 4th, and at this writing isn't back yet. We sincerely hope he wasn't disillusioned, for woe be unto M. E. if she spoke not the truth and nothing but the truth. We can't afford to buy any flowers just now.

Jerry Walsh, the Superintendent's new stenographer, took a pleasure jaunt to Richmond, Ind., the same day. He reports a very dirty trip going, but a very nice trip coming back. Now Jerry is burning night oil studying law, and must have already passed the lesson on secretiveness, for he's mighty close-lipped about how he spent his time in Richmond. Wonder why?

Latest returns from the War Zone: Yardmaster Frank Wagner, Brakemen G. E. Oeltjeudier and Harry J. Mehlhorn, Firemen Daniel T. Flynn and Herman A. Apker. Hello from all of them to all of you.

Our sympathy goes out to Lawrence Metzga, clerk in the accountant's office, who recently lost his mother.

There's something like having too many brains. Miss Frances Kiesner, River Division accountant, has no difficulty in learning the ropes of one job after another. Her recent promotion seems to have been too much for her, however, as her brain power has been developing to such an extent that her head was unable to contain it. Anyhow, an opening had to be made to let off a little steam, but we understand all is going well and we expect to have her smiling countenance with us soon again.

Superintendent W. J. Thiele and Trainmaster E. F. Rummel have returned from cramming their craniums with knowledge in the auditor's office at Chicago. Mr. Rummel gets a great deal of enjoyment trying to scare the next victims out of half their natural growth. He says: "Gee, but it's hard. Every moment of each eight-hour day you peg at it with your feet planted right under the desk, except for the ten-minute stretching period mornings and afternoons. And you can't smoke—worse luck. It's just work, and work, and then more work. After two weeks of that comes the final exam. Grrr! I'm glad it's over with." Well, we can't help observing that work seems to agree with him.

What a cruel, cruel, world! Fate ordained the Siamese Twins be parted. Perhaps you've noticed how Brakemen Gittens and Rogowski are wasting away for the lack of each other's company. We feel for them.

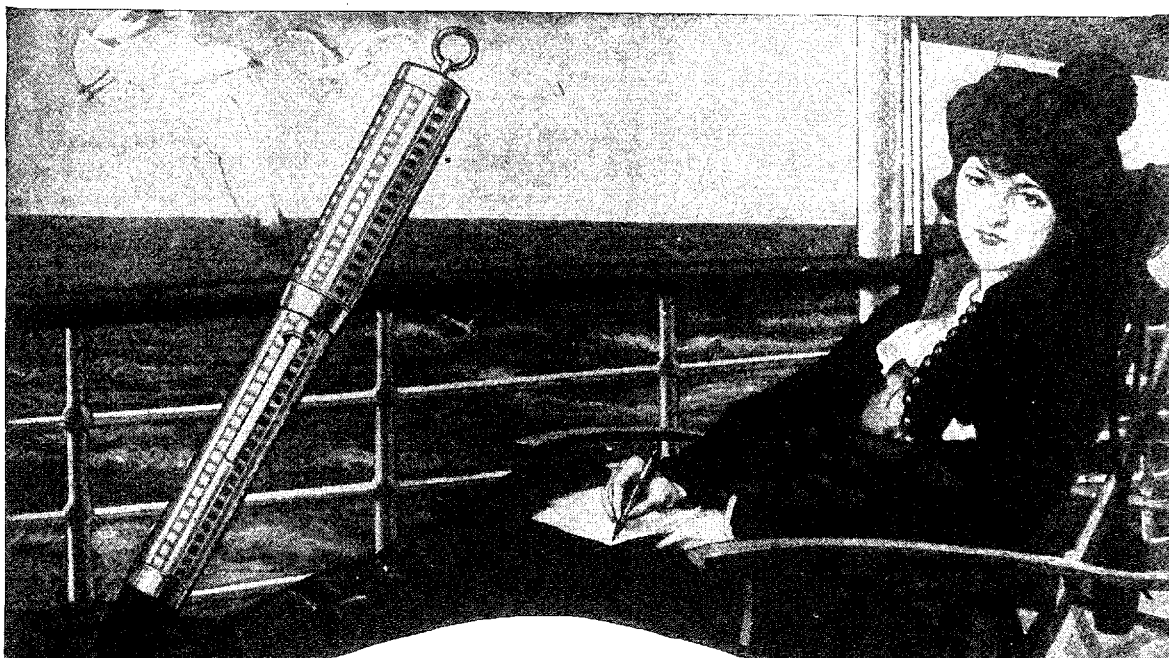
There was a new Swede conductor on the street car the other morning. When he got to Hennepin Avenue he called "Hennepin Street," and at Nicollet Avenue, "Nicollet Street." The next street he didn't know, but nothing daunted, he called "Anodder Street," and at the next crossing, "Anodder Street," and right there is where I had to get off, so I don't know how his ingenious brain baptised other streets he didn't know. It's just another case of "the Lord helps those that help themselves."

A couple of fellows were pinned under a telephone post while the tornado raged through Fergus Falls a short while ago. When their rescuers approached one of them yelled, "Get the postmaster." Said the rescuer, "What do you want with the postmaster?" Victim of the tornado, "To get the post off us, you boob."

Did that fetch a smile? All right, then, hold that post until next time.

La Crosse Division Facts. Guy E. Sampson.

To begin with this month, we want to notify each and every reader of the "Magazine" that John J. Pugh, one of our passenger conductors, who, with Dan Smith, George Ginder and a very few others, whom we will not mention, vowed a good many years ago to stick to their bachelor club. Well, to make the story short, John is the third one to violate his obligation,



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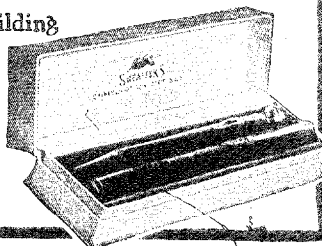
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SHEAFFERS

SELF FILLING
FOUNTAIN PEN

for on the 14th day of June he and Mrs. R. M. Willgrub of Milwaukee, formerly of Portage, were married at Milwaukee, and after a couple of weeks' traveling have returned to their Milwaukee home. John says that as Smith and Ginder had already deserted the club, and being afraid Joe might also decide to step out some day, leaving him all alone, he had better take the step at once. Good for you, John; you are sure with the biggest crowd now, and we all wish you and Mrs. Pugh a long and happy life.

Otto Kloetzner, Jr., formerly of Superintendent Rossiter's office, now expert time inspector in Mr. Bunting's office in Chicago, made a couple of business trips to our division this month.

Mrs. Higgins and daughter, family of Operator Charles Higgins of North La Crosse visited relatives at Watertown, Wis., this month. Don't blame them a bit, with spuds at 70 cents per peck, who wouldn't try and go visiting if they had a place to go?

And, by the way, we are having a new floor put in the No Lax depot. This is a case of a new floor in an old depot, but we are living in hopes that we may soon have a new depot built around the new floor. "Here's Hopin'."

Conductor H. B. Martin and wife of La Crosse visited relatives at Wausau, Wis., this month. Report garden truck plentiful up there and only for the scarcity of men on the road, Harry says they would have stayed all summer.

And now on account of the six-day-a-week, 200-mile passenger run between Portage and Milwaukee being a high salary job, two of our brakemen, Hearst and Bartlett, have taken the run, although the Sunday lay over is away from home. Well, a change in positions does any one good, so we have to move around and try them all.

Operator William Jones has moved his family from Sparta to Portage. Yes, Billy is going to try payin' rent. Must seem queer after living in one's own home for years to meet the landlord every four weeks and "pony up." But Billy has the advantage over some. He can also have some one passing over some of their hard-earned cash to him in the way of rent money.

The boys on the Lax Division have now received all their back pay checks, ranging all the way from two cents to a few dollars. Some of the smaller ones have been framed and are being kept as souvenirs.

The Portage "Get Together Club" is getting a good start, and as they meet from month to month we can notice a few new faces and those that get there once are sure to be at every meeting afterwards. Much good is sure to come from these meetings and the proof of it will be shown to all who attend. It is a fact that every employee on the division is either helping or hindering the move, and it is a personal question for each one to ask himself "which am I doing?"

We have been unable to get any news from along the line this month, so if any of you don't see your name in the "Facts" don't blame the correspondent.

Passenger business along the line is good and most of our extra passenger conductors are busy punching transportation.

The Sunday train on the Viroqua line has been re-established, and those living on the branch can now get down off the hill on Sunday. They are sure all rejoicing over the fact.

The Montana stock business has started, and we are getting quite a few stock trains daily.

The train dispatchers are taking their annual "pension week," consisting of two weeks, one at a time.

We have tried to get a few news items from some of the many clerks in the general offices at Portage, but alas, not a word will any of them say as to the serious intentions of their co-workers. Well, 'taint no use askin' them, so we will just wait till we see in the daily paper something about them, and then our readers will know just what we saw in the paper, any way.

With arranging for the M. N. G. gathering at La Crosse, August 3d, and getting letters to every correspondent, we are a little short on "Facts" this month, but when the meeting is over and we find out from some of the others how they manage to get news for their column we will try and do better. Until then, farewell.

Railway Exchange News. B. H. Pertlick.

We have recently acquired a society editor who has promised us some very interesting news in the way of society notes. He is a very popular chap with the ladies, especially, and the gentlemen call him "a good fellow." His name is,—but, to keep his name to ourselves would make his notes all the more interesting. We will therefore keep his name locked in the office safe for safe keeping, or until such a time as he says something under the guise of "Society News" which is against the ethics of society, at which time we will make known his cognomen as a clew to his real identity. Circumstances have made the change, or rather addition to the editorial staff at the Exchange Building, necessary, by reason of a certain young lady's actions, who, due to her name being linked with that of a soldier from overseas, became provoked and immediately started on a hunt for the correspondent armed with a deadly "potato masher." Of course, the responsible correspondent could not be located for a time. Could you blame him? The question thus far was, "Where is he?" Henceforth 'twill be, "Which one?"

The eyes of our most ardent revelers in scandal should blink with delight on perusing what is to ensue: We have it on good authority that Miss Fredericks recently visited Portage in company with Miss Zinker, but not return as originally planned due to certain inducements offered by a young Portage gentleman, whose name we have thus far been unable to ascertain. We are not aware of the nature of the young man's argument, but it is admitted that they certainly must have been exclusive and convincing to prevail upon Miss Fredericks to the extent of inducing her to remain in Portage and allowing Miss Zinke to return to Chicago alone.

One of the most interesting, and by far the most startling of recent revelations is the fact that Walter Dietz, of the Transportation Department, has evoked his physical energies with a view of expounding the intricacies of a tennis court. Far be it from us to view Dietz' endeavors or ambitions in a jocular attitude; but fortunately or unfortunately, we don't know which, fate has favored us with an opportunity of witnessing the young man's performance on a tennis court, and to manifest other than jocosity in expressing our candid opinions of his game would leave us with a troublesome conscience. While not directly advising Dietz' discontinuing the game it is difficult to understand why he should undertake anything so absolutely hopeless. Simultaneously comes the news that the mangled and shattered remains of a dreadnaught tennis racquet were discovered by a milkman in a vacant lot near the courts of the Minocqua Tennis Club at 3 o'clock Saturday morning, July 12th. The remains were mangled almost beyond recognition and bore absolutely no marks of identification—except the initials "W. D." carved on the grip. The authorities are investigating and the most plausible theory advanced is that the racquet was at one time the valued possession of the ex-champion, Walter Dietz, assistant supervisor of merchandise distribution. Mr. Dietz went down to glorious defeat after the most brilliant exhibition of net work of his career, when he crossed racquets with G. J. Leahy, a rising star in the tennis firmament. It is believed Mr. Dietz' racquet committed hari-kari after the debacle. The horrible details: 6-4, 6-3. We all but suggested the course finally followed by Mr. Dietz of his own volition.

Miss Brown, one of our popular telephone operators, has decided to spend some of the fruits of her hard labor by inducing herself to take a much needed rest. Miss Brown has been at the switchboard continually during the past year and is looking forward to enjoying a grand and glorious outing. She will, on this occasion, confine her activities to boating, fishing and bathing in one of the small but beautiful lakes of the Catskill Mountains, where Miss Brown's summer home is located.

Miss Hazel Merrill, Track Maintenance Department, was absent several days during July. Upon inquiry, we learn the young lady enjoyed herself immensely, having spent her period of leisure with friends at Austin, or some point with a name similar thereto.

Elmer Redker, messenger General Manager's office, has been transferred to Pass Bureau. Our best wishes go with you, Elmer.

Don't Send A Penny



Choose either of these shoes and we will send a pair simply on your request. Don't send a penny—no need even for a letter. A post card will do. They are such tremendous bargains that we know you will want to keep them. But you decide after you get them. They go at our risk on approval. This special offer is made because you can't judge the splendid style, quality and value of these shoes from pictures. You must actually see them. If you don't consider them startling values, ship them back and we will refund your money.

Great Work Shoe

This shoe is built to meet the demand of an outdoor city workers' shoe as well as for the modern farmer. Send and see for yourself what they are. Built on stylish lace Blucher last. The special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pairs of shoes. Your choice of wide, medium or narrow. Very flexible, soft and easy on the feet. Made by a special process which leaves all of the "life" in the leather and gives it wonderful wear-resisting quality. Has double leather soles and heels. Dirt and waterproof tongue. Has heavy chrome leather tops.

Pay \$3.85 for shoes on arrival. If, after careful examination, you don't find them all you expect send them back and we will return your money. No obligation on you at all. This is our risk, not yours. Order by No. X15012

**Order This Shoe
by No. X15012**

Remarkable Bargain Work Shoe

Same kind of shoes the soldiers wear. You know that means strong, durable, built for hard service. Will long outlast any ordinary shoes. Lace Blucher style. Special tanning process leaves all the "life" in the leather and gives it wonderful wear-resisting qualities; also makes it proof against acids of milk, manure, soil, gasoline, etc. Genuine Munson Last. Wide and comfortable. Smooth, soft, easy toe. Double oak solid leather soles and double wear leather heels. Color—Tan. The very shoe you want for real wear. Biggest value for your money. Stands all kinds of hard usage, wetting, etc. A wonderful outdoor and farm work shoe bargain. Size 6 to 13. Send today—no money. Pay \$4.10 for shoes on arrival. See how well made they are. If you don't say this is the biggest shoe bargain you can find, or if for any reason shoes are not satisfactory, return them and we will refund your money. Be sure to give size, and order by No. X16014.

Send Today!

Don't hesitate a moment. This sent-on-approval money-back offer saves you from any risk or obligation. Keep the shoes only if satisfied that they are unparalleled bargains. And send while these wonderful bargains are offered. Write today.

LEONARD-MORTON & CO.
Dept. X1608 Chicago



**Order
This Shoe
by No.
X16014**

Miss K. M. O'Neil, who has been absent for several months due to severe illness which necessitated an operation, is again with us.

E. J. Hopf, better known as "Speed," spent July 4th among relatives out of town. Speed came to his desk the following Monday full of pep, nevertheless.

Sampson, somehow I can hardly wait until August 3rd, can you?

Construction Notes.

Guyline.

R. J. Hettinger, who has been inspecting wire at Great Falls, returned to Seattle, recently. He reports that Montana is very dry, both inside and out.

W. L. Hubbard has purchased a new Nash touring car and is enjoying the roads and scenery in western Washington.

C. H. MacSpadden met with a painful accident recently when his motor backfired in his face. Mac lost quite a lot of skin and a little hair, but at last reports it was all growing back again.

The Farenwalds were recent visitors in Cle Elum.

G. G. Miller, formerly inspector on electrification, was discharged from the Signal Corps on June 23d, and was in Seattle recently greeting old friends. He certainly looks fit and we were mighty glad to see him back.

Bill Madison and his crew of gardeners are at Cle Elum beautifying the scenery around the sub-station.

Electrification work is moving along rapidly these days and some parts of the work show signs of early completion. F. E. Phillips has finished stringing high line and is cleaning up along the line. Taunton sub-station is being tested out and Doris and Kittitas are nearing completion. It will not be long now before the Mallets will be replaced by electricians.

T. B. Williamson writes from his ranch in the Flatheads and discourses at length on the joys and pleasures of the simple life. One would be led to believe from reading his letter, that a rancher's daily life consists mostly of jaunts through Glacier Park, interspersed with hunting and fishing trips. Wonder when ranchers work?

Mr. and Mrs. G. S. Bahler spent the holidays in a trip to St. Regis and Butte, making a few days' stop at each place.

Weinstock is back!

Illinois Division Notes.

Mabel Johnson.

Mrs. M. Peterson, employed at the roundhouse office and master mechanic's office, is spending the week with friends in Cedar Rapids.

Miss Hazel Des Parois, chief clerk at the roundhouse office, was unable to be at her place on account of sickness. She said it was overwork, but I doubt it. Leo Connors and John Lahey, machinists at the roundhouse have returned to work after several weeks' vacation at the Springs. Hazel seems to be feeling better, now.

Chas. Isgrig, Iowa Division engineer, is attending the convention in Denver at the present time.

Henry Winkler, lead boiler maker at Savanna roundhouse, and Adolph Winkler, machinist, are spending a few days in Centralia, Illinois.

Miss Alma Groesinger, chief timekeeper in the D. M. M.'s office, spent the Fourth of July at a house party at Benton Harbor.

Iowa Division Brakeman Bernard Schunder, was given a warm welcome by his friends on his arrival in Savanna recently. Bernard was with Company D in France, and on account of illness could not return with them. He landed at Newport News, Va., May 30th, later being transferred to Ft. Sheridan, where he is at the present time. His illness is due to an abscess near the spine, and while he does not expect to be released for several months, we are looking forward to his complete recovery and hope that he may be among his friends before long. Bernard's address is as follows: Base Hospital 28, Ward 53, Ft. Sheridan.

For courteous treatment, step to window No. 13, Union Depot, Chicago—Mr. Flohr will give it to you.

Miss Teresa Powers, Chief Clerk Anjal's steno, spent July 4th in Chicago—hit all the high spots around Chicago and rambled right along, she says.

What's in a name, Mac? Fictitious Capt. Lewis I mean—shall I tell the whole story?

Miss Anna Rush, clerk in superintendent's office has been granted a month's leave of absence on account of ill health. We hope she will be O. K. and back soon for we miss her.

G. W. Wean, roadmaster, has been transferred from the Illinois Division to the S. C. & D. Division. Arthur Jung is now roadmaster of the Illinois Division.

Miss Viola Donahue, superintendent's stenographer, has returned from Belmont, Wis., where she spent her vacation. Guess she got treated pretty cool—anyway she said she nearly froze all the time she was gone and besides came home with a cold.

Mary, why so many letters from South Milwaukee? Have a heart for the mail man!

Oh! you Mr. Ryan, comment allez vous?

Beat 'em up, Beat 'em up, Chew 'em up raw—Savanna, Savanna, rah! rah! rah! That's the spirit of the Savanna-Milwaukee baseball league. The first game of the season was played Sunday, June 22nd, on the old ball grounds in the ball park south of the Tower and was largely attended. The game was between the Cracker Company team of Clinton and the Savanna Star team. The local team won by score of 3 to 0. Both teams played good ball, but the visitors were no match for the fast Savanna boys. A game with a team from Dubuque was booked for July 4th, but on account of the hard rainstorm, it had to be called off, much to the disappointment of everyone. The Savanna Star team played the fast semi-pro White Sox team of Dubuque Sunday, July 13th, and were defeated by a score of 3 to 2. It was a real ball game from start to finish. Furthermore, if you don't believe it, ask M. G. Anjal, he can tell you all about it.

Wonder how many got "stung" on the Willard-Dempsey fight in the superintendent's office? Some betting, I'll say! But Haus Jess, chief carpenter's clerk (he's the fellow), he's been all "DOLLED" up and all smiles ever since that Great Day. What are you going to do with it "MUSH"?

Some more about Sunday, June 6th, ball game. This is the Galewood man's writeup. Score: Galewood, 10; Savanna, 0. Nuff sed, the score speaks for itself. Galewood did great work and Savanna didn't get a bit. The Stars of the game, of course with the Galewood battery, but then Manager Fisher and Hank Wheat, the umpire, had all they could do to keep the game from turning into a boxing match. Just ask Fisher why he smiles!

Miss Louise Reinehr, clerk, superintendent's office, spent her vacation at the home of her parents in Tomah, Wis.

Wonder when Joe (the general superintendent's stenographer) is coming back to Savanna and play that game "The Odd Man Takes It"? There's nothing in it when you play it that way, Joe.

Miss Mabel Johnson, trainmaster's clerk, enjoyed a week's vacation at Houghton, Mich.

The Track Department advise that 10 miles of new 100-lb. steel is to be relaid on the Illinois Division and 32 track miles of ballasting to be done.

Flashovers From Deer Lodge Store Department.

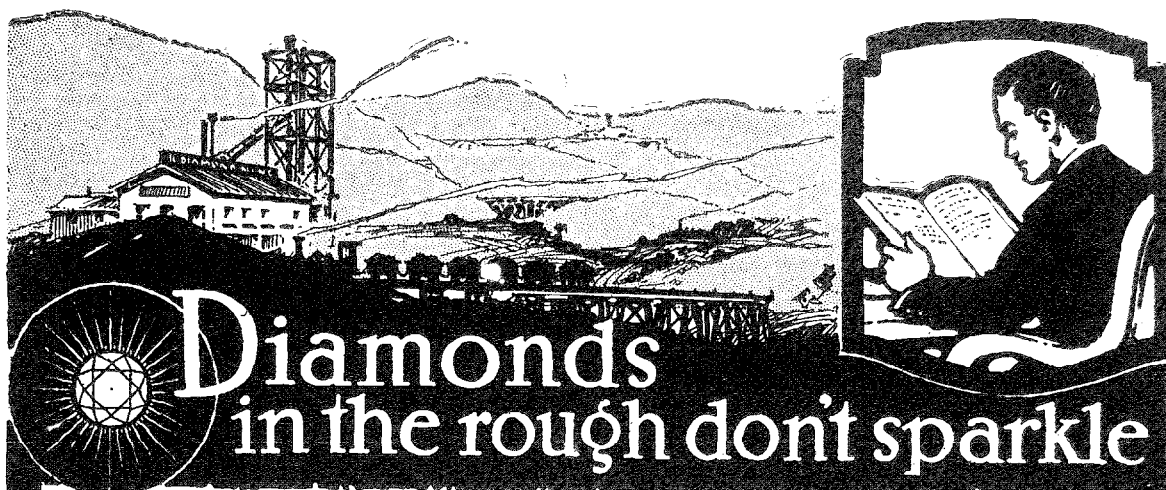
"Betz."

Deer Lodge was shown what the Milwaukee could do on the Fourth of July, as all the crafts took part in the parade, the Machinists capturing the first prize. The office girls were in a float and represented the C. M. & St. P. jazz band. We wish to extend our thanks to General Foreman Wright and Stock Clerk Farman for driving the float, and to complement them on their splendid appearance.

Did you all improve your French during the recent visit made by the Frenchmen to look over our electric motors and electrifications? They were entertained at Irvin Lake and during the speaking they said of our Superintendent J. J. Murphy, "He is a nice big man, and has all his weight on his drivers."

Electrician John A. Ward and Marguerite L. Davies of Butte were married recently. Have been patiently waiting to write this news for our Magazine. Miss Rose Lindquist of Superintendent Murphy's office and Byron H. Ward were the attendants. Only relatives and a few intimate friends were present at the services, which took place in the First Presbyterian church at Butte.

Mr. and Mrs. Ward will spend a honeymoon of several weeks on the Pacific Coast, and upon their return will make their home in Deer Lodge. No



Diamonds in the rough don't sparkle

WITHOUT training you are a diamond in the rough. You can't make the most of your natural ability. Your real value is hidden—and always will be until you cut away the rough spots and polish up with practical training. That's all you have to do to put yourself in the position where you want to be—and where you rightly belong. There is no secret to success. It is simply a question of training. What are you going to do?

Why Not Get a Better Job?

What would it mean to you if your salary was doubled tomorrow? What would \$5.00, \$10.00 or \$20.00 more a week enable you to do? It would mean a whole lot more pleasure in life—a lot more satisfaction, wouldn't it? Then why not get it? You can! It is not impossible or even a hard task. It is simply a matter of training yourself for the position and pay you want.

Only by training can you capitalize on your natural ability. If you can get what you are now earning without training, think what you could make with it. You have a lifetime of work ahead of you—so why not put in your time in congenial, profitable work? Thousands of American School Students will tell you it pays to train. Let us send you proof.

Big Future for Trained Workers

—trained men. The war-torn countries of Europe must be reconstructed and America must do its share. America must also catch up with time lost in its own industrial activities. If you want to share in the prosperous times ahead you can do it. Get busy—now—and fit yourself with practical instruction that is guaranteed to satisfy you, and, therefore, guaranteed to make you make good.

If you are untrained, take a look into the future. Now that the war is won, there is a period of reconstruction coming which will mean unparalleled opportunity for men who can think and act for themselves.

Do Yourself a Favor

Make up your mind today to fit yourself for a more congenial position and bigger pay. You can do this—easy—if you will devote a part of your spare time to study. Check and mail the Coupon for Big Free Bulletin and details of Money-Back Guarantee.



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TRAINING THE KEY TO SUCCESS

PLEASE SEND ME SOONLET AND TELL ME HOW I CAN FIT MYSELF FOR THE POSITION MARKED X

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|High School Graduate |Lawyer |
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|Elec. Light & Power Supt. |Certified Public Accountant |
|Hydroelectric Engineer |Accountant and Auditor |
|Telephone Engineer |Bookkeeper |
|Telegraph Engineer |Stenographer |
|Wireless Operator |Fire Insurance Expert |
|Architect |Sanitary Engineer |
|Building Contractor |Master Plumber |
|Civil Engineer |Heating and Vent. Engineer |
|Structural Engineer |Automobile Engineer |
|Mechanical Engineer |Automobile Repairman |
|Shop Superintendent |Airplane Mechanic |
|Steam Engineer |General Education Course |
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Name

Address

doubt, the electricians will be *on hand* when they return.

Merrill and Jack
Went up the track,
To get a bunch of fish.
Jack came back
With fish in his sack,
And Merrill came riding after.

The Store Department has been very fortunate in securing the services of Mr. Turner, who was with us about two years ago.

Oh, my! "Christy" has been resting for a week! Not only at night, but also in the day, as it is very seldom he goes to the roundhouse now for Miss Ethel Olson, roundhouse clerk, is spending her vacation in the east. Please, Ethel, come back and cheer up our little bird (Christy whistles just like one) so we can hear those melodious tunes once more.

D. C. Peck, formerly timekeeper, is now assistant division accountant, and "Jinks" Smith, formerly employed by the Store Department, is timekeeper.

Electricians Fred Valiton and Jack Steinberger spent a pleasant day fishing Sunday, June 22nd. They motored to Rock Creek and then hiked out for eight miles. Fred got a dandy mess of trout, and Jack says he got BACK.

Hugh Evans of the freight depot is wearing a broad grin. Recently a baby boy came to stay at his home.

Miss Hilda Sikila of the D. M. M. office has taken a two weeks' vacation, and is visiting her home in Canada as well as friends and relatives in Minnesota and eastern points.

M. G. Skacel, traveling accountant, has been in Deer Lodge for the past week, but he is leaving us for the coast and he didn't even take an excursion trip to one of our beautiful lakes and go fishing. Too busy, I suppose.

The Store Department office has been changed all around, and I have the pleasure of sitting across from Mary. If she can stand it, I can. But, no joking, I am glad we are so near.

Miss May Spaun, of the superintendent's office, is leaving for a two weeks' visit in Seattle on her vacation, and we all hope she enjoys it, but she should have some consideration for Claude. How lonesome he will be those two weeks.

General Foreman J. A. Wright went over to Avery on business for several days the past month. He took his fishing pole with him and his intentions were to have several "Good" fishing outings, but the very first thing he did was to break his pole and not even get the fish. We have heard everyone who has been to Avery knows how to fish.

Once again we had the pleasure of shaking hands with Mr. Cox of the General Electric Company, Schenectady, N. Y. We are always glad to see his smile.

Paul Fitzpatrick, electrician helper, and Arvid Johnson, machinist helper, have been cowboys for two weeks in Ringling, and you would think they were real ones after you saw the kodak pictures they brought back. My, but they were thrilling.

Mrs. D. C. Pack, wife of assistant division accountant, has returned after a long visit with friends in Tomah, Wis. Although she had a wonderful time, we all know she was glad to get back to our Montana climate and everything.

A delightful time and lots of good luck was reported by Mr. Sears, D. M. M. and family, on a three days' fishing trip. He was accompanied by M. R. Moody, electrical inspector, and wife, and Walt Luzzadder, electrician, and wife. They must have had good luck, because The Electrician did not even run out of gasoline, but Mr. Sears went in the ditch.

Miss Ebba Peterson has gone sight-seeing to Seattle and coast points, but as she is from the superintendent's office we don't blame her. They can't see much up there.

Electrical Foreman R. A. Nofke of Tacoma, stayed all day Sunday, July 13th, with us in Deer Lodge. Everyone is surprised to see Dick looking so fat. Did you notice it?

Dubuque Division Notes.

J. J. Reilhan.

Business is picking up on this division during the past week.

Nearly everyone has taken down the little green book and knocked the dust off, and is studying up for the examination which will soon take place on this division.

Agent J. H. Cline and wife of West Union, took a two weeks' vacation, visiting in the Twin Cities. Mr. House had charge of the station during John's absence.

The division officials ran a pickup train over the division June 24th and 25th, gathering up salvage freight, surplus material and supplies.

The depots at Bellevue, Turkey River, Guttenberg, Clayton and Harper's Ferry, have been painted, and Waukon Junction, Lansing and Reno are on the list, and the agents at those points will no doubt have their grief before these items get into print.

Chief Dispatcher "Jimmy" Beerman of Mason City, is taking his two weeks' vacation and spent part of the time with relatives and friends in Guttenberg and Dubuque.

Harry Lewis, formerly a newsie on this division and who enlisted with the Rainbow Division at the time war was declared, has returned and was given the position of night baggageman at Dubuque.

Conductor P. J. Handley invested in an automobile and is enjoying life around Dubuque between trips.

On account of a ruling of the wage board on the Sunday hours for telegraphers, the offices at Lansing, New Albin and Harper's Ferry are now closed on that day.

O. H. B. is sporting a new uniform. The argument among the men is whether it's a painter's or buttermaker's outfit.

Agent J. J. Reilhan was out for 10 days assisting Traveling Auditor J. M. Ryan on some special work. Miss Barbars had charge of Harper's Ferry station during that time.

G. W. Lowe has been appointed second trick operator at Buena Vista.

Martin Whalen's extra gang has been moved from the Preston Line to do some work in the vicinity of Kains.

Dispatcher W. O. Wright got his two weeks' vacation the first of July and is now relieving Night Chief O. A. Rampson.

Business car 200 with General Superintendent Weidenhamer and the division officials took a trip over the main and Preston lines July 11th.

Operator Ed Boeckh is taking in the sights in New York and Washington, D. C. this month. He is relieved on second trick at Lansing by Miss E. Russell.

Agent Sam Glynn at Waterville is setting 'em up since the arrival of a baby boy at his home, July 1st.

The Safety First meeting at Dubuque, June 26th, was attended by practically the entire committee. A delightful supper was served by the ladies of the Third Presbyterian church.

Miss V. Nelson, operator at Gordon's Ferry, is taking a short vacation. Anson Harrington, an old-timer on this division is doing the third trick stunt while she is away.

Conductor W. A. Cutting is taking a three weeks' vacation, and is spending his time most enjoyably with "Farmer" Dana on his farm in Montana. Charlie can show any of the old Dubuque Division boys a good time if they stop off to see him.

The brakemen on the West Union Line both got the fever and invested in automobiles. Phillie got a "Lizzie" and Scotty purchased an Overland.

A change was made on the Waukon Line, two crews now being used. Conductor Walt Wiedner was assigned to one of the runs.

Conductor R. H. Kearney has been on Billy Cutting's run while Bill is visiting in Montana.

Operator McCloskey formerly at North McGregor, and who has seen two years' service in the Army, has returned to this country, and will soon resume his old position.

Operator Forest Dohlin is taking a few weeks' rest. A new man, Mr. Wyson, has taken his place at La Crescent.

Conductor C. H. Clark has resumed work on the West Union Line, after his accident mentioned last month. He and his family took a trip to Davenport to visit relatives before he went back to work.

Conductor O. E. Dana is relieving J. D. Welsh on Nos. 4 and 33 for a few trips. O. E. C. had been on the West Union Line while Charlie Clark was laid up.

The telegraph line gang is at work rebuilding the line between Turkey River and West Union.

Louis Michel, who has served nearly a year in the U. S. Army in overseas service, has been discharged and resumed work as brakeman on this division.

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,
BARNEY OSKINS, R. F. D. No. 7



The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunates who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

I am, Yours very sincerely,
JAMES A. BRITTON.
80 Spring St., Bethlehem, Pa.

Ten Reasons Why You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no 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.,
1153 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

Scraps From the West End.

I. A. B.

Oh! Marse Gabriel! hold on while I go put on my crown, for I sure know the last trump is about to sound. The other day, without any warning, in came a man and gave me a whole sheet of scraps. They are given below, great regard being given to quotation marks. For de Lands Sake, brother, do come again, and the rest of you do likewise. Evidently someone is tired of hearing from the G. S.'s office exclusively.

We have been silent—but it has not been of the Golden. Again the G. F. D. comes on the scene for a little notoriety. It has been a long, long time since the days of Eddie Soergel, Percy Kellogg, Scotty and Loren McIntyre and their Kelly pool hobbles, but the spirit still exists.

We now have such billiard sharks as Harold Brownell and Wee Earl Hyett, and wonderful they must be—considering the noons and how they grow.

In the next war the G. F. D. will have a squad of their own. It now has five returned soldiers busy—K. L. Boetsch, H. O. Engle, G. B. Dill, A. (Angelic) Meissner and George D. (D-1) Schultz.

Miss Tate of the O. F. D. has a wonderful nursery (of baby roses). For further particulars see Angelic Adolph and Good Georgie.

Anita N. seems to like the Killarney Club. Wonder why?

E. H. McAvoy is now spending a vacation in California, Utah, and all way points. He says it's awful dry in California. Don't understand it Elmer, old boy.

Dwight Wadhams seems to have quite a bit of business with the Legal Department. He took her out twice last week.

"Solomon" Boetsch will be around again this year to predict the World's Series. He was a bum guesser last year.

H. O. E. wants his annual awfully bad. You'll have to grow taller, Oscar, my lad. Such extravagances are not given office boys.

"Cheney" Straus had an enjoyable vacation this year. He had a week's vacation—six days of which he spent in Seattle (sleeping, which is his favorite pastime) and one day in Portland. He did not see the Rose Show—as contemplated. He said the gallery seats were all taken.

Miss Gladys French is now telephone operator at the Freight House exchange. Let us in on some of the gossip you hear, Gladys.

R. F. Weeks was called south very suddenly. Says it was a funeral party—death of John Barleycorn. We heard John was in a bad way some time ago. Hope Mr. Weeks survives and comes home and hunts up our Liberty Bonds.

Operator "Bob" Robinson has bought himself another Ford, and it is reported he held up the dedication of the new University Bridge because the blamed thing wouldn't crank.

Miss Gertrude Braun of the Engineering Department has just returned from a vacation. She told me where she went and the first thing I proceeded to do was to forget it. Anyway she had a good time, which was the principal thing.

Mrs. F. J. Calkins, Mrs. Kellogg, Miss Mildred Feidler and several others started east together. Miss Feidler is still away and from all reports having one fine time.

Miss Alice Bailey has developed a passion for swimming and most any old evening can be found cutting a big splash at Luna. Perhaps she will eventually take a dip in the Sound, but we are willing to bet one dip will last a long time.

H. E. Foster arrived in our midst, looking very fit and neatly attired in an ultra-modern civilian suit. Life in France is tres bien, but there is beaucoup de travail. Anyhow he has gone back to his old job and is once more a care-free soul.

Say, Nora, you shouldn't inhale so much French all at once. The way to do that is to take it slowly and allow it to permeate your system gradually.

Suppose all the N. G.'s will have a grand time at the meeting at LaCrosse, August 3rd. I used to live in LaCrosse, so watch your step ladies. 'Tis a wicked place.

C. I. Robinson has gone A. F. E'ing and left a vacant spot in our office. Kind of bad for him to get so close to P. H. T., but the latter gentleman leaves on a vacation this very day, which may reform him.

August Schmelling, at one time employed in the vice president's office, Seattle, has just recently been made captain of the steam yacht "Aquillo," owned jointly by H. F. Alexander, president of the P. S. C., and D. C. Jackling, mining operator. Captain Schmelling has held numerous positions on different boats, at one time being quartermaster on the S. S. Minnesota, radio officer on Col. Jackling's yacht, "Cypress," and was in transport service during the war. He is at present getting the "Aquillo" ready for a voyage to Alaska.

Love! Love! Love! where are your items?

What a slam "Bill" of Spokane gives our office force. "Stayed only long enough to get acquainted with us." Just for that, Herb Moody, I'll never mention the new gray suit you had on when last you visited us.

Well, well, so my old friend, B. F. Crawford, formerly of the assistant general superintendent's office and the vice president's office, Seattle, has broken into the railroad game again in Ottumwa. Talking over the telephone, too. That sounds just like her. She always was good at that.

But I can't write any more just now, I've got to go down to the Peppermint Puss and get a "Goodbye France" Sundae, or maybe I'll take a "General Pershing's Advance" or even a "Marine's Favorite." Anyway, it will be one of the fourteen points they serve there. Better luck next time, and don't forget those news items.

S. M. East.

O. J. B.

It certainly has been awful hot round here this month, although at first it was so cool that the girls had to lay off their summer furs.

Cashier Hilbert finally got out his balance sheet. Says that he thinks he will like his new assistant when he gets so that he uses a desk of his own and keeps it tidy.

It is Chief Carpenter Smoot now. He has gone and got appointed with headquarters at Mitchell. Hail; there is no use wishing his luck—he will get there anyway.

Leonard Haseltine has accepted a position as concierge for the headquarters building. Goes to school, too. Shows he is a hustler.

We are informed that Mitchell is back at Wells again. Just as soon as we get a chance we have to go up and see him and get the news first hand. Oh, we're strong for Mitchell.

We are glad to announce that the One T. P. came to see us. He didn't forget the scribe of the S. M. East, his successor. He came right in and asked about all the folks and forgot nobody. Shows that with all that he had to tend to in France and the many duties that were to be done he could take time to look us up, and show that he had us all in mind through it all.

A. D. Moe, of whom we shall see a great deal now that he is one of the M. N. G., called in to see us while in Austin. He expresses himself well pleased with Madison as a location and remarks that it is not his fault that he has not got married yet. Cheer up, A. D., it is always the good young men that get married first.

O. J. Bachman has moved to Austin so that he does not have to worry about getting home to Wells for Sunday any more. Well, O. J. B., Wells' loss, you know, is Austin's gain.

Miss McShane made a trip to Minneapolis last week. That eternal shopping again, I suppose.

Miss Morse and Miss Satterloff have returned from their respective vacations and to quote Shakespeare, "the office is itself again."

Now as we write this we can hardly wait for the big doin's at LaCrosse. He promised me that I should see Nora B., I. A. B. 'n' everybody, including one T. P.

Fireman Bobbie Hunter and wife are visiting friends and on a sightseeing trip to Minneapolis.

Scott Sorenson recently returned from the U. S. Army and has been appointed cashier at Madison.

On June 3rd occurred the happy marriage of Miss Fannie Moore to Edgar A. Lester. Miss Moore was employed at ticket clerk at Madison the past year and is the daughter of Chief Dispatcher J. M. Moore. Her courteous and sincere ways of attending the work at the ticket window are often commended by Madison patrons, as well as the traveling public. The groom is traveling auditor, located at Mobridge, S. D., and they will

make their home at that point. The congratulations of the entire division are extended to this happy young couple.

Agent Aldrich of Howard station has resigned his position to seek employment elsewhere. F. F. Frost, former agent at Colman, has been appointed to fill the vacancy.

News Items of Northern Division.

Hazel E. Whitty.

Big funeral at Mayville, June 30th.

Conductor Riley of Mayville was off Sunday nursing a boil. He says it is the wild oats coming out.

Operator George Gaffney from C. M. Division relieved Operator N. N. Page at Randolph for three weeks in June, while Page visited his old stamping grounds around Greenland, Mich., up in the copper country. Page returned June 20th, and Operator Gaffney went back to Oshtosh on second.

Conductor Ed. Bannon thinks unloading ties is a snap. Maybe so, Ed., but what about the poor cusses that have to do the work?

We understand that the operator at Berlin is enjoying a vacation. We can't figure this out, as he is still on the job; but his wife is spending a few weeks in the Black Hills.

The marriage of Felix Quandt, operator at Rolling Prairie, to Miss Gertrude Clifford of that place took place at Dinsdale, Iowa, on June 26th.

Nick M. Schantz has returned to his old position as rate clerk at Hartford, and we expect business to be run under army regulations hereafter. Nick went overseas as second lieutenant and returned as captain.

Fred Thiel is kept busy these days checking the yards and holding conventions; holding conventions being his long suit.

The well-known eating house run for many years by M. J. Pluck at Horicon was closed June 15th. It will be missed greatly by all the trainmen, as they will now have to walk a distance of one-half mile to get their ham and.

Captain F. W. Sawtelle has returned from France and is now located on the Prairie Du Chien Division, with headquarters at Madison.

General Superintendent C. O. Bradshaw, accompanied by Roadmaster R. Whitty and B. H. McNanny took a trip in their special car July 8th. They tied up at Winnoconne for the night, for they say that fishing is very good there at present.

Mike Flanders, car repairman at Horicon, stood the treats on Friday, the occasion being a little daughter, born July 4th.

The operators at Horicon are in the best of spirits now, for they are established in the new office which has recently been put up for them. They now have an unobstructed view of all the trains, and will be able to see the passengers come and go, which has always been the dream of their lives.

An Economy and Efficiency Meeting was held on July 14th at Horicon. It proved to be a very successful meeting, but was not as largely attended as it should have been.

In last month's Magazine we saw quite an item about the depot at Berlin. Of course, it may

be O. K. for a branch, but not for the main line. The agent at Berlin can vouch for the fact that he was so taken with the beauty of the Ripon Depot that he missed his train and had to bunk by the wayside.

What is so rare as a day in June?

What is so dry as a day in July?

Iowa (Eastern) Division—Colmar Line.

J. T. Raymond.

Conductor E. A. Beeson is confined to his home with a broken rib, the result of being thrown against a bar of iron in a car. He was switching Saturday night in the Marion yards when the accident occurred.

LeRoy Barber, who was notified a number of weeks ago that he had been awarded the *croix de guerre*, together with a citation from the French government, has received his medal. It is a bronze maltese cross, with two crossed swords. On the one side is the profile of a woman's head and the words in French, "Republic of France." On the reverse side are the numerals "1914-1918." The medal is suspended on a green and red ribbon, with a small silver star depending from it. LeRoy is the son of Engineer and Mrs. W. R. Barber and is employed in the master mechanic's office at Marion.

C. L. Davis has been acting agent at Teeds Grove until an appointment is made.

Herbert Miller, son of Division Master Mechanic and Mrs. F. P. Miller, received his bachelor of science degree at the recent commencement exercises of the Iowa State University at Iowa City.

Miss Hannah C. Johnson and Engineer George A. Schrimper were married Wednesday, June 18th, at Marion. The bride is a graduate of Marion High School and has been a successful teacher in the Marion schools. Mr. Schrimper is a well-known and popular engineer on this division. On behalf of the Employees' Magazine we extend best wishes for a long and happy life.

Agent A. J. Gibson, Dixon, was away on leave of absence, George McLaird relieving.

Agent Frank G. Zeiser of Browns was away on ten days' vacation, R. L. Brown relieving.

George E. Madsen, agent at Teeds Grove, has resigned from service to enter into farm life. Iowa farming is surely bringing in profitable returns these days and we hope Mr. Madsen will get his share.

There are a large number of members of the Veteran Employees Association on this division and we hope they are all planning to attend the reunion at Minneapolis August 27th and 28th. Watch the August number of the Magazine for full details.

Agent F. A. Morton, Hopkinton, was away on a vacation, F. M. Snyder relieving.

Passenger Brakeman W. T. White is off duty on an extended leave of absence, Lee Mulroy relieving.

Agent J. N. Swords of Wyoming spent six weeks in Montana on a vacation trip, L. J. Young relieving.

Conductor C. H. Wescott passed away Wednesday, June 18th, at his residence in Marion after a long illness. The funeral was held Friday at 2:30 p.m., Rev. Harry G. Finney in charge. The services at the cemetery were in charge of Trojan



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Lodge, A. F. & A. M. Mr. Wescott was born in Syracuse, N. Y., November 6, 1854. His wife and five children survive him. He was one of the oldest conductors in the Milwaukee Company's service, having been with the company for forty years. He was always a faithful and efficient employee and well liked by his fellow employees, by whom he will be greatly missed. Mr. Wescott was a member of the Milwaukee Veteran Employees' Association, the O. R. C., Modern Woodmen of America, and was a thirty-second degree Mason. On behalf of the employees of the division we extend deepest sympathy to the bereaved family.

Mrs. J. T. Gallivan visited her daughter, Mrs. Stuart Rodger, at Madison, Wis., and also visited friends in Milwaukee.

Engineer and Mrs. N. R. Beall visited several days with their son, Ross, and wife at Miles, Iowa, who is superintendent of schools there.

Dispatcher Charles L. Brown and wife of Aberdeen visited with Mrs. Brown's mother at Marion several days. They were en route home from New Mexico.

Conductor Ed Templeton was away for a few days, Conductor James Pringle relieving.

Agent M. F. Emerson, Martelle, is away on a month's leave of absence, accompanied by his wife. They will visit in the mountain regions of the West, going as far as Ogden, Utah. Roy Tathwell running Martelle while Fred is absent.

Operator W. A. Storm of Monticello has resumed work after quite a long illness.

Miss Alice Doss of Perry, Iowa, and Aaron Hern were married at Phoenix, Arizona, and have taken up their residence in Marion. Mr. Hern has resumed work as train baggageman on this division, following an absence of a year or more in overseas service. We extend best wishes for prosperity and happiness.

Fred Grubeck, the veteran section foreman at Oxford Junction, was struck and killed by a west-bound train about two miles east of Oxford Junction, while trying to remove a hand-car from the track about noon July 12th. Mr. Grubeck was a genial man, respected and well liked by all who knew him. He has been a faithful employee of the

company for forty years and the news of his death was received with deep regret by all. On behalf of the employees we extend deepest sympathy to the bereaved family.

Lieutenant H. B. Deming, who has just returned from overseas and is on a two weeks' furlough from Camp Dodge, visited his wife and baby at Marion. Mrs. Deming has been residing with her parents, Superintendent and Mrs. C. H. Marshall, while her husband was in the army service.

Mrs. Albert Bragg, wife of Fireman Bragg and daughter of D. A. Newman, passed away July 12th at her residence in Marion after a long illness. We extend heartfelt sympathy to the bereaved families in their great loss.

Bert Campbell puts Atkins Yard on the map this month, but where is Idell with the roundhouse notes?

Trainmaster L. A. Turner visited several days with his mother at Waverly, Illinois.

Train Dispatches Charles D. Gallivan and wife, of Minneapolis, visited at Marion with his uncle, J. T. Gallivan and family.

Atkins Yard.

Third Trick Operator Eddie Mullaley was married June 18th to Miss Anna Timmie of Preston, Iowa. After spending a couple of weeks traveling around at Minneapolis, St. Paul, Milwaukee and other points, they returned to Marion, where they will make their future home. We all extend our congratulations and best wishes for a happy future.

Car Foreman Louie Klump got his hand too close to one of the saws in the mill and had one of his fingers cut almost off, but is getting along fine now and will not lose his finger.

Our city is on the boom now, as two new clerks have been added to the force at the roundhouse and store department and two dogs to the lunch counter near the yard office.

July 12th, at Marion, occurred the marriage of Oscar French and Miss Louise Church. They were raised in Marion. Oscar recently returned from France, where he was with the Rainbow Division. Mr. French is our ex-yard clerk, but is now work-

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ing for the store department. Miss Church has worked in the yard office as record clerk. Both of them are well known and loved by all of us. We extend our congratulations and hope the smile they have when we meet them will always be with them through the future.

General Yardmaster E. W. Crain is taking his two weeks' vacation, relieved by Wm. Ryan.

Switchman Roy Mullican and wife motored to Perry, where they spent a few days visiting relatives.

Switchman Harold Adams has asked to be off for some time. Have not learned if there is a woman in the case or not.

Jack Timson is back on the job again after being off for a few weeks resting up.

Why is it that Machinist Riley does not find it necessary to go to the store-room so much any more?

Assistant Car Foreman Charles Guzzle has returned from his trip west and resumed work.

The Atkins switchmen haven't received their back pay yet. They are getting anxious.

Several of the 13th Engineers boys are back on the job again. It sure seems good to see the boys back again instead of thinking of them so far away as in former days. They all think this country and the Milwaukee Railway good enough for them in the future.

Prairie du Chien Notes.

H. R. Mayville.

Otto Kloetzner returned to work July 10th as chief clerk to J. A. McDonald after several months' vacation in the south and west.

Mr. Kinney, acting chief clerk during Mr. Kloetzner's absence, will take a few weeks' much needed rest before returning to his duties in Chicago.

William Kline spent the Fourth and week-end in Minoqua, the guest of his parents. Rumor has it that a certain young lady has caught Bill's eye, and most of his time, off duty, is spent in her company. Bill, however, won't tell us more particulars, so we will have to wait for further developments.

Mrs. John O'Connell, stenographer and corres-

pondence clerk to Freight Agent W. J. Flagg, has resigned her position and will take a much needed rest. We are sorry to see Mrs. O'Connell leave, but trust the summer's rest will be greatly beneficial.

At a recent meeting of the local Order of Railway Clerks ten new members were accepted. Madison lodge now has an enrollment of over a hundred members and is steadily growing. Meetings are held every second and fourth Friday evenings in K. of P. Hall, East Washington avenue. All members are urged to be present at every meeting.

Mr. Quin, traveling auditor, was a Madison visitor the first week in July on official business.

N. P. Thurber, formerly superintendent of Prairie du Chien Division, was a Madison visitor recently.

Madison passenger station has taken on new appearance since arrival of the painters. A few days more will complete the job. This is the first time in several years the station has been redecorated.

Frank O'Leary, night ticket clerk at West Madison, is the proud dad to a seven and one-half pound boy, born Wednesday evening, July 9. Congratulations, Frank.

Mrs. H. R. Mayville, wife of the correspondent, has been seriously ill the past two weeks. At the present writing she is slowly improving.

We are pleased to chronicle the return of our friend, John McGilligan, fireman, Prairie du Chien, from overseas service, during the past month. "Red" is looking fine.

R. E. Sizer is in Chicago attending the school of division accounting.

Harold Gaultz, member of painter gang, had the misfortune to fall and sprain his right wrist a few weeks ago, due to ladder sliding. Although quite a serious accident, we are glad it was no worse. Harold will be ready for work again soon.

P. M. Smilie, waiter in charge of dining car Kapowsin on Nos. 33 and 14, is taking a few weeks' vacation. M. Pease is relieving during his absence.

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Clarence Simons, chef on dining car Kapowsin, was off a few days recently, having been assigned to a special run as waiter in charge of General Manager Hart's car, Wisconsin and Northern Railroad.

R. & S. W. Division. M. J. Cavey.

Dispatcher Geo. Lane has a new "Liz." Keeps him busy these days and we understand he has exhausted the office supply of 706's making out delay reports account of air and mechanical defects.

Mr. and Mrs. G. H. Pietsch were called to Winona on account of the death of Mr. Pietsch's sister-in-law.

Conductor Beuge killed the "crathur" at Beloit. H. W. Steinhoff, T. P. A., called on various offices the first of the month.

Conductor Kinney, attending the safety first meeting at Beloit, was relieved from his laborious way freight duties by Conductor Roth.

Dispatcher Lane and Operator Carter went fishing a short time ago. Anyone wishing to know more about it, ask Reumish.

Operator Furgeson is back on second trick at Elkhorn. Operator Smith is relieving L. Anderson at Corliss, and Operator Stubbs is working at Corliss in place of M. J. Flora.

Chief Clerk Chambers returned from a year and seven months' service in France on July 4th.

J. M. Hohenthauer, signal maintainer at Beloit, and wife have been to visit their son Alfred. Hohenthauer was laid up with pneumonia at the naval training station at Norfolk, Va., but is improving rapidly.

The year 1919 seems to have a bad effect on all men of giant stature. Jess Willard lost his crown and Rusty, the White Hope of Home Guard Spur, lost his untarnished record by getting left on the day patrol which stood without a stain for 14 years. Of course, John has made 100 yards in a short amount of time on different occasions, or was flagging at Racine Junction, when the day patrol got there, unbeknown to the crew until they got to the junction. Of course, age

makes a lot of difference; a man loses his reputation once in a while.

Robert B. Mace, chief clerk at Delavan, and Miss Rena Burns were married July 9th. After a short trip, they are comfortably settled. But gee! Bob, where are those two quarts you were going to bunco Uncle Sam out of?

Mr. and Mrs. G. H. Pietsch made a short visit to Delavan Lake before going to Lake Waubesa for a few days' rest.

What might have caused a serious accident was averted when Conductor F. Kennedy discovered a defective frog at the Burlington ice track.

A. C. Morrissey moved his family from Delavan and is now keeping house at Beloit.

On the Home Guard Spur.

Ice train was put in service between Racine and Burlington on July 7th, with Denny McCarty in command. Seems natural and like old times to see Denny among the Guards again.

W. J. Robinson of the Racine freight house spent the Fourth in Rochester, N. Y.

Ellis Hall, the supply shark from over the way, visited Pete Herman among the scrub pines, July 4th. Ellis reports Pete in the best of health and spirits and living high.

Charlie Case brought down a story about the Silent Swede of Elkhorn. Claims Silent stood on first base, with the ball in his hand, trying to remember what Friend Wife told him to bring home for supper, and allowed a runner to score from second base without an effort. Moral: Ball players, like genius, must ever trot alone.

Speaking of baseball—don't ever go to a game with Agent Bush. It's not safe. The left ear of the writer is still hitting on one cylinder and his yelling is to blame. He should be muzzled and chained.

"No accident week" was a perfect success on the H. G. S. Captain Pee-Wee Harrington took personal command of his forces in the field—and returned a clean slate. Corporal Rossmiller was reduced to the ranks for failing to respond to the bugle on one occasion (he heard mess call, all right) and one of our sweetest brakemen pounded

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his face on a friend's fist during a pre-dry celebration—but the Captain declined to assume any responsibility for this, as it happened while on furlough.

Superintendent Morrison and Chief Pietsch paid us a visit July 8th. Meant to ask G. H. P. to take "Speck" Morrissey off the day job, account hurting our feelings, and forgot it.

Reports from Conductor Grisinger are not encouraging, but we all hope to see Dave back on the job again soon.

Fourth of July business was handled under great difficulties. Unable to get equipment, and standing room was at a premium on all the trains. Old Settlers' picnic at Union Grove was largely attended and all lake resorts were filled.

Operator Ed Crissey and wife visited friends in Ludington, La., the first of the month. Upon their return they will be examined by Dr. Nett and we will then advise the form of insanity that induces anyone to go south in July. C. E. Crissey subbed on the job.

Which will be all.

M. C. B. Jottings. "Izetta."

R. L. Witney of G. J. Bunting's office, Chicago, made several trips to Milwaukee on matters of business.

The first annual convention of the American Railroad Association, Section 3, Mechanical, held at Atlantic City, N. J., from June 18th to 25th, inclusive, was quite well attended by members of the Car Department, these being L. K. Silcox, master car builder; J. J. Hennessey, assistant master car builder, and J. E. Mehan, A. M. C. B.; also C. G. Juneau, general superintendent of the freight car department. (Mention of Mr. Juneau's attendance will undoubtedly be noted in the general shop items written by Mr. Griggs.) Quite an honor was bestowed upon J. J. Hennessey, assistant master car builder, in that he was elected as one of the five members composing the committee on nominations.

The Misses Edna Powell, Catherine Butler, Lillian Reiff and ye scribe visited friends and relatives at Chicago during the month.

Miss Grace Campion of the M. C. B. billing office was visiting "relatives" at Fond du Lac during the month. How does it seem to get acquainted with your new relatives, Grace?

What do we wish for mostly these hot days? Yes, we wish for ice cream and ice-cold drinks, but at 5 o'clock the most wished for thing is an elevator—like they have on 4th and 8th streets in Dubuque—to take us up the hill. Oh, those 79 or more steps are like a bad dream. We don't need any other exercise after we land on the top of the hill and then run for the first car. I wonder if Mr. Parkinson will notice reference to the Dubuque elevators.

Miss Gertrude Haas of the M. C. B. Billing Department called on relatives in Chicago during the month.

Did you all notice the great big smile that John Bremser is wearing? Well, the reason for this is that he is the proud daddy of a baby boy, born on June 30. The congratulations of the whole M. C. B. Department is extended to you. I tried to find out what the name of the baby was, but Mr. Bremser said they couldn't find a name good enough for the boy.

Vacation time is here and it is a time when everybody is glad. Miss Josephine Sweeney just came back from her vacation, she being satisfied to spend her week in Chicago. Don't blame you, Joe; Chicago is a good place to go to.

Those visiting the different summer resorts during the month were Jack Hauenstein, who went to Kilbourn, Wis., and enjoyed the scenery around The Dells; Elmer Van Roo went to Fox Lake, F. P. Brock was at Oconomowoc over the Fourth, Erwin Bertram at Silver Lake, Mae Berry at Waukesha Beach, and Edna Powell at Silver Lake. They all came back feeling glorious after their outing.

Frank Berry was visiting relatives—and a friend, too—at Menominee, Michigan.

Carl Benz is now occupying the desk opposite Chief Clerk F. P. Brock, as stenographer, doing the work formerly done by Lillian Reiff.

Welcome to our midst, "Cutie." It was quite a surprise to see your notes, and you are following in my footsteps in asking for news items. Well, I hope you get more of them than I do. Only one

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person has answered my call. Good luck to you!

We just received notice of the meeting of the correspondents at La Crosse on August 3rd, and that we will have a chance to meet "One T. P." When a person reads quite a bit about a certain party they are naturally anxious to meet that party, and I am sure those who have not already met this gentleman are as anxious as I am to meet him. Of course, we all are going to be there—with bells on, too!

Mechanical Valuation Office.

All together, everybody! Who do you think is back from France? We won't keep you in suspense—'tis no one but our old friend Harold Joseph Aloysius (Hard) Carney, and I'll tell you that the M. V. O. sure did celebrate his return in grand style with a banquet that the President himself might be pleased to attend. We had everything from soup to nuts (minus the soup and nuts—we had other music). A good time was reported by all, especially the girls, as we used paper plates. The "event" of the hour was the pie eating contest, which was a draw between Mrs. Agne, Mr. Luebke and Harry Miller. We were unable to decide the winner, as there were but 21 pies.

It looks now as though all our boys were coming back. Just got a letter from James Lindsay stating that he expected to be in the States by the middle of August. More power to you, Jimmy. What will the marines ever do without you? But then, you can't be everywhere, and you're sure welcome here. Our other marine, Charlie Pfannerstill, is rather stingy with his letters to this office. Only received "a" postal card in the last month and that said nary a word about coming home, although judging from reports floating around the shops, we think he'll be surprising us some of these days.

Miss Marie Mitchell and Mrs. Agne spent a delightful day at the Dells of Wisconsin. You didn't do any trifling, did you, girls?

Norman Stark of the chief accountant's office is now a member of the M. V. O. and he seems to like it pretty well. Why shouldn't he? This is a regular office.

The Fourth seemed to have been quite an event. Ross Hanna and Fred Mitchell reported having "some time" at Wautoma, Wis. They said that fishing was excellent. Just what kind of fishing did you boys do?

Anyone desiring to indulge in a good little tennis scrap kindly drop a line to F. E. W., care of the Mechanical Valuation Office, Milwaukee Shops. No bets higher than four bits.

Ladd Items.

Mrs. L. D. Manson.

Our chief clerk, Chas. Yearsley, is spending two weeks' vacation in Detroit, Mich., visiting his brother.

S. R. Collier, first trick operator, underwent an operation June 30 and is getting along fine. Mr. Cinotte of Sertonville is working in his place.

Joseph Sabbattini, clerk, is going to visit in Nokomis, Ill., next week.

E. C. Brasure, passenger conductor, was off duty for a week.

A big ball game next Sunday between the Roundhouse Greasy Pockets and the Rip Track Rust. A big time anticipated.

Mr. and Mrs. W. F. Freeburn of Beloit visited in Ladd a few days.

Mrs. L. Manson, clerk at the yard office, is back at the old desk after being off for a month on account of sickness.

Work is picking up. Put another crew in the ring and in a few days will have two time freight runs from Ladd to Savanna. Lotsa business.

T. P. Casey, from the general office, was in Ladd on business and made us a call at the yard office.

What is believed to be the largest crowd in the history of Ladd attended the Fourth of July celebration. The railroad men made a big showing marching in the parade. There was great surprise when a small box car, all equipped, appeared in the procession. The car was made by Car Foreman H. R. Jones and his men and they won the first prize, well deserving it.

Fireman Peter Brasser and Conductor John Grivette arrived home this week from Camp Grant, having received their honorable discharge from the Army.

Milwaukee Shops Items.

H. W. Griggs.

Six miles per hour signboards are up around the yard and grounds. Not any too well observed, especially by the homeward bound motorcycles and bath tubs.

Messrs. Brennan, Silcox, Hennessey and one or two others from the shops were at the M. C. B. convention at Atlantic City last week in June.

Wm. Durkee, recently in the drafting room here, has been transferred to H. K. Fox's office in the Railway Exchange. We noticed when there the other day that Durkee's headquarters are an improvement over his former camp in the matter of dust and smoke.

Miss Eleanor Collins took a short vacation up the line July 5th.

General Storekeeper F. J. O'Connor is moving into his new office in the southwest corner of the building, where there is better light and better arrangements all around, and giving Mr. Justman more room.

You ought to see A. N. Lucas's mammoth rose bush in front of his house. You will see it if there is room in the magazine.

Sergeant John McCarthy has just returned from France and has some thrilling experiences to tell when you can get it out of him. He had a horse shot from under him; was gassed once and in the hospital; knee injured from airplane bump; lost in no-man's land five days, just missing the foe prison camp; connecting up signal lines with 36 men, only 14 of whom returned. Sergeant McCarthy was a helper in Bennett's shop and later went firing before he went across in August, 1917. He is going to start in with this company again soon.

Eugene Aiken, brother of our assistant chemist, is also back from the Argonne and other hot spots in the firing line of the old 91st Division, and in a bunch of 500 gassed men where only 32 were saved. Mr. Aiken was a regular army man, having been six years in the service, including the Philippines.

We note that the "M. N. G.'s"—Milwaukee Road News Gatherers—are to have their postponed annual meeting at LaCrosse, August 3rd, when Major Horton will be present. We will try and "have been" there.

We lose a rattling good man. Lloyd Conant, chief clerk for Division Master Mechanic Joost, went to Dubuque June 30th as chief clerk to Asst. Supt. of Motive Power Alex Young. Ed Flood, from the roundhouse office, takes Mr. Conant's place.

Did you load up well Monday night, the 30th? Charlie Schwab is right when he says that "the law is unjust when it allows him and Morgan to stock up, and there being so many that cannot afford it," even to only \$20,000 worth, as they say many in town have done.

And Hazel went up in airplane the other day! Heavens, what next?

We gave the "Snoqualmie" a good picturizing inside and out at Western avenue the other day.

The city ordinance relative to expectorating on the sidewalks ought to be applied to our viaduct and stairway.

We met our old friend Walter Alexander the 4th. He is released from the Government service and living in the city again.

The foundry are complaining that their items did not appear in the July issue. We pinned them to the bunch, good and solid. (Written with pen and ink and no time to type.—Editor.)

Ray L. Griggs, released from the Navy, comes sailing home with a Ford sedan for "Pa and Ma." Go slow, Sonny, aye, slow. Still, we have nothing on Wm. Luebke of the Valuation Department, with his Dodge sedan. A Ford will run even with kerosene, but a Dodge has got to have strict gasoline—and don't let it run short, either. One could get home from the country with the vapor from the radiator were there a small steam engine on the car. We'll have to read up on gas.

The big storm July 14th flooded the west half of the drafting room and other parts of the office building. Luckily it only lasted about 30 minutes, and that was enough to put the water ankle deep in many parts of the yard. Dirt from the hill washed over the tracks and the concrete dam saved the ravine.

Asst. Chief Clerk Joe Koch has been up the line for a week. Got back the 14th.

Miss Catherine Hoyne had a week's outing from the 7th to the 14th.

Milwaukee Shops Foundry.*Jos. Bartlein.*

Alfred Porsow, coremaker at the foundry, got married recently. Mr. and Mrs. Porsow spent a few days at Minneapolis.

Theo. Koerner, molder at the foundry, had the misfortune of losing his wife recently. Mrs. Koerner died June 18 1919. Our sympathy, Theodore.

Joe W. Marshall, molder at the foundry, advises that he caught a 23-pound pickerel, but some one tells us that Joe has a friend at Lauderdale Lake who lives there and sometimes makes a living by hunting and fishing. Joe, don't tell us that you caught that fish. Ha! ha!

Joe Van Cura, who was laying off on account of being sick, is again back on the job. We are glad to see you back, old boy.

The molders' fishing club had their annual picnic at John Trost's cottage at Pewaukee Lake, July 4th. Near beer was the strongest on tap this year on account of the cruel law.

The End of the Steel Trail.*Bess G. Spinning.*

Once more we have the pleasure of enjoying the beauty of the "Good Old Summer Time," and all the pleasures that go with it. We were favored with beautiful weather during the "Great Western Jubilee Week," and that with the automobile races and program at the Stadium, the Fourth of July celebration proved a great success.

The picnic which was mentioned in the June issue was a great success, there being a large attendance and plenty of pep. "That-a-boy."

Kieth Williams and mother are contemplating a trip to Iowa, leaving here the first of August. They will visit friends in both Charlestown and Sanborne. We know that Kieth means well and expects to make his vacation one continual round of pleasure, but take a little tip, Kieth, and leave the widow alone.

Mr. and Mrs. Burroughs have been making frequent trips out to the country near Puyallup visiting their two sons who are spending the summer out there camping.

R. V. Bement and Mr. Hilliard have been having some exciting times out at the golf links the last two or three weeks. If you wish further information in this behalf, ask R. V. B. how he likes golf.

Mr. and Mrs. Alleman and family, Mr. and Mrs. Bush and Hulda Blotky of Seattle and friends spent the last Sunday of June picnicking at Spanaway.

The correspondent of the "End of the Steel Trail" wishes to express her sincere regrets on account of not being able to attend the annual meeting of the M. N. G. Club at North LaCrosse, Wis.

The chief sports at the present time during the delightful weather we are now enjoying are motoring, golf and tennis. Immediately after 5 p. m. some with their golf sticks, tennis rackets and others with cars to meet them at the door start on their way for their evening sport.

Miss Sophie Hanson, stenographer in Mr. Alleman's office, was recently transferred from the Export Dock No. 2.

Miss McHugh, former record clerk, is now occupying a position at the Court House and Margaret Carrotte is taking her place.

Chester McLennan has been upstairs assisting Mr. Kelley on the demurrage. Chester's smiling countenance is greatly missed in the cashier's department and will be glad to see him return back to the cash books again. Even though the trial balance does seem impossible to get at times, "Mac," your efforts are appreciated anyway.

Chas. Morton was the cheerful looser on Jess Willard and Kieth Williams seemed to be the fortunate one on account of his strong faith in Dempsey.

Dock No. 2

Mrs. Wells and the telephone at Dock No. 1 seem to have had a little trouble. However, Mrs. Wells is now able to walk around with a slight limp and attend her regular duties again. At any rate it might have been worse, so why grumble.

The Dock No. 2 employees are there. They have organized a plan involving a series of "Get Acquainted" outings. The first was a de-

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lightful picnic dinner at Point Defiance Park; the second a launch party and supper at Lakota Beach. To work in harmony it is essential that we know how to play in harmony. We intend that this shall be merely a fore-runner of the many good times throughout the summer.

By way of a suggestion to our fellow-employees, we wish to say: "Try it and watch the outcome."

Jim Hennessey and wife have recently returned from an extended visit with relatives and friends in the East. Aside from the fact that they encountered some very warm weather, they enjoyed a very delightful time.

While on his vacation the following statement was made: "Jim on a vacation? Well, they will begin to consider the dock foreman a human being before long, won't they?"

The Dock No. 2 force can endure many things, but the two pickle-eaters, "Johnny and Batek," who have developed a discriminating taste for one of the Heinz 57 Varieties, must beware of forcing us to endure the agony of seeing wholesale quantities of the green fruit disappear.

The above mentioned gentlemen have also developed new means of entertainment during the noon hour, namely, fishing in Puget Sound. The "catches" have not been enormous, but large enough, however, to encourage the two amateurs. Dad Kinney and Mr. Mason, who have also developed the fever.

We have a new Ford roadster in our midst equipped with shock absorbers "an' everything." You have some car, Paul, but remember it was not Henry's intention that it be stored in the garage for several hours with the motor running. Even if it is a Ford, all cars eat gasoline, you know.

Allow me to introduce to you Jim Kirby, the "official oiler" around the docks. He has recently acquired a new title, "caretaker of kittens." Keep up the good work, Kirby. "Oh dear, dear, dear."

Dock No. 1 Notes

Greetings, fellow readers, from far-off Dock No. 1! It has been a long, long time, I know, since you last read of our comings and goings, but there have been so many changes out our way in the last few months, and somehow the notes to the Magazine have been side-tracked. The removal of Bess Spinning, our former correspondent, to the Local Freight House was one of the first of the many changes—so that was the principal reason for our "fade out" for about six months, but with the "flu" over and peace here we hope that you may all hear from us real often.

Summer has come to Puget Sound at last, after a long rainy spring. One by one the folks on the dock are beginning to take a few days off in order to put on their annual coat of tan.

Mr. Bartels spent one whole week digging clams at Dash Point—he reports a good time and clam chowder three times a day. Am I right, B. B. B.?

Margaret Bolander had a week of rest(?) during June, which she fully enjoyed. Her time was divided between Tacoma and Seattle. Margaret says a week wasn't half enough though, so is looking forward to another rest(?) some time in August.

Mr. Waldron, loading foreman, was on the job again this morning bright and early after a little trip to Minneapolis. He says that it was too hot back there for any comfort, and that Tacoma looked mighty good to him. Rah, rah, rah, for Puget Sound weather! It is not so bad after all.

Tom Taylor, cargo clerk, left for a month's vacation about the middle of June. He intends "taking in" everything between here and Washington, D. C. We gather from the occasional cards he writes to his old friends about the dock that he has struck some typical eastern summer weather.

Dorothy Rau, our five-foot accountant, is speeding towards Cleveland, Ohio, for her vacation this week, but upon returning is to take charge of the cash book. Now, the cash book is kept upon a desk several inches higher than Dorothy ever expects to measure up to and I suggest that someone send in a requisition during her absence for a step-ladder, elevator, or balloon, or anything that will put her on an equal footing with the cash book.

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