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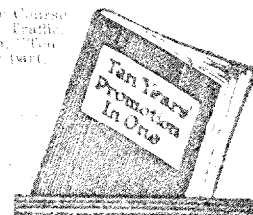
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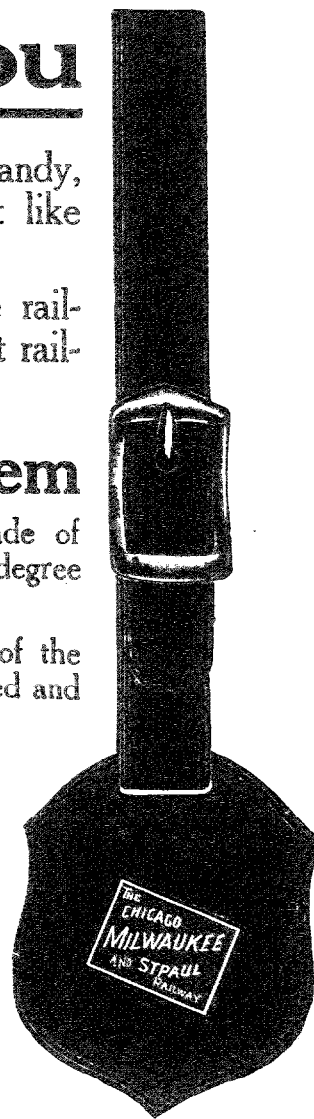
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THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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NUMBER 8

THE NO ACCIDENT DRIVE

Because self-preservation is the first law of nature, it seems queer that human nature has to be reminded every now and then to keep itself from getting killed; that certain humans have to go jazzing up and down the land to tell all the other humans to refrain from getting their legs cut off, their feet crushed or their eyes gouged out. But so it seems to be. "You gotta take a chance," is the gospel of youth, and it is so well studied, especially in the case of the railroad fraternity, that it is hard for mature manhood to separate itself from the doctrine.

That is why we have Safety First, and that is why we have initiated No Accident Drives; because men persist in taking chances. Some really believe that the nature of their calling includes chance-taking, and others just "don't think," and because they don't think, their own persons are not only endangered, but oftentimes—too often—their fellow workers are made to suffer. The No Accident Drive, starting October 18th and continuing to the end of the month, is well under way as this magazine goes to press, and because of the general enthusiasm and interest awakened by our Safety Bureau, with its energetic corps of Chairmen, Committeemen and Inspectors, the Milwaukee record should be second to none. It will be a great thing, a very great thing, if we win through to the end without a

blot on our record pages, and there seems to be no reasonable reason why that should not eventuate. Extraordinary preparations have been made by the management and by General Chairman Smullen, and extraordinary interest is being displayed by every one connected with the movement, while employes everywhere are taking hold with a good will, to put us over the top.

The plan of the campaign or "Drive" is an educational one, and according to the statement of the Regional Director, "involves an intensified effort to stop all accidents during the period between October 18th and 31st by meetings, publicity and the definite instruction of all employes and of the public generally, to the end that everyone will understand that safety is the most important consideration in the operation of railroads." It is expected that so widespread will the influence of this campaign become that "NO ACCIDENTS" will remain the slogan under which railroad men in all departments will work henceforth; and when men rid themselves of their belief that chance-taking is part of the business, it will not be necessary to hold any more "Drives" to prevent accidents. Accidents to themselves, to their fellow-workmen and to the public will be reduced to the minimum as soon as they pound that belief out of, instead of into, their heads.

The 18th Engineers, Railway

All of the personnel of D Company, 18th Engineers, Railway, was recruited from Seattle, and many of them were Milwaukee employes, who, as soon as they found that George M. Rice, for many years one of the engineer corps of this company, was in command of the 2nd Battalion, volunteered in order to serve with him, and throughout their long period in France, "Major Rice" whether he was with the regiment or on detached service, continued to look after the welfare of his "boys". Now he writes briefly of them and their work. It is almost an impossibility to make a "frilly" writer out of a civil engineer. His mind is trained to the exact science, and while in his spoken word, he is frequently ornamental, when he "takes his pen in hand" or sits down opposite a stenographer, back hops that mind into its accustomed grooves knowing only the shortest distance between two points. Being a thorough engineer, Colonel Rice writes only of the achievement as a whole, and, of course, he makes no mention of his own brilliant record, a record that won him the distinction of the French Legion d' Honneur and various citations for distinguished services. Following is what Colonel Rice has to say of the 18th Engineers and their work:

"The 18th Engineers, Railway, were first organized as the 8th Engineers, Colonel J. B. Cavanaugh being instructed by the War Department to organize a Railway Regiment for construction purposes in France. This work was accomplished and the regiment given some six weeks' training at American Lake in June and July of 1917. The regiment, at the time of its departure from American Lake, consisted of 1,325 enlisted men and 48 officers recruited from the Pacific Coast, the first battalion being raised in California, the second battalion in Washington and Oregon. The enlisted men were hand-picked from a large number of applicants, it being Colonel Cavanaugh's wish to obtain as many highly

specialized men as possible. Many men enlisted as privates, left splendid positions, paying them good salaries, and accepted in lieu thereof the base pay of \$30.00 per month plus 10 per cent for foreign service.

"About six weeks' time was devoted to intensive military training and military engineering. The course was as thorough as possible for the limited time allowed.

"The War Department orders to proceed overseas were received on the last day of July, 1917, and the troop movement began on the first day of August, the regiment being moved in three trains; the first one in command of Colonel Cavanaugh, the second, Major Williams, and the third, Major Rice. Through the courtesy of Mr. H. B. Earling and the Milwaukee Road, arrangements were made whereby the regiment detrained at Lake City, on Lake Pepin, and had two days' rest and recreation, which was much enjoyed by both officers and men, who expressed their keen appreciation for the kindly action of the Railway Company.

"The regiment arrived in Hoboken on the morning of August 9th and proceeded aboard the British ship "Saxonia," sailing just before dusk for Halifax, at which point the transport joined the regular convoy, leaving Halifax on the evening of the 12th under the protection of the converted cruiser "Calgarian," a British passenger vessel that had been turned over to the British Navy and converted for convoy purposes. From Halifax an erratic course was steered for Europe, probably due to the wireless information received by the convoying vessel. The course steered was the usual zig-zag; the general course being sometimes easterly, frequently southerly and sometimes westerly and finally northerly to a latitude said to be about 200 miles from Iceland, from which point a south by east course was held to the latitude of the north line of Spain, from which point a course was laid for Liverpool,

reaching that port on August 23rd. No submarines were sighted and no vessels lost, though floating targets dropped by preceding convoys were sighted, which tended to keep the interest thoroughly alive.

"From Liverpool we proceeded by train to Salisbury Plain and encamped at Oxley, which is a few miles from Aldershot. On August 28th the regiment embarked at Southampton, on a Thames River steamer and, after a night of suffering from sea-sickness, landed at La Havre the following morning. We were received at four o'clock in the afternoon and at eight in the evening the regiment was entrained and proceeded to Bordeaux, having been assigned the construction of the deep water terminal at that point and other engineering jobs in that vicinity. Before leaving the States request had been made of the War Department to send with the organization a complete engineering equipment; we were advised that this could not be done but that the necessary supplies and equipment would be at our destination as quickly as we were. As a matter of fact we never saw any portion of the equipment from that day to this.

"The 2nd Battalion was assigned to the construction of the Bassens Docks and Yards, situated four miles from the city of Bordeaux on the Gironde River, the First Battalion being assigned to the construction of the Talence Hospital (3,000 beds), and Beau Desert Hospital (25,000 beds), located in the outskirts of Bordeaux, and the improvements at Pauillac. The Bassens Docks were 4,400 feet long, having $5\frac{1}{2}$ meters of water at low tide and $9\frac{1}{2}$ meters at ordinary high tide. The improvement called for the construction of ten miles of dock tracks, a receiving yard of seven miles of track and a departure yard of 28 miles of track; a third track parallel to the double track of the P. & O. R. R. to St. Sulpice, at which point there were 226 miles of yard track and 5,500,000 square feet of covered storage and 12,000,000 square feet of open storage. Half way between Bassens and St. Sulpice was a munition dump covering a large area and having in all about 20 miles of track. In this dump was

later stored millions of shells of all caliber. The Bassens Docks were wood construction on piling, having four through dock tracks on the river side, three depressed tracks in the rear and sufficient yard tracks to make the working of the terminal handy. Fourteen thousand piling were used under the dock. Warehouses were constructed for the protection of the freight handled. When the work was begun the French estimated it would take three years to complete it. Five months after the work was actually started the vessels began to discharge, and in nine months after beginning, the work was completed. As many as 3,000 men were employed on the work, consisting of the Second Battalion, 550 civilian dock builders sent from New York, French-German prisoners, Cochin China soldiers who had refused to fight and were sent back from the front as laborer organizations, French and Spanish citizens. Non-commissioned officers were placed in charge of the civilian labor.

"The 18th Engineers were the first American troops in this portion of France, and no sooner had the organization arrived than drafts began to be made for work in other portions of France, and it was only a short time before details, companies and individuals, both officers and men, were scattered all over France. Large yards and terminals were put in at Perigueux. Nexon and Marseilles, details being stationed at numerous places, including Paris, Bayonne (which is near the Spanish border), La Conne. Toulouse, besides many other points where construction work was called for.

"About the time the Bassens Docks were completed a large improvement was authorized at Talmont, located near the mouth of the Garonne River, at which point a 6,000-foot dock was planned which would afford 40 feet of water at low tide, making it possible for the largest vessels to dock at any stage of the tide. Two hundred miles of yard tracks were planned, this included a large amount of car storage. The project was so large and the amount of work involved so great that only a comparatively small amount of progress had been made when the armistice was signed and the work stopped.

"In August, 1918, the headquarters of the 18th Engineers was moved to La Rochelle where large improvements had been planned, including electric generating plants, docks and extensive yards at Aigrefuille. The amount of track at this point I am not at this time able to give. The work coming under the 18th Engineers also included the Port of La Pullice, where the French had provided a harbor taking vessels drawing not more than 26 feet of water. In August, 1918, the writer was detached from the 18th Engineers and assigned to the staff of General Connors, and a few days after was ordered to report to General Gierhart, was immediately ordered to Rochefort as a Commanding Officer—Rochefort being a French naval base. The duties required much traveling by auto, affording a good opportunity to see a large part of France.

"It is safe to say that the 18th Regiment 'made good,' and the fact that it made good, rests primarily with the enlisted men, as unquestionably they were as fine a body of men as ever served any government. Their loyalty and faithfulness cannot be too highly commended, their main regret being that it was not possible for them to get up to the front line trenches. It so happened that only two companies of the organization went up, namely: Companies A and E, under Captains Thos. Darrow and Young. The work performed by these companies was not at the actual front but close enough to allow them to experience much of the condition of actual warfare.

"The 18th lost only 36 men from all causes, a Medical Major being killed by shell fire, two men by shrapnel and several other slightly wounded.

"In January orders were received for the calling in of all outside companies and detachments to Bordeaux. On April 16th the regiment sailed from that port on the steamer 'Texan', arriving in New York on April 28th, was assigned to Camp Mills, broken up into detachments and sent to the most convenient camps for demobilization. Only about 120 officers and men returned to Camp Lewis for discharge.

"No attempt has been made to cover any personal experience of either officers or men, of which naturally there

have been numerous instances; neither is any record made where enlisted men made very good and were promoted thru the non-commission grades and came out of the service with a commission, but there were many cases of this kind and many cases where enlisted men should have been promoted but the opportunity did not present itself.

"The enthusiasm of the men in getting into the service was only equalled by their enthusiasm in getting out.

"'Nuff is nuff'. Here endeth the unvarnished tale of a good regiment."

"Yours truly,

"GEO. M. RICE."

Supplementary to Colonel Rice's narrative of the 18th, are some sidelights on their work, taken from an article published in the Engineering News-Record during the war. Here is a word picture of the Bassens Docks and buildings, when the main portion of the work was about completed. "A solid background of spars, rigging, and wierdly camouflaged hulls, motionless at their moorings; and a foreground, kaleidoscopic in its variety. Booms are swinging crates from ships' holds, engines are spotting cars along the quai, negro stvedores are trucking loads into classification sheds. Motor trucks are carting to and fro over the broad timber flooring and labor gangs are grading and laying railroad track back of the classification sheds. Things are moving down at the American docks in France. But what of the men who set the stage for this spectacle. They are largely the personnel of the Second Battalion of a Pacific Coast regiment. Its commanding officer is the chief engineer of Base Section No. — (Bassens) and in addition to the dock and railway yard construction, he is responsible for a score of other big projects."

To one familiar with the army transport problem in France, the fact that the American Docks at Bassens were built and in operation was big news. Lacking peace-time facilities for handling large-scale jobs, those engineers of the 18th, succeeded in making their remarkable progress without them by means of hand labor.

The regiment arrived in France the 1st of September, 1917, and on October

1st, one month thereafter, it received its first shipment of piles and lumber from the States. There were few tools, and no cant hooks or peaveys with which to handle the lumber. But a batch of French axes and shovels was bought and with them the men went to work to build pile-drivers, derricks, saw-mills and planers, out of whatever material they could find. In the sheds, it was no uncommon experience, for instance, for the men to build up four-inch timbers from one-inch stuff, and these were framed by a homemade sawmill operated by a boiler obtained from Spain. They succeeded in getting a circular saw from the States, but had to construct for themselves, wooden pulleys and mount these on a shafting, locally. Most of the framing of the timber for the classifications sheds was done on this makeshift sawmill. For the railway yard excavation two 60-ton steam shovels were obtained from Spain, whence also came the railroad ties, while French track and piping was used. In all, the 18th built two floating pile drivers, five skid and two roller piledrivers and eight skid derricks for handling lumber.

Most of their jobs being a matter of quantity production, they were handled in "waves"—that is by gangs trained in a single specialty. The work was segregated in major operations, with crews passing in succession over each part. The first dug the post holes, the next set the foundation posts, followed successively by gangs sawing off the posts at the correct elevations, erecting the timber frames, sheathing the sides and finally, one applying the roofing material.

The writer in Engineering News-Record had a bit of human interest to relate of the commander of the 2nd Battalion—then Major (later Lt. Colonel) Rice. That he has a large bump of adaptivity, was demonstrated on more than one occasion. One in particular: after he has been shown as the master mind on construction, the commander of a battalion of soldiers and the "daddy" of his Seattle boys; he appears in a persuasive role, with an irate French chatelaine whose ancestral home is about to be confiscated so that the bit

of ground it occupied could be turned to the uses of the A. E. F. Madame stormed, the Major was calm; Madame wept, the Major was sympathetic; Madame finally capitulated and was all smiles, the Major was serene and Madame departed with a snug order on the War Department's exchequer, then the little home was swept away to meet the needs of la guerre.

Such, briefly, was a part of the life of the 18th Engineers during their long service abroad. All of the Milwaukee contingent in D Company of that celebrated regiment, found their jobs open to them when they returned. Some, however, went to other employment, but a majority are back on the railroad; and as Colonel Rice puts it, enthusiastic because of having "put over" such a good job, and enthusiastic because the job is done.

Everything in this country, including men, mules and munitions, had a flange wheel experience during the last year. We won because we got together in a hurry, and the railroads did the getting together.

Service is their middle name.

LOST JOY.

Somewhere in the world is the joy that
I lost,
While sailing in ships that were ever
storm-tossed;
When the breakers' roar seemed a
pleasing refrain,
And the beacons illumined the waters
in vain.

I followed the minions of Pleasure, who
strew
Every pathway with flowers of delicate
hue;
That gave out a subtle and wondrous
perfume,
Leading me blindly to the satellite's
doom.

I was led by false gods and permitted
the sway
Of rulers who drove the real happiness
away;
Pain-racked and weary I am paying the
cost
While somewhere in the world is the
joy that I lost.

--Daniel W. Delaney.

History of the Richland Center Line

R. E. Sizer

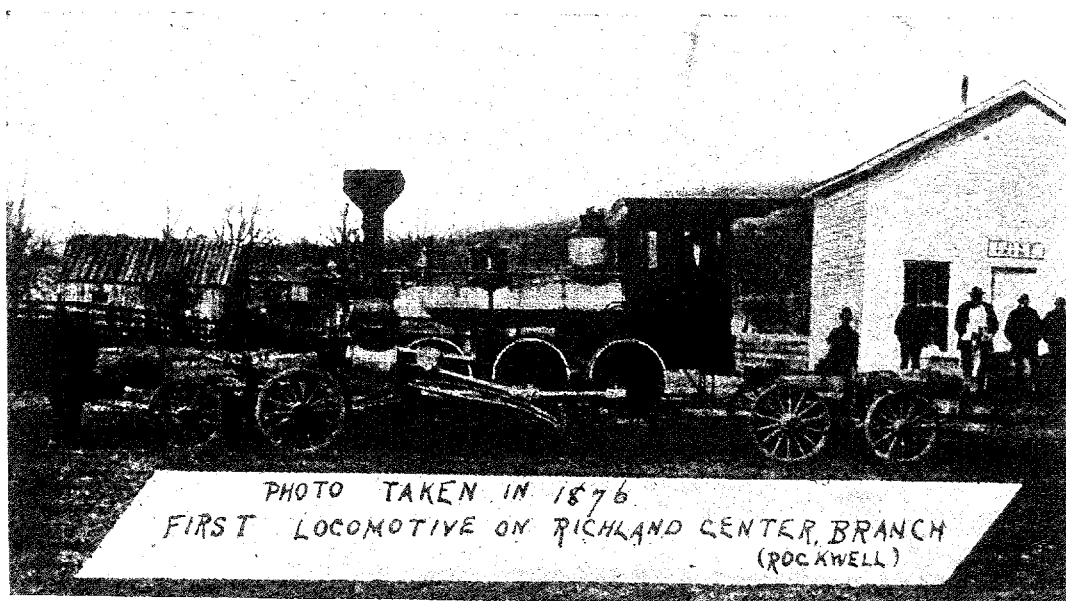
I am taking this opportunity of writing a brief history of the Richland Center Line for the readers of the Employee's Magazine, together with a photo that was presented me by one of the old citizens of Richland Center, Mr. D. G. James. The history of the Richland Center Line between Lone Rock and Richland Center, a distance of 15.5 miles, is as follows, and gives an idea under what hardships and difficulties this line was built:

The citizens of Richland Center organized a committee and decided to build a railroad from Richland Center to Lone Rock to connect with the main line of the C., M. & St. P. R. R. between Madison and North McGregor. During the summer of 1875 the town of Richland Center was bonded for \$19,000.00 and subscriptions and donations received amount-

have time in order to meet the payments.

They succeeded in getting the grading done by working all winter placing timbers for bridges, etc., and on the 30th of June, 1876, the first train was run from Richland Center to Lone Rock. The iron rails which were purchased from the abandoned mine in Pennsylvania were used for the curves and on one grade about 80 rods long, just west of Gotham Station. The rest of the track consisted of wooden rails, 4x5 inches, sawed from hard maple, set edgewise.

The tires on the locomotive were flat instead of concave. Every third tie had a gain cut in to fit the rails and were made tight with wooden wedges and wedged together with 4x7½ bolts, two bolts at each joint.



ed to \$70,000.00. When this money was pledged grading of the road began, which was about October 15th, 1875. The original line consisted of three foot gauge. George Kroskoup was president of the road, and N. L. James, who passed away about six months ago, was vice-president. D. G. James, who was good enough to present us with the photo, was contractor.

The president and vice-president went to Pittsburgh, Pa., and contracted for a locomotive and thirteen flat cars. One of the flat cars was made into a caboose. The locomotive and cars were hauled from Lone Rock to Richland Center by teams so the work could be started at that end of the line.

One mile of second hand rail was purchased from an abandoned mine in Pennsylvania and shipped to Lone Rock, where it was hauled to Richland Center by team.

As the road at that time did not have any credit, Mr. Kroskoup and Mr. James guaranteed all the papers as it was necessary to

After the road was completed, account of insufficient funds the line was operated for a period of one year by D. G. James, the contractor. A very nice little business was transacted during the summer time, but during the winter, the conditions were entirely different, and it was rather difficult to operate, for when it snowed, one of the trainmen would have to sit on the front of the locomotive and cover the rails with sand in order to operate, and then if the snow was of any great amount, they were obliged to shovel the track open before they would be able to proceed.

This road was operated by the above named company for three years, during which time the business consisted principally of hauling timbers and ties for the St. Paul Railroad. It was sold to the C., M. & St. P. R. R. Company about 1879. S. J. Collins was superintendent of the Prairie du Chien Division at the time it was purchased from the company at Richland Center and had his headquarters

at Mazomanie. After the C., M. & St. P. R. R. Company operated the road for about three months it was decided to rebuild the road and lay steel rail. This was accomplished in one day. Since this time it is claimed that this line has been operated very successfully and satisfactorily to the residents of Richland Center.

Life's Journey.

As we speed out of youth's sunny station,
The track seems to shine in the light,
But it suddenly shoots over chasms
Or sinks into tunnels of night,
And the hearts that were brave in the morning
Are filled with repining and fears
As they pause at the City of Sorrow,
Or pass through the Valley of Tears.

But the road of this perilous journey
The hand of the Master has made;
With all of its discomforts and dangers
We need not be sad or afraid.
Paths leading from light into darkness,
Ways plunging from gloom to despair,
Wind out through the tunnels of midnight
To fields that are blooming and fair.

Though the rocks and the shadows surround
us,
Though we catch not one gleam of the day,
Above us fair cities are laughing
And dipping white feet in some bay,
And always, eternal, forever,
Down over the hills in the West,
The last final end of our journey,
There lies the great station of Rest.

'Tis the Grand Central Point of all railways,
All roads unite here when they end;
'Tis the final resort of all tourists,
All rival lines meet here and blend.
All tickets, all mile-books, all passes,
On whatever road or division,
If stolen or begged for or bought,
Will bring you at last to this spot.

If you pause at the City of Trouble,
Or wait in the Valley of Tears,
Be patient, the train will move onward,
And rush down the track of the years.
Whatever the place is you seek for,
Whatever your game or your quest,
You shall come at last with rejoicing,
To the beautiful City of Rest.

You shall store all your baggage of worries,
You shall feel perfect peace in this realm,
You shall sail with old friends on fair waters,
With joy and delight at the helm.
You shall wander in cool, fragrant gardens
With those who have loved you the best,
And the hopes that were lost in life's journey
You shall find in the City of Rest.

—Selected.

STRIKES AND RUMORS OF STRIKES.

Fellow Workman,

Let's have a general strike.

First we'll call out all the railroad crafts of all sorts, then the factories, suspend industry. That's the thing. No steel, no lumber, no building, no shoes, no clothes. Stop it all, we want action.

Call out the bus-drivers, taxi-drivers, teamsters, stop all the wheels, spike 'em, stop the manufacture of every vehicle, including wheel-harrows, roller-skates and baby-carriages.

Close up the offices, let the General Manager's International get busy.

Also the Office Boys' Union, and the Sweet Sisterhood of Stenographers. Then get after the building trades, after that the retail merchants, line 'em all up.

Then the professions, lawyers, doctors, clergymen, teachers, yeggmen, burglars, every artist of every type, actors, would-be actors, and bad actors, musicians, painters of all sorts, sign, portrait, and nose. Let even the lounge lizard no longer liz.

Government officials, state officers, policemen, firemen, army and navy—shut up the whole she-bang. If Mexicans and Canadians take advantage of the situation they are scabs, and not worthy of consideration.

All together now, everybody strike. Let President Wilson refuse to Wilso until Borah gives three rousing cheers for the League of Nations. Let the Kindergarten class refuse longer to play "Tripping Lightly As We Go" until at least three gundrops are assured at recess.

One, two, three, now everybody strike, strike till the last raw dough expires. Strike while the temper's hot. To hell with everything. The strike's the thing. There's solidarity for you.

Hang it all, newspapers on strike, too. Nobody to report and print the speeches.

Hang it all, nobody to strike against. Everybody striking.

HANG IT ALL—WONDER IF WE CAN GET THE OLD JOB BACK.



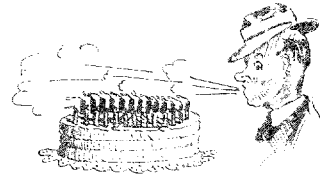
Mervin and Stanley, Sons of Coast Division Conductor Isaac S. Johnson, Tacoma, Wash.



Milwaukee and O. W. Employees at Tacoma on Picnic



WE ALL WENT IN THE A.M.



"SY GOT A BIRTHDAY CAKE AND



THERE WAS A PRIZE
WALTZ-- AND



THEN THE MOON CAME
UP----- AND



THEN WENT HOME AT
NIGHT

The Story of the Day

National Railroad Accident Prevention Drive.

Ye Railroad Gossip.
Apologies to K. C. B.

I CAN'T understand.
 WHY IT should be.
 NECESSARY TO plead.
 WITH A man who has.
 ABILITY AND sense.
 WHO PROVIDES for.
 LOVED ONES at home.
 OR IF he has no home.
 THERE MAY be a girl.
 WHO IS planning.
 ON A HOME sometime.
 WITH THIS man.
 WHO HAS good judgment.
 IN OTHER things.
 AND ALL his actions.
 WHILE AWAY from work.
 WOULD HAVE you think.
 THAT HE is satisfied.
 WITH THIS world.
 AND THAT he likes.
 TO HAVE both hands.
 AND BOTH feet.
 THAT HE enjoys.
 TO LOOK at.
 THE BEAUTIFUL things.
 OF THIS life.
 I DON'T quite see.
 WHY IT should be.
 NECESSARY TO spend.
 A LOT of money.
 FOR SAFETY literature.
 AND A LOT of pictures.
 SHOWING HOW some poor.
 UNFORTUNATE BROTHER.
 WHO HAD a family.
 AND MET with an accident.
 AND HAS left them.
 TO PLUG along.
 AS BEST they can.
 IT WOULD seem to me.
 THAT THIS man who still.
 HAS HIS chance.
 TO USE his brain.
 AND HIS ability.
 THAT HE would not wait.
 FOR SOME one to tell him.

BUT THAT he.
 WOULD START right now.
 TO GIVE thanks to God.
 THAT HE still has a chance.
 TO MAKE himself.
 AND EVERYBODY happy.
 I THANK you.

F. H. ALLARD.

The railroads of this country are lengthened
 shadows of our greater men.

The steel ribbons lay a smooth route to
 every American resource.

Value of Time.

Charles A. Wright, Machinist, Dubuque Shops.

Few men realize the exact value of time,
 and in fact the value of time varies accord-
 ing to the necessity for speed in any par-
 ticular instance or place.

There is, however, one specific rule or law
 which will stand on the books forever. That
 law is that time in any amount or for any
 period which is wilfully or otherwise wasted
 and without accomplishing at least in part
 some progress is totally lost and gone for-
 ever and can never be replaced. You can re-
 place substance and energy, but you can never
 replace time.

Since this is the case, how does time effect
 industry and labor economically? Did you
 ever stop to think that if a piece of material,
 which represents substance of value and
 labor, is, through carelessness or mismanage-
 ment, lost or destroyed, a triple loss of time
 and a double loss of material in the replace-
 ment of that particular piece of work or ma-
 terial ensues?

We will say, for example, that a certain
 casting on a certain engine is either lost or
 destroyed. That means that the substance
 of that casting is destroyed or rendered unfit
 for use, and the investment of labor and time
 in the construction of the casting is lost for-
 ever. It then requires the replacement of
 the substance and of labor to replace the
 casting which involves the second expense
 of replacing the casting. This far we have
 a double expense of the original casting both
 in time and material. Then you must figure
 that the time consumed in making and fitting
 the casting is an investment of so many dol-
 lars according to the rate of pay and the
 amount of time consumed. This amount of
 time and labor devoted to this casting in its
 second construction, would have been used to
 construct some other piece of work, which
 brings in the triple amount of time.

It would seem to me that for labor to be
 of the most value both in the interests of
 capital and to itself, it would be vitally
 necessary to teach labor something about the
 value of time and at least the common rud-
 iments of economy. I can see no advantage
 resulting so far as my experience with labor
 is concerned, which prove that ignorance on
 the part of labor in matters of economies is
 beneficial either to capital or to labor.

To develop genuine co-operation between capital and labor, it is necessary to have a knowledge of why certain changes should be made, and how these changes could be made to save time and energy. If a factory turning out a certain class of work and employing a certain number of men all year round shows a vast difference in the amount of production in the different weeks of the year, it proves that there is something wrong with the facilities for handling the work or the management or perhaps both. Time is a valuable asset and should be taken by the forelock.

BELGIAN ROYALTY ENJOY RIDE ON THE MILWAUKEE.

The King and Queen and Crown Prince of Belgium, with their suite, their bodyguards and a cordon of Milwaukee officials passed over the Illinois and Iowa Divisions, October 7th and 8th from Franklin Park to Omaha, on their way west.

The train, consisting of ten cars, their Majesties occupying the Pullman Private Car Boston, was delivered to the Milwaukee at Franklin Park at 9:22 p. m. on the 7th, five minutes behind schedule. The special was met by General Manager J. T. Gillick with the car Walworth and Messrs. G. A. Cobb, chief traveling passenger agent; Chief Special Agent Scholl and his assistants, Benson and Leighton; Superintendent Lollis and official stenographer, Roy Dougherty. Superintendent Marshall accompanied the party from Marian to Omaha. The run to Omaha was made smoothly and without incident, arriving there at 9:55 a. m., five minutes ahead of the schedule, the train having made up the five minutes lost before it was received on our line and with five minutes to the good, ahead of that. The chief official in charge of the royal train was Wm. Nye, chief of the special service of the Department of State, and the party, beside the King and Queen and Crown Prince, consisted of 57 people, including the Government agents and servants.

At Omaha General Manager Gillick and Mr. Cobb were presented to their Majesties by Mr. Nye, received their thanks and congratulations upon the splendid service rendered. All of the Government officials also expressed themselves as very much pleased with the fine run.

After daylight on the morning of the 8th, crowds were assembled at every station along the route west of Manilla, eager to catch a glimpse if possible of the royal visitors. A large crowd also greeted them at Omaha.

A Little "Safety" Story.

Why Was He Promoted?

C. F. Nagle, Chief Electrician, W. C. F. & N. R. R.

Things had not been going well down at the railway repair shops. Inclement weather and a streak of bad luck generally had seemed to put everyone at the shops in bad humor. Engines and car equipment seemed to be failing more than usual. Truckmen, especially, could scarcely be found for the long rows of cars which were awaiting attention.

It was with a great deal of enthusiasm and hope of good news that the master mechanic on the morning of June 1st, opened the correspondence addressed to him from the railway company's local safety committee. He had heard of such an organization, but as yet no information had reached his office of the work being done. Just now he would welcome anything which would give the men at least something new to think about, be that a reprimand or commendation for him. He was more than pleased as he read that the correspondence was directed to every man in his charge—an appeal for a no-accident week from June 22nd to 29th.

As he posted the bulletin on different boards throughout the shop rooms, he cautiously observed the attitude of men as they read it. He was especially interested in the apparent impression made upon Fred Hopkins of the truck department. Fred was an apt fellow, perhaps possessed of more natural ability as a workman than the average of his fellows, but never seriously confronted with the question "am I my brothers' keeper?" Fred read the bulletin and with an apparent feeling of disgust returned to the association of his fellow workmen with the expression "some bunk!"

The master mechanic was most conscientious of his company's interest. He at once felt that there was a characteristic in Fred Hopkins' nature which must be touched in order to convert him to exerted effort on the "no-accident" movement in which he had shown apparent disinterest. He hit upon a plan. Fred was to be the representative of the truck gang to be met by the master mechanic in general shop conference for instructions on the execution of the "no-accident" plan.

There was one deviation in the general care free nature of Fred Hopkins. If personally entrusted with a responsibility, he at once threw his whole self into the work. He was given to jokes, funny stories and devilment generally when Fred was not di-



U. S. Railroad Locomotive

rectly responsible for the job in question. Entrust him, however, with the completion of the work, he at once assumed a serious and business like nature.

At the shop conference Fred received his instructions. They were somewhat different than he had expected. In his care-free way he had come to this conference expecting to carry back to his fellow workmen a formal message of warning about the "no-accident" project in which he had little confidence when he first read the proposal. Quite different! He was informed by the master mechanic that for every man hurt on that truck gang during the "no-accident" week of June 22nd to 29th, Fred Hopkins would be held responsible. His innate characteristic of responsibility did not allow him to decline the charge as unfair, but he was automatically thrown into the realm of thought. He recalled several instances of injury to the men on the truck gang, and he was reminded that many of these injuries had been directly accounted for, and many injuries had been repeated. Now that the finished job was to be "no accidents" to any of the truck gang for the week of June 22nd to 29th, and Fred responsible for the result, the usual serious nature under similar conditions possessed him. He was for the first time in his life giving the proposition of "no accidents" the fair consideration it deserved. He was placed now in position to realize that safety measures were necessary to protect just those who, like himself, had repeatedly performed a careless practice. He well knew there were other men on that truck gang who also needed to give the matter the same fair consideration he was now giving it. He now felt it his duty to make himself the agent to bring the matter before them.

The report of Fred Hopkins to the master mechanic for the week of June 22nd to 29th was "No Accidents." The records of previous years were searched and in these particular shops none had equalled it. In these shops a vacancy of general shop foreman has been taken care of since the week of June 22nd to 29th, and a "no-accident" report is assured by Fred Hopkins in the "no-accident" drive of October 18th to 31st for the entire shop force.

Linen vs. Cotton Fibre.

O'Malley.

It is a well-known fact that the great world war has used up practically all of the surplus of the world's supply of food stuffs as well as material for clothing.

It is also a fact that the agricultural districts of Europe have been so completely devastated, that it will take at least a generation of careful scientific farming to again place this territory on a productive basis. Now, while this reconstruction is in progress, who is going to supply the demands of our neighbors across the sea? There is only one answer, the good old, U. S. A.

The question may be asked: "How are we to do this?" also, "What has this to do with the headline of this article?" We will endeavor to answer both questions by a com-

parative statement of a few facts, relative to the cost of producing Flax or Linen Fibre as compared with Cotton Fibre.

1st.—Cotton requires from seven to nine months, flax requires three months.

2nd.—Cotton requires all hand labor. flax can be handled by machine labor.

3rd.—Cotton requires over twelve acres to the ton, flax less than three acres to the ton.

4th.—Cotton fibre average length less than one inch, flax over four inches.

5th.—Flax or linen fibre is 50 per cent stronger than cotton fibre, and can be used for many purposes that cotton cannot.

Cotton can only be grown in a long season territory, and takes up more than four times the acreage per ton, required for flax.

Flax can be grown in a short season territory, and takes less than one fourth the acreage necessary to produce a ton of fibre.

The acreage now devoted to cotton growing could be sown to grass and with the long summer season, and short mild winters, stock "cattle and hogs," could be raised at a minimum of expense. This would reduce the cost of living, by producing better cattle and hogs at less cost than can be done in the northern sections of the country, where housing and feeding are at a maximum; and in that way do much toward the emancipation of the south from the drudgery of hand labor, in the production of the very uncertain, and not very profitable crop of cotton.

Now for Wisconsin's interest in this industry: Fibre flax needs for its best growth a sandy loam soil, cool nights, and a moist climate. We have the three factors right here in Wisconsin.

Nine million acres of fibre flax grown in Wisconsin, will produce more than three million tons of flax linen fibre, ready for the spinner.

Compare this with the cotton crop of the south, in 1918, there was over thirty-seven million acres planted to cotton, and after a season of seven to nine months, the yield was less than three million tons of fibre.

Now for the railroad end of the proposition: With three million tons of flax fibre produced in Wisconsin, it means more business—more cars to move this business, and more extensions on branch lines. In short, the tons of flax fibre produced carry with it a content of flax seed, of stock food, of oil cake and oil.

The growing of flax has been confined mostly to the production of seed, let us get busy and grow flax for the fibre, and we will shortly see Wisconsin jump into the foremost place among the states of the union in population and in wealth, and while this is taking place the railroad will not be idle, we will see many branch lines extended and many new ones built.

Now if the above are facts, and they are, then the raising of fibre should be transferred from the south to Wisconsin, and the raising of stock should be transferred to the south, and Wisconsin should raise enough fibre to take the place of the transferred stock.

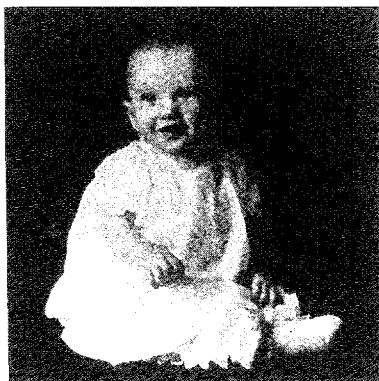
If this were done, and it should be, it would

take less than ten years' time for this state to become the center of the textile industry of the world, as the spinning and weaving mills would come here to the point of production of the fibre, and bring the workers here, where food stuff is plentiful and cheap, and avoid hauling long distances the food for the workers, and the fibre for the mills, shipping out only the finished products, viz. linen, fabrics, linen and hemp cordage, stock food and linseed oil.

If Wisconsin were to adopt this enterprise and it is the humble opinion of the writer that she will when the question is investigated, she can easily dominate the vegetable fibre industry, the stock food industry, the linseed oil industry, and the textile industry of the world, and add more than a million wage earners—workers—to her population in less than ten years' time.

There has been perfected a machine—a marvel of mechanical ingenuity—to extract (or gin) the flax fibre from the flax straw in one operation which entirely eliminates the long drawn and tedious method of hand work in extracting flax and hemp fibre. I have seen this machine in operation and know whereof I speak, when I say: There are only two questions involved. Can we grow the flax? Can the gin do the work? I know and can answer to both questions, **Yes.**

NOW THEN—ON WISCONSIN.



John Ross.

The little year-old-son of our beloved John Ross, who left us for the Great Beyond a year ago this month. If the boy is as his father was, none will ever say harm of him—for a better man, both as employee and employer, never worked for the old Milwaukee railroad, and not a day passes but someone says—"as John Ross would have done" or "as John Ross would have said." There is no greater compliment on earth than to have those left behind remember you in that way—with those kindly everyday things that, after all, mean more than monuments—and John Ross needs no monument for any of us to remember him by—the wreaths that mark his resting place are those kept green by memories of his kind deeds and cheerful smiling self.

Nora B. SHIL

Traveling men and sweet milk depend on getting to a certain place, at a certain time, and the railroads help get the cream of this country there in a hurry.

**S. O. S. Tide Flats, Tacoma, Wash.
R. R.**

A. J. Kroha is riding around in a new Buick. We simply can't see him for speed, but he hasn't a *Brown Suit* yet.

Speaking of front line trenches?... Well, from now on it'll be front line *Benchies* for A. E. F. Judging from the location of said party at a recent *musical comedy*.

N. B. Footitt was home ill, but returned feeling much better. "Too much inventory" was the cause.

Betty returned to work at noon the Monday after her vacation, and seemed almost the same, but I think she has left someone lonesome in Yakima, as she wanders back in thoughts so often.

Dorsey is out quite late, but, of course, when one waits until 9 p. m. in a brown suit, there must be "one reason" for the lateness of the hour.

To prevent "woolen blankets" from becoming broken, bent or twisted in shipping, ask the store department, who packed them in "Excelsior."

Al. Pentecost says the 13th is no longer the unlucky day, as prohibition started July 1st.

Folks haven't a thing to report on the "Oakland," but I did see P. R. H. and M. S. down at the fair Sunday, around the cider fount. That is P. R. H. was at the cider, enuff said.

A. E. J. tells me he has 10 years to have all his fun in, but the frequent trips to Portland only go to show a method in mathematics. The answer is "*One Year*".

Poor Slim! Don't blame you for the lack of pep. But cheer up, you'll get over it, some in the store department are bravely surviving. If only takes time and she is perfectly happy.

Miss Bobby hasn't been watching her steps lately and she has fallen into a Poole. Can't blame you, Bob. The army is the winner, always.

Miss Irene Campbell has gone south. Seems like California has the "lasting attractiveness" since the 91st got back.

Miss May Kellogg is riding around in a new car. "Service"? Yes, the "Navy," I've heard.

Miss Minnie Gerard returned from her vacation, spent with relatives in Yakima. Some attraction in Yakima, and F. B. Trout is worrying so much he is going to take his vacation soon and go over and find the attractions. Can't lose Betty and Minnie both at once.

Congratulations are being extended to Mr. and Mrs. Geo. T. Felzer on the arrival of an eight-pound baby girl. This lovely autumn gift arrived on October 5th, and it's no wonder G. T. F. was all smiles when he dropped in at the office today.

A play, "Old as the Hills", still modern today.

Scene 1.....American Lake

TimeSunday Afternoon

Young man on south side of lake; young lady on north side. Youthful boy hires a row boat, in "sixteen minutes" has crossed the lake and is at the side of the fair one.

Scene 2Same Place

TimeSunday Evening

Young man and lady return to south side of lake in sixteen minutes!!! But the time between the two scenes: Six hours and sixteen minutes. Why, oh why, so long, asks the leading man, J. J. P.

Mrs. Geo. C. Snyder is going east on a visit and Geo. C. says he is to be cook.

M. G. Skacel is around here with two "war marks" on his left cheek, but he says you ought to see the other fellow. M. G. has us all figuring who is the other fellow.

C. J. T. does rate with his "brown suit" "Dodge Car" and just today he showed me a most beautiful "blue steel" "Tiffany set" in an ivory case. So I done guess we'll be looking for a slight change in "affairs," as Clarence is "Dodging" around Aberdeen a wee bit lately.

W. Smith, our latest addition to the time department, has a car and of course a brown suit, so it goes without saying he is in the club of "Cole S's and Dodges".

Among the sick this month were K. R. Elmer, son, Wm. M. Eshelman and F. B. Trout, but all three are back to work feeling fine again.

Dorsey rated a Cole S in his brown suit, C. J. T., a Dodge and diamond. My, I do wish I knew a color as lucky for the girls.

THE SMALLEST OF THE SMALL.

The Story of the 21st Engineers' Light Railway.

Albert J. Link.

So much has been written and said about the various standard gauge railroad organizations of the American Expeditionary Forces serving in France that it surely would not be amiss to acquaint our readers with the fact that there were other than standard gauge outfits in the service.

At the beginning of the war it was realized that the United States had undertaken a new sort of warfare such as had been developed in trench and stationary fighting and it was realized that special railway units would be required for the operation of combat railways to handle the enormous quantity of ammunition and supplies from the standard gauge railways to the points as close to the firing lines as possible. These small railroads had been used extensively by the English, French and the Germans throughout the war so that by 1917, a net work of light railways extended parallel to the front, almost from one end to the other.

The gauge of the roads was 60 centimeters (23 $\frac{5}{8}$ -inches), the track was assembled in 5 meter lengths, the steel ties were riveted to the rails, and this sectional track could be laid very rapidly. In 5 hours, 135 men laid 14,200 feet of light railway track.

When the call was issued for volunteers for this railroad unit, conductors, brakemen, firemen, engineers, shopmen, dispatchers, mechanics and construction men from all departments of the railroad and from all the states and possessions responded; men of many years' experience.

The regiment was organized in September, 1917, and we trained in Camp Grant, sailed from Hoboken on December 26th. For almost two months after their arrival in France, elements of the regiment were stationed at Gieves, Nevers, Jonchery (Haute Marne). Beginning late in February the regiment gradually concentrated at Sorcy, Corneville and Menil La Toulin, the old Toul sector.

The construction of the light railway was started from Sorcy to Corneville to connect with the French railways from Toul and Pagny. A complete terminal and quarter-master railroad at Sorcy were included in this project.

The railway and terminal were completed in June and gradually the French lines between St. Mihiel and the Moselle river were taken over by the 21st. On August 10th the American First Army was organized and preparations began for the St. Mihiel drive. The work of hauling ammunition supplies and troops to the front became more and more important. By the first week in September, more than 400,000 troops had been concentrated in the area served by the 21st, the railroad at Sorcy alone supplying some 300,000.

When the First Army went over the top early on the morning of September 12th, the

railway construction gangs followed closely behind the infantry and began laying track to connect with the German railways at three points—one west of Mont Sec, one north of Fleury and the third north of Pont de Metz. These connections which added 150 kilometers of German lines to the railway system of the 21st were ready for heavy traffic. About September 19th, through train service was established into Thiaucourt and St. Benoit about 2 kilometers back of the new first line trenches.

On September 26th the regiment started for the Argonne moving over the recently connected German lines and arriving in Dombasle where a terminal was established, this was as far up as the 13th Engineers operated; we also established a base at Sheppy, operating from these places toward the trenches through Esnie, Bethlainville, Fwah, Cheman, Mt. Foucon.

By October 20th most of the German lines of any value had been verified and rehabilitated and by the end of October the same class of service was being rendered as that on the St. Mihiel front, the handling of rations, forage, ammunition, wounded and salvage.

On the night of October 31st the most expensive barrage of the war was laid. 19,000,000 dollars worth of artillery ammunition fired in four hours and twenty minutes, opened the way for the last drive of the World's War, and it was the fortune of the American First Army to be chosen to deliver the final, the knockout blow which ended the war.

Our construction companies followed closely behind the advancing troops from Romange; from this place work continued in two directions toward Banterville and Landres St. George, and from Fleville toward Grand Pre. In spite of the many obstacles encountered during the next ten days on the day the armistice was signed the lines into Montigny and Buzancy were completed and opened for traffic.

Of the several technical organizations that served in the A. E. F. there was none so closely connected with the men in the trenches as was the 21st Engineers. An idea of the scope of the light railway operations as a whole is obtained by the following figures made public by Major General Langfitt, Chief Engineer, A. E. F. Total tonnage handled up to Feb. 1st, 1919, 860652 of which 166202 tons were ammunition. In one week 10600 tons of ammunition were handled. In six nights we carried 23135 soldiers.

The daily net tonnage handled in October was 81000 in one week; 10700 tons of rations were handled. At the time of the armistice there were 2240 kilometers of light railway in operation of which 1140 kilometers were taken from the Germans.

Probably no greater tribute to the importance of the work done by the 21st Engineers and its attached troops could be made than that expressed by Colonel Spaulding, then Chief Engineer of the First Army when he stated that the successes of the First Army in the All American Sectors, the Toul and Argonne, were largely due to the efforts of the light railway organization.

United States Railroad Administration Washington Information

ORDERLY PROCEDURE MUST PREVAIL

Director-General Warns Altoona Strikers That Attempts at Coercion Injure Labor and Arouse Resentment of the Public.

On October 8 the mechanics at No. 3 engine-house, Altoona, Pa., on the Pennsylvania Lines East, went on strike because of the appointment, as assistant foreman, of an employee from Hollidaysburg, adjacent to Altoona, claiming that this promotion should have been bulletined and given to the senior local man. They did not present their grievance in the manner authorized nor wait for adjudication.

B. M. Jewell, acting president of the Railway Employees' Department of the American Federation of Labor, immediately wired the presidents of the various organizations affected, asking them to advise the men that the strike was illegal and that they should return to work at once. This was done, but the men refused to return.

Committees representing the men then conferred with officials of the railroad and it was agreed that the men should return to work and take up their complaint in the regular manner. This information was conveyed to the men by their own representatives on these committees, but they refused to comply, and on October 10 a large percentage of the men in the other shops in Altoona and vicinity also quit work.

Later, after considering the matter dispassionately, all employees returned to work, on October 13th.

In connection with the action of the men in quitting work in this instance, Director-General Hines wrote Mr. Jewell as follows:

Washington, October 11, 1919.

My Dear Mr. Jewell:

I have learned with concern of the hasty and unauthorized strike which has taken place in the Altoona shops.

Until the contrary is clearly proved to me, I am going to believe that the rank and file of the men who have taken this action are going to give this matter their own individual consideration and exercise their own intelligent judgment in regard to it. I am, therefore, sending you this letter, thinking you may wish to transmit it to the employees for their consideration.

I have had the opportunity of addressing and meeting the employees in the railroad shops in various parts of the country, and I am impressed with the belief that they are unusually intelligent and capable of thinking for themselves.

I believe any intelligent railroad employee who is independent enough to think for himself is going to decide that railroad labor cannot accomplish its entirely just and proper objects and desires except through orderly organizations, and he will also appreciate that railroads cannot be run except in an orderly manner.

Cannot Shut Up Shop Every Other Day.

If a railroad shop is shut up every time there is a momentary disagreement between the local management and the local employees, before there is any chance to investigate the matter in an orderly manner, everybody might as well give up trying to run the railroads.

On the other hand, if every time there is such a disagreement, the management must do what the employees demand, that will also be the end of railroad operation, because every thoughtless act of this sort will stimulate other thoughtless acts and the situation will get worse and worse and become impossible.

Must Adhere to Proper Methods.

It is for these plain common sense reasons that labor organizations provide a regular method of handling their grievances, and no labor movement can, in my opinion, ever succeed on any other basis. It is for the same reasons that the

United States Railroad Administration has arranged, in co-operation with the railroad organizations, for the settlement of all these matters in a proper way and has taken the position from the outset, and must adhere to it until the end, that no grievance can be settled or considered while the employees are out on an unauthorized strike prior to the resort to the usual machinery.

Injuring the Cause of Labor.

I hope, therefore, that every employee who is concerned in this matter will fully appreciate the fact that the supposed grievance on account of which the strike has taken place cannot possibly be considered at all until the strike terminates and the men return to work. I therefore would like for every employee concerned, who is willing to think for himself, to consider whether he promotes or injures his own interest and the interest of organized labor by continuing to participate in this unauthorized strike.

There are broader aspects of this matter which I believe the employees will think about, and which I wish to mention.

One is that these unauthorized strikes are doing a great deal to injure the cause of labor. They are creating the basis for the argument, which is being urged more and more, that it is nonsense to recognize labor organizations or to try to deal with them, because the organizations will not obey their own rules, and therefore they make the orderly handling of business impossible.

I am not willing to accept this view. I believe these unauthorized strikes are due to temporary states of mind which will disappear and which will be succeeded by a due appreciation of the undoubted fact that labor organizations never can succeed and accomplish the important things which they ought to accomplish in behalf of labor until they obey their own rules. Nevertheless, every instance of this sort furnishes another argument to those who are opposed to organized labor, and every railroad employee who participates in a strike of this sort is making a weapon to be used by the enemies of labor organizations.

Alienating the Public.

Another important aspect of this matter is that railroad employees, by reason of their organization, have a very important power and they have corresponding responsibility.

When they, without just cause, prevent the usual carrying on of the railroad business, they become responsible for an injury to the general public, including laboring men and their families, and an injury which the general public is more and more prompt to resent.

At the present time the United States Railroad Administration is straining every nerve to serve the people of this country and the people of Europe by transporting the things which are needed to feed and clothe people, provide them with fuel and with everything else they are accustomed to have. Every stoppage of work of this character is an unwarranted interference with carrying on this important work. It creates a burden from which in the long run the people in general have to suffer. It results in less supplies of every sort.

The individual employee may feel that his own action in this matter is not enough to make any difference. But when he joins with a great many others, and when the joint action constitutes a serious interference with rendering the public transportation service upon which every man, woman and child in this country is dependent, and when he does this in advance of any effort to settle his grievance by reasonable and orderly processes, he does an injury to the public, and as I stated above, an injury which the public is resenting more and more, and which, therefore, is reacting injuriously more and more upon or

ganized labor, a result which I most sincerely regret.

If you think that this letter will be useful in prevailing upon these railroad employees to consider what their strike really means, that it cannot possibly help them, that it will not only be injurious to them individually but will hurt the cause of organized labor as well as constitute an injury to the general public, I shall be very glad for you to transmit the letter to them.

Sincerely yours,

Walker D. Hines.

Our "On Time" Record.

The Railroad Administration has begun the compilation of figures showing the percentage of passenger trains arriving on time in all parts of the United States.

The figures compiled during the month of August show that a high percentage arrived at their termini on time, the average for all regions being 83 per cent. Including trains leaving their initial termini late because of delay to connections, 87.3 per cent made their run in schedule time or less.

The Allegheny Region, with a total of 80,261 passenger trains operated during the month, put 70,756 through on time, or 88.1 per cent; 72,912 trains in this region, or 90.8 per cent, made their runs in schedule time or less.

The various unauthorized strikes of shopmen during the month militated against a still better showing.

In his compilation suburban trains are not included. This report covers the Class I roads under federal control.

Trains which arrived on schedule time:

Regions	Roads	Number of Trains Operated	Number on Time	Percent
Eastern	43	98,081	82,071	83.7
Allegheny	15	80,261	70,756	88.1
Pocahontas	3	3,970	2,949	74.3
Southern	33	49,683	42,224	85.0
Northwestern ...	15	25,960	19,939	76.8
Central Western. 24		42,474	32,390	76.3
Southwestern ...	23	20,289	15,855	78.1
Average	156	320,718	266,184	83.0

Trains which arrived on schedule time, or which, if late, made their runs in schedule time or less:

Regions	Roads	Number of Trains Operated	Making Sched. Time	Percent
Eastern	43	98,081	85,989	87.7
Allegheny	15	80,261	72,912	90.8
Pocahontas	3	3,970	3,073	77.4
Southern	33	49,683	44,668	89.9
Central Western. 24		42,474	35,272	83.0
Northwestern ...	15	25,960	21,064	81.1
Southwestern ...	23	20,289	16,992	83.8
Average	156	320,718	279,970	

Trains arriving at final terminal ten minutes late or less are considered on time.

When considering time of departure, delays at initial terminal chargeable to causes other than waiting for connections are considered as part of the running time. Delays at intermediate points waiting for connections are considered as part of the running time.

Handling Immense Traffic.

The railroads of the country are now doing a heavier business for the present season of the year than was ever done in the history of the railroads in normal years, and practically as heavy business as in 1918, which exceeded all previous records. They have more cars in actual service than in 1917 or 1918. While the bad order car situation was greatly embarrassed by the extensive strikes among shopmen in August, the percentage of bad order cars is now rapidly improving.

While the freight business is practically as heavy as at this time last year, the Railroad Administration in performing that business is unavoidably deprived of many exceedingly important aids which it was able to utilize last year. One of these is the zoning of coal, which last year compelled consumers to take their coal from nearby mines. Another is that last year there was much heavier loading of many important commodities than it has been possible to secure this year, the result being that more cars have to be used for the same amount of traffic.

The fact that there is still a shortage in rail transportation is due to the fact that the business

offered is far in excess of transportation facilities. This has always been true in times of heavy business in the autumn months, except last year, when the matter could be and was controlled with a view solely to war necessities.

At the same time railroad facilities have not expanded to the extent required in the public interest. Even prior to the war railroad facilities were not equal to the demands. During the war the addition of new facilities was greatly restricted by scarcity of material and labor. Since the war, it has been impossible to enter upon or carry out any extensive program for enlargement of railroad capacity because of the uncertainty as to the status of the railroads. The Railroad Administration was not provided with the money and therefore could not originate or carry out any such program. The railroad companies, in view of the uncertainty, were unwilling to provide the money.

The result is that the railroad facilities of the country are decidedly below what the traffic demands. Nevertheless, the maximum traffic is being handled, and this is being done with less shortage of transportation than manifested itself at times in the pre-war period.

Particular attention is being paid to furnishing equipment for the transportation of coal and grain. It was decided early in September that in order to meet the coal requirements of the country, it would be necessary to move a minimum of 11,000,000 tons of bituminous coal a week. For the week ended on September 27th, approximately 11,575,000 tons were transported.

Conditions have developed which have made it necessary to handle the wheat situation in an emergency way. It has been impracticable to move additional wheat to points where the elevators are full, because to do so would cause large numbers of cars to be filled with grain which could not be disposed of at destination, and this would result in practically taking such cars out of service.

As to the situation in Texas, where the wheat conditions are particularly acute, because the crop is approximately 25,000,000 bushels larger than last year and there is a scarcity of storage facilities, arrangements are being made through the grain corporation for the sending of additional cargo vessels to Galveston. Particular efforts are being made to move wheat which is on the ground and thus exposed to the weather.

Keep Well This Winter.

The committee on health and medical relief of the division of operation has compiled the following mandates for those who wish to enjoy good health during the winter months:

Ventilators in offices should be kept freely open, and, if there is heat in the building, the temperature of the quarters should not be permitted to go over 68 degrees.

At the noon hour all windows in offices should be opened and the rooms cleared of all the clerical help possible during lunch time.

Avoid crowds and congregating in groups.

Elevators should not be crowded.

Everyone coughing and sneezing should do so in handkerchiefs.

Use individual drinking cups.

Keep the hands clean by frequent washing, as they are conveyors of disease germs.

Do not visit anyone suffering from influenza pneumonia or epidemic colds.

Remember that the germs of flu and pneumonia are found in the discharge from the mouth and nose of not only those so afflicted, but often in persons who seem to be healthy.

Avoid getting feet and clothing wet.

Protect others by observing these health rules just as you would have others protect you.

Fewer Women Employees.

The number of women employed on the railroads under federal control on July 1, 1919, has decreased 17.415, or 17.4 per cent, as compared with January 1st.

Because of the heavy character of the work, instructions are outstanding that women shall not be employed in depot parcel rooms, as section laborers or as truckers.

Following is a statement of the numbers engaged in various capacities:

Service—	Jan. 1	July 1	Pct. Dec.
Attendants	1,816	1,275	29.7
Bridge tenders	1	19
Car department	1,525	931	38.9
Clerical	74,744	64,602	13.6
Cleaning	5,471	4,674	14.6
Elevator operators	100	96	4.0
Messenger service	754	562	25.5
Personal service	2,863	2,404	16.0
Roundhouse work	1,290	595	53.9
Shopwork	2,854	1,085	61.9
Signal service	234	138	41.0
Station agents, etc.	1,174	1,134	3.5
Supervisors of women emp.	105	86	18.1
Yard work	37	26	29.8
Telegraph operators	2,587	1,768	31.7
Telephone operators	2,282	1,577	35.3
Train service	94	71	24.5
Warehouses and docks	722	408	43.4
Watchwomen	721	565	21.6
Other service	335	278	17.1
Total	99,709	82,294	17.4

Wants Legislation Expedited.

Dealing with the desirability of the early passage of legislation preliminary to the release of federal control of the railroads, so that definite knowledge rather than uncertainty may prevail, Director General Hines gave his views in a joint letter to Senator Cummins, chairman of the Senate committee on interstate commerce, and Congressman Esch, chairman of the House committee on interstate and foreign commerce, on October 7th. Following are excerpts therefrom:

"Pending the passage of railroad legislation uncertainty makes it impossible for the government to plan or carry forward necessary additions and betterments and to acquire essential new equipment. And such uncertainty likewise makes it impossible for the railroad companies to make such preparations.

"In order to keep abreast of the growth of business in this country, it is indispensable that the railroads should continue to spend large sums in the acquisition of new equipment, the enlargement and unification of terminals and the construction of additional and the enlargement of existing shops, enginehouses, turntables, etc., and in the carrying forward of normal programs for the revision of grades, construction of additional main tracks, longer and more numerous passing tracks, etc.

"In the year or two prior to the beginning of federal control this work was largely arrested by the difficulties of securing materials and labor and by the difficulty of securing new capital. During the year 1918 this work was largely restricted to things which could be promptly done and which would have a relation to winning the war, and also restricted by the scarcity of materials. The result was that comprehensive programs for developing the railroads were largely interrupted. During the calendar year 1919 there has been unavoidably an almost complete stoppage of all these matters because of the prospect of early termination of federal control and the resulting indisposition on the part of Congress to make appropriations large enough to provide for extensive improvement programs to be carried on with government funds under the direction of the Railroad Administration.

"Hence a vast amount of work now remains to be done which the intervention of the war has necessarily delayed and accumulated, and the result is that during the year 1920 very large capital expenditures ought to be made to make up for the interruptions inevitably due to the war, and to prepare the railroads to serve adequately the increased traffic throughout the country. This is particularly true as to equipment, as it seems to be reasonably certain that in the fall of 1920 there will be need for materially more freight cars than will be available if the corporations are not able promptly to make plans for the additional equipment which the government has been without provision to acquire.

"In order to make the necessary preparations for addition and betterments, including equipment, it is obvious that considerable time must be allowed for planning the improvements and for raising the money. Even the physical planning for the improvements cannot be successfully made until the legislation shall be determined upon,

and the improvements cannot be entered upon without knowledge as to how the money can be raised to pay for them; and the raising of the money will, of course, be dependent upon the fact and character of the legislation. Even thirty days' delay in the ability to make plans means a probably much greater delay in carrying the plans into effect, and if legislation should be so delayed as to prevent the definite making of plans until well along in the spring the probability is that the plans could not be carried out at all in time to meet the railroad traffic requirements in the latter part of the summer and fall of 1920.

"What I have said above with regard to capital expenditures of course does not affect the situation as to maintenance work on the railroads. The Federal Control Act and the contracts which the government has made with the majority of the railroad corporations imposes an obligation to return the railroads to their owners in substantially the same condition as they were in when they were taken over, and the Railroad Administration is carrying on its maintenance work on this basis.

Increase Demurrage Charges.

To study expedition of movement of freight cars both loaded and empty within terminals, in order to overcome avoidable delays and thus increase the efficiency of the freight car equipment of the country, special terminal committees have been arranged for at seventy of the principal terminals, each to be composed of local railroad representatives and a representative of the shippers.

The work on these committees is being pushed vigorously and every possible effort will be made to prevent delays to freight cars at terminals.

The Railroad Administration has received numerous complaints recently that refrigerator cars are being unduly detained at destinations and that cars loaded with lumber held for reconsignment are also being unduly held.

During the present emergency, in order to prevent undue detention of equipment, the following rules have been promulgated, after consultation with shippers:

On refrigerator cars which are not unloaded at the expiration of five days after the hour at which free time begins to run under the demurrage rules, a storage charge of \$10 per car will be assessed for each day or fractional part of a day thereafter that such car is held under load.

On cars loaded with lumber held for reconsignment a storage charge of \$10 per car will be assessed for each day or fractional part of a day that a car is held for reconsignment after forty-eight hours after the hour at which free time begins to run under the demurrage rules.

These charges will be assessed regardless of whether cars are held on railroad hold tracks or delivery tracks, including consignee's or other private sidings and will be in addition to any existing demurrage and storage charges.

Grain Movement.

In connection with the handling of the grain crop, especially of the western states, where the demands have been insistent for more cars into which to load wheat, Director General Hines states:

"My associates and I have been and are giving most earnest consideration to the transportation of wheat, but it is important to have it clearly understood that the present inability to transport the wheat is due to causes which the Railroad Administration cannot control.

"On May 20th and again on May 29th, the Railroad Administration issued notices to the public that, in view of an expected large crop of wheat and the necessity for utilizing all available railroad equipment to the fullest possible extent, the wheat crop would have to be handled under the permit system under which wheat would not be accepted for transportation until there were facilities for unloading it at destination. The permit system which is administered in connection with the United States Grain Corporation, was put into effect in accordance with the public notice on August 1st and since that time permits for the shipment of wheat have been issued only when there were facilities at destination for unloading it.

"The reason the Railroad Administration has not been supplying more cars for wheat is that the elevators are full at the proposed destinations and consequently the wheat could not be unloaded from the cars.

"It is absolutely necessary to avoid a situation where vast numbers of railroad cars would be filled with grain which could not be disposed of at destination, because this would result in practically taking the cars out of transportation service and using them for storage and depriving the public generally of cars which are badly needed for business of every sort. The Railroad Administration is prepared as an emergency measure to provide ample freight cars to take care of all wheat that can be unloaded out of the cars at destination, giving preference to wheat on the ground. The situation thus becomes one of finding elevator capacity to take care of the wheat at destination.

"My associates and I are using every endeavor to improve this situation through co-operation with the United States Grain Corporation, and that corporation is following up the matter in a most active way. It must be appreciated, however, that there are world-wide limitations upon the extent to which grain can be immediately moved out of the elevators on account of conditions in the foreign markets and conditions of ocean shipping, and it will be exceedingly difficult to overcome these limitations.

"Just as fast as elevator capacity can be provided at destination, the Railroad Administration proposes to give preference to the wheat movement and furnish the cars to move it, but it would make the situation worse and greatly injure transportation generally to tie up cars by loading them with wheat which could not be unloaded at destination."

August Financial Statement.

The operating statistics sections of the Railroad Administration has completed figures covering the financial results of operation for the month of August for all Class 1 roads in federal operation. These comprise 231,964 miles of road, or 97 per cent of the total of 240,177 miles of road federally operated.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,352,976, so that the net profit to the government was \$16,296,025 for these properties. In this connection, however, it should be observed that the August expenses do not include the increases in wages recently granted the shopmen, which are retroactive to May 1, 1919. It is estimated that these increases will amount to approximately \$4,000,000 per month.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in August, 1918, include about \$19,000,000 back pay applicable to prior months, but they do not on the other hand reflect the increases to agents, telegraphers, trackmen, clerks, engineers and trainmen, granted subsequent to August, 1918, which are included in the August, 1919, expenses.

The results for the eight months ended on August 31 were as follows:

It must be remembered that the comparison between the eight-month periods is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic respectively the middle and latter part of June, 1918.

Regarding Increased Rates.

In a recent communication to T. DeWitt Cuyler, chairman of the Association of Railway Executives, dealing with the desirability of increasing railroad rates, Director General Hines made clear his views on this matter, as follows:

"From time to time I have discussed with you and other representatives of the railroad executives the question of what, if any, increases should be made in railroad rates, and the manner in which such increases should be made.

"My view has been and is that this important matter must be handled in accordance with the two following considerations:

"First: The question of an increase in rates could not properly be considered on the exclusive basis of the unfavorable showing which the Railroad Administration was making in the early part of this year, because that showing was very largely due to an abnormally small freight business, so that the results of that period could not fairly be taken as a test for making increases in rates. Necessarily, therefore, it seemed to me that the formulation of any proposal for a general increase in rates would have to await a better opportunity for making an estimate as to what the earning capacity would be under normal conditions. I have been increasingly confirmed in this opinion by the various developments which have taken place.

"Second: It has seemed to me that the public would not be satisfied under existing conditions to have any general increase in rates put into effect without the concurrence of the Interstate Commerce Commission. The public sentiment to this effect has been manifested in many ways throughout the year and has been emphasized by the recent passage by the two houses of congress of bills providing that there shall be an opportunity to review any rates proposed by the Railroad Administration before those rates shall go into effect. It follows, therefore, that time and opportunity must be provided for public consideration by the regular rate-making authority of any rate proposals now made.

"Since the foregoing controlling factors must be respected, it is evident that it would be impossible for the government to establish any general readjustment of rates prior to January 1, 1920. It is also evident that any new basis to be established for the future should naturally be considered not from the standpoint of unified operation of all the railroads, but to a greater extent from the standpoint of the necessities of the separate railroads. A rate adjustment which might

CONDENSED INCOME ACCOUNT.

	Eight Months to Aug. 31		Inc. or Dec.	
	1919.	1918.	Amount.	Pct.
Operating revenues	\$3,238,744.231	\$3,017,761.965	†\$220,982.266	
Operating expenditures	2,763,103.717	2,457,633.745	†305,469.972	
Net operating revenues	475,640.514	560,128.220	*\$84,487.706	
Taxes, etc.	151,326.023	144,976.921	6,349.102	
Net operations included	324,314.491	415,151.299	*90,836.808	
8/12 of annual rental	594,823.808	594,823.808		
Operating losses	270,509.317	179,672.509	90,836.808	
Operating ratio		\$5.3	\$1.4	3.9

* Indicates decrease.

† Indicates increase of 7.3 per cent.

‡ Indicates increase of 12.4 per cent.

CONDENSED INCOME ACCOUNT.

	Month of August.		Inc. or Dec.	
	1919.	1918.	Amount.	Pct.
Operating revenues	\$464,550.969	\$497,689.570	*\$33,138.601	*6.7
Operating expenditures	353,416.001	354,682.438	*1,266.437	*0.4
Net operating revenues	111,134.968	143,007.132	*31,872.164	
Taxes, etc.	20,485.967	16,324.502	4,161.465	
Net operations included	90,649.001	126,672.630	*36,023.629	
Operating ratio	76.1	71.3		4.8

* Indicates decrease.

the railroads as a unit might wholly fail to protect equally or fairly the different railroads when separately operated.

"I therefore see no escape from the conclusions that, if the corporations desire to make progress at this time with this matter, they enter themselves upon a study of the problem to determine what tariffs they think ought to be proposed, with a view to filing tariffs accordingly with the appropriate public authority.

"I suggest, therefore, that you advise the railroad corporations that, if they desire to take this course, I shall be glad to place at their disposal all the information in the possession of the Railroad Administration bearing on the subject. Since most of the traffic experts who would ordinarily be relied upon by the railroad companies in a matter of this sort are now employed by the Railroad Administration, I shall be glad to provide that traffic experts so employed shall aid the railroad corporations in studying this problem and bringing it to a conclusion."

Hard Sledding for Thieves.

That it does not pay to tamper with freight in warehouses or en route, or otherwise to purloin property belonging to or in the care of the Railroad Administration, is forcefully illustrated by figures compiled from the records of the secret service and police section.

During August, 1,514 arrests were made for theft, 607 convictions being obtained, carrying with them total sentences of forty years in the penitentiary and one hundred and eleven years in jails and reformatories, besides nearly \$12,000 in fines. During the month \$149,000 worth of property was stolen, of which \$133,554 worth was recovered.

The following figures show the results of the activities of the secret service and police section in dealing with thefts for the eight months of 1919 up to September 1:

Arrests for theft.....	12,486
Employees arrested.....	4,164
Others (not employees).....	8,312
Cases pending.....	4,472
Convictions.....	7,140
Penitentiary, total years.....	2,062
Jails and reformatories, total years.....	1,687
Dismissed, parolled or suspended.....	2,046
Fines imposed.....	\$122,526.08
Approximate value of property stolen.....	904,111.84
Approximate value of property recovered.....	779,095.66

New Equipment.

Of the order for 100,000 cars placed by the Railroad Administration on May 1 1918, 78,658 had been completed up to October 11th, and all had been placed in service with the exception of 3,502, which were being lettered and numbered. New cars at the average rate of 507 per day are being placed in service.

Of the 1,930 locomotives of various types ordered by the Railroad Administration, 1,784 had been completed up to October 10th. The balance will be finished and put into service before the end of the year.

Harmony Desirable.

With reference to the national agreement between the shop crafts and the Railroad Administration, which went into effect on October 20th, Director General Hines, on October 18th, issued an open letter to all officers and employees asking that in view of the proper machinery having been developed for an amicable adjustment of possible misunderstandings, it is desired that any grievances which may arise should be handled without friction.

Following is the letter:
"To Officers and Employees:

"The national agreement signed on September 20th between myself, representing the government, and the chief executive of the shop crafts' organizations included in the railway department of the American Federation of Labor, will go into effect on October 20th. This agreement is designed to cover all questions of wages, rules and working conditions affecting such employees. It is designed to promote justice, harmony and efficiency. It provides machinery for the settlement of all disputes.

"The success of this agreement depends in a large measure upon its application, and I earnestly

urge both officers and employees to use their utmost endeavors to join in putting it in effect in a fair and impartial manner, calculated to promote justice to the government and to the employees. It is highly important that misunderstandings be avoided, but, where such misunderstandings do arise, I direct attention to the existence under the agreement of adequate means of investigation and settlement.

"Because the fall months have been year after year marked by a shortage of transportation, and because such a shortage exists now, it is particularly important that repair and inspection forces, both officers and employees, join in giving the best that is in them to their work and that attention to that work shall not be impaired by disputes.

"It is also my earnest hope that both sides will use every possible endeavor to the end that differences may be settled locally between their respective local representatives."

MR. C. M. & ST. P. AND MR. GOOD WILL.

Bernard C. Dohn.

Mr. C. M. & St. P. sat in his office pulling on a cigar, when suddenly a knock was heard, —the door opened.

"Good morning," said Mr. Good Will, "you seem exceedingly cheerful today, what's the reason for all this?"

"Indeed I am, Mr. Good Will, I have just joined a two-week drive against avoidable accidents."

"What is this drive you have joined?" inquired Mr. Good Will.

"It's the drive to prevent accidents over our great system, which if successfully planned, will prevent sorrow to many a home. If you will just step here to the window. Mr. Good Will, and look across the street. There goes that poor old man, Mr. Misery, whose wants are due to negligence in many a case. Also there is Miss Poverty, whose privations and pauperism comes from the endless expenditures originating from accidents."

Very true indeed," declared Mr. Good Will.

"Now then, Mr. Good Will, it's your very nature to be cheerful and encourage welfare, so I wish you would get co-operation from all your friends and especially Mr. Every One, who could easily eliminate the careless ways he has. Let all your efforts be to help consummate this plan to avoid accidents."

"It is a pleasure, and I will, Mr. C. M. & St. P."

"I WILL—is just the thing," answered Mr. C. M. & St. P.

Shaking hands they parted.

John Guin, helper at Bartlett, has returned to his home at Cordova and Herbert Gromer assumes duties until spring.

George Schmidel, Savanna freight office, went duck hunting recently. He didn't shoot any ducks, but he caught one alive.

Russell Eaton was off duty for a few days on account of an injury to his foot.

Miss Gladys Gilbert, clerk Savanna freight house, spent a few days with friends in Chicago recently.

Fred Worcester, who has served the company since 1874, formerly at Kingston tower, has secured a suite of rooms at Bartlett, conveniently located, and is at home to his friends day or night. He says business is good and getting better. People do business in an up to date manner. All, socially, fine; "shure" feel right at home.

Miss Mildred Tyler spent Sunday in Chicago with friends.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

What Would You Do If You Owned The CHICAGO, MILWAUKEE & ST. PAUL RAILROAD?

TO ALL EMPLOYEES:—

WOULD YOU accept freight for forwarding without personally seeing that all the articles specified on the shipping ticket were properly delivered, in good order and marked in accordance with the shipping ticket?

WOULD YOU accept for shipment packages which apparently are not strong enough to protect their contents from damage in transit under normal conditions and handling?

WOULD YOU stick a hook in carpet, oil cloth, cotton piece goods or other such articles?

WOULD YOU load freight in cars that did not have secure doors to prevent possible pilfering after seals had been applied?

WOULD YOU load machinery or other heavy freight on top of fragile packages?

WOULD YOU load freight in cars with dirty floors, or in cars with nails projecting from car floor, sides, or door posts?

WOULD YOU load sacks of sugar, flour, cement, seeds, or other goods next to freight with projecting points which are liable to tear the sacks; or next to oil, acid and the like which are likely to leak or break and contents damage such goods?

WOULD YOU use a truck to adjust glass in crates, boxes or other containers?

WOULD YOU load barrels on their sides, so that they would roll back and forth and damage other freight?

WOULD YOU load merchandise so that the first movement of the car would cause the whole pile to topple over?

WOULD YOU furnish cars with leaky roofs or doors, for loading with grain, flour, sugar, cement or other commodities liable to damage by wet?

WOULD YOU leave a shipment of butter, lard or cheese in the hot sun on the station platform?

WOULD YOU deliver shipper's "order freight" without surrender of bill of lading?

WOULD YOU let drayman or others get freight out of merchandise cars or freight houses without checking it out to them and noting the condition?

WOULD YOU deliver freight in a damaged condition without making joint inspection of contents?

WOULD YOU go home to dinner and leave the freight house open, or freight on station platform?

WOULD YOU disregard instructions with reference to ventilators, drain-plugs and icing in connection with perishable shipments handled in refrigerator cars?

If we would not do any of these things in the capacity of owner, can we as loyal employees justify doing them on the grounds that the money paid out in claims comes out of the railroad's pocket? The owner's interests are certainly identical with the interests of every employee, and the suggestions noted above are only a few that each of us should keep in mind when handling freight.

Written rules will not prevent claims, but careful attention and use of ordinary judgment will prevent many errors that result in expensive and unnecessary claim payments.

C. H. DIETRICH,
Freight Claim Agent.

Chicago, October 15, 1919.

The general committee on Claim Prevention wishes to advise that the loss and damage to freight for August, 1919, as compared to the same month in 1918, is as follows:

	1918.	1919.
Freight revenue	\$9,610,767.00	\$9,107,755.00
Loss and damage	237,311.00	228,159.00
Ratio of L&D to revenue0247	.025

During the month of September we received 14,744 new loss and damage claims amounting to \$577,308.33, as compared to September, 1918, when we received 12,752 new claims, amounting to \$373,878.28.

While the claim payments shown above indicate a sharp decrease over recent months, the record of new claims received indicate a most unsatisfactory condition. The increase in new claims is

principally on live stock and grain, the claims on miscellaneous loss and damage being about equal to the same class of claims received in September, 1918. Your committee, however, is of the opinion that on our miscellaneous loss and damage there should be a marked reduction, in view of the fact that practically all of our old employees are back from war, conditions with respect to handling miscellaneous freight are good, and there is no apparent reason why we should continue to mis-handle our freight to the extent that claims to this number are accruing each month.

Our first cold spell of the season occurred last week on a portion of the line, and we may expect cold weather at any time now over the entire system. Agents in accepting perishable freight subsequent to October 15th, should make reasonably certain that necessary facilities are available for protecting it against frost before permitting it to go forward, and division officers should give this

matter close attention in order that carload shipments may not be exposed to severe weather in case they are caught moving in box or stock car equipment.

At a grain loading station recently there were no grain boards available to cooper the car. Shipper requested agent to purchase lumber for this purpose and his request was declined, agent advising shipper to purchase it himself. This was wrong. Our tariff provides "In the event that the supply of grain boards at any station should run short, the local agent is authorized to purchase the necessary lumber until his supply of boards is replenished," and this action should be taken in each case of this kind that comes up.

To illustrate the importance of receiving stations making a careful check of freight, tendered them for transportation, the results obtained at one of our larger stations for the month of September showed that freight to the value of \$2,240.30 was found short on the dray when checked against shipper's billing ticket. In other words, if this freight had not been carefully checked by the receiving clerk we would have had claims for shortage at destination to the extent indicated above, and it is just as important for freight to be checked carefully at the smaller stations as it is at the larger ones.

Positive instructions have just been received from the regional director's office prohibiting the loading of bulk grain in automobile cars on account of the impossibility of properly securing and protecting the wide doors on the sides and ends of these cars. Agents at grain loading stations must not use this equipment for bulk grain loading.

Our claim prevention work is being materially assisted by the suggestions we are receiving from employees at local stations through the medium of our claim prevention post cards. We solicit the further use of these cards, as they represent the ideas of the men on the ground and furnish us with material to work on that we could not possibly secure otherwise.

Reports received of meetings held by the efficiency and economy committees during the past month indicate that claim prevention is receiving a great deal of consideration at the hands of these committees. I am sure that the statistics shown above demonstrate the need of further investigation and study of this subject. There certainly is nothing of more importance today than the waste of food products, wearing apparel, building material, etc., and the consequent financial loss to carriers represented by our loss and damage freight claims. We cannot carelessly and negligently destroy better than two million dollars' worth of freight per annum without having its effect reflected in the high cost of living, in which we are all so vitally interested.

Marks on Cars Unfit for Grain.

Some of the cars which are unfit for grain loading are marked in YELLOW chalk with a X (cross in a square) on the end of truck bolsters or frames.

Employees and shippers must bear in mind that cars so marked cannot be used for grain loading.

Efficiency and Economy Meeting Held Kansas City Terminal District, Coburg Yard, October 1, 1919.

ROLL CALL:

J. F. Anderson, Supt.-Chairman.
F. M. McPherson, Agent.
J. P. Stewart, G. Y. M.
J. H. Lord, R. H. F.
J. T. Clark, G. C. F.
Fred McGrath, Switchman.
Joseph Ellerkamp, Machinist.
William Renner, Carman.
John Renner, Engineer.
Leo Landon, Dist. Special Agent.
Roy Paxton, Special Officer.
E. Bowers, Section Foreman.
Albert H. Smith, Asst. Claim Clerk.

Mr. McPherson stated they had received two car jacks instead of track jacks, which they had ordered. (Mr. Anderson told him to return them and we will place another order for track jacks.)

Mr. Ellerkamp stated it was almost impossible to get material ordered. They were robbing shop engines to keep other engines going; had to run some cylinder leads in ring to keep engines

going. (Matter will be taken up with storekeeper to see if material cannot be furnished.)

Mr. Clark stated he thought we could save Terminal Company heating our coaches for us. It is costing us during winter months three firemen, besides 25 or 30 tons coal per month and \$270 per month labor. Terminal had steam pipe within 400 or 500 feet of us, and we could heat our coaches with terminal steam. (Mr. Anderson told him to get up a statement as to how many cars he heated and about how many hours and we would ask the terminal for a bid on it and see what we can do.)

Mr. Cushwa said a good many cars were loaded with imperfect doors at Liberty street, inviting pilferage. (Mr. McPherson will take up for correction.)

Mr. Landon reported receiving car of merchandise for Montgomery Ward, 9-25, loaded with shoes, which had been pilfered. Car laid in our yard over night and our yard clerk, on morning of 9-26, checked transfer to terminal, but does not show seal applied and one seal gone. (Matter taken up vigorously with yard clerk making error, to see what seal records are taken in future, and seals applied to all cars coming in without seals.)

We have record of this robbery, and it consisted of one case of 25 pair of high grade shoes. It was unloaded on the 29th and had Montgomery Ward Company seal on one side and KCT seal on the other. We are no doubt stuck for the claim, because we are unable to show seal record.

Mr. Smith stated we were not getting seal record on cars set to elevator and we had requests many times from connecting lines for that record, and we just had to tell them that we did not take record. Seals are taken by the state man, Mr. Gilmore, but they do not seem to care to look these up for us. (Mr. Anderson advised we would look into it and see if we cannot get record by having our man look it over at the State Inspection Bureau.)

Mr. Haley suggested that we have storage tank at the elevator for water in case a main broke to run their boilers, or in case of fire, as the pressure is not strong enough to furnish a sufficient supply in case of emergency. (Mr. Anderson advised that he thought that would be a good idea to put it on top of one of the cupolas.)

Mr. Stewart suggested that the special officer make a report direct to him when a seal record has been missed, so that he may take up with the yard clerk at fault immediately for correction. (Mr. Landon instructed special officer to do this.)

Railroad men are not polite—they are humanly interesting and always fair. Politeness is the piano finish—fairness wears well.

Railroad men are sober, steady, industrious, and serve a lot.

Construction Notes.

Guyline.

Wednesday, August 20th, marked the first step toward the completion of the electrification from Othello, Wash., to Seattle and Tacoma. On the above date the power was cut through from the Long Lake power station to Snoqualmie Falls. The joining of the two stations was accomplished with practically no trouble, which was remarkable considering the distance separating them.

Thursday, August 28th, marked the second step towards electrical operation, when the first electric locomotive, pulling a tower car, business car and caboose, passed over the Saddle Mountains, from Beverly to Kittitas. The return trip was made with a 1,600 ton train, the electric locomotive acting as helper in place of the regular Mallet. On the following day, electric locomotives were placed in regular service as helpers.

New type A. C. light signals are now in service between Maple Valley and Cedar Falls.

H. S. Peck has returned from France and is renewing old acquaintances along the line.

T. B. Williamson is spending a few weeks in and around Seattle.

I. A. Penhale has returned from an extensive trip east.

At Home

Nut Brown Maid.

It promises to be a brown winter. Brown broadcloths, velours and that most seductive of all stuffs, duvetyn are really wonderful. You almost feel justified in touching up your cheeks with the "roses of winter" so you can step out arrayed in brown. Not so much *tete de negre*, this year, as the nut brown shades and cinnamons. The frocks and suits and long coats of these fabrics, with fur as garniture, applied in bands, belts, collars, both large and small, and sleeve trimming are luxurious enough for the Queen of Sheba, and probably a lot more lovely than anything that titled dame ever draped about her expensive person. Then, if you have nice, red cheeks and bright eyes, just top off with a hat of brown beaver and contemplate your beauty in your mirror ere you fare forth on parade for the benefit and pleasure of the passing throng.

Of course, not all of you girls can wear brown, and if you are sallow "complected" or a Titian blonde, better stick to the good old navy or midnight blues, but as blue of any shade is not so good in the soft fabrics, content yourselves with the handsome tricotines; the snaky tricolettes, the gabardines and Poiret twills that come in the rich dark blue. Then if you want to smarten up a bit, add some red. It matters not how or how much red you annex, you will still be in the tip of the fashion. Red silk or wool embroideries on blue, red vestees, red chiffon worked in any old way will always be good and will liven up your dark blue costume wondrously.

Brick red also goes a long way in making over your old black dinner gown. You can use sparingly or in "gobs," and if you put a trifling little bordering of fur around the neck line, you will have achieved a smart and serviceable dinner or afternoon costume. But whatever else you do, beware any suggestion of white about the neck. It simply isn't done at all, and becoming or no, you must stick to the dark neck line, although it may be softened by the band of fur if—you have the price.

Notes.

Eight inches from the floor, ladies, is the accepted length of skirts, and the straight line prevails for suit skirts, although wide enough to step a little more naturally, let us hope, or we shall soon be forgetting how to walk altogether. Certainly no one could by any stretch of imagination call the tip-tilting mode of locomotion that obtained among women last summer, real walking. It was nothing but "diddling."

As forecasted earlier, hips seem to be coming into evidence, but more in the way of trimming, pockets and that like than the real thing. The shops show some very gauzy, filmy effects in tulle, chiffon and georgette

with tunics wired to stand out reminiscently of the hoopskirts of old; but it is the peg-top ensemble, rather than the barrel hoops.

Most of the hats are very small or very large, preferably the former, for street wear and the picture creations for bridesmaids and the debutante function. Classy little turbans easily put brims to rout, especially the mediumly brimmed hat. One toque made of row on row of narrow pleated, pressed velvet in a deep violet shade was quite the smartest on the avenue last week.

The Same Old H. C. L.

Are we tired of talk on the high cost of living? We are. We are. Everywhere we go, it's all we hear—the terrible cost of everything, from picture hooks to automobiles; from the baby's shoes to father's fedora. But what are we doing to curb the rising costs? Petitioning the President and telling the Director General that if he doesn't give us more money or reduce living costs, something will happen. Perhaps that's all right. I don't pretend to say, but I am going to hand you verbatim, a paragraph I cut from a newspaper not long since. It seems to cover the situation, and I ask your prayerful consideration of the truth it contains. Here it is:

The High Cost of Spending.

When, in consideration of the continuing demand for increased wages, a split banana mounted with a delicate spheroid of ice cream, surmounted by a cherry, and sprinkled with crushed nuts, sells for 30 or 40 cents, is there not something to be said on the subject of the high cost of spending?

Ten cent pop may be an aggravation, but what think you, neighbor, of the 40 cent soda fountain concoction as a necessity of life?

It may be a question as to how far the parallel of money spending and wage demanding extends. But it seems a fair question to ask: How much money are we spending needlessly? And may it be asked: Are we really in want of the necessities, or is it the luxuries and the money spent for them that leaves the hole in our resources?

An ice cream soda is not a great luxury. But the price of ice cream sodas begins to approximate the price of luxuries. Two or three years ago it was customary to pay 5 cents for a generous dip of ice cream floating in a bath of fizz water. Now the same preparation fetches 17 cents. Of course this includes 2 cents war tax; but the war tax was applied on the basis of a 10 cent drink. The dealers, not to be outdone in increasing, and perceiving with what facility the government could produce 2 cents in revenue, promptly went the government 3 cents better, adding a nickel.

Root beer, a near relative of pop, sells at from 6 to 10 cents a glass; and this in spite of advertisements which urge the people to make their own root beer at the rate of eighty glasses or thereabouts for a quarter.

But it is not alone the soda fountain which engages our attention. It is only that the soda fountain is in such an exposed position. The purchaser is able to see that his drink is made from a spoonful of sirup and a glassful of water; perhaps a little ice cream; mayhap a cherry. "To give it class," the price ranges from 17 cents to 40 cents.

Are we doing anything to make a better bargain or are we simply accepting the blind dictum that

"prices have gone up" and therefore we must pay whatever is demanded? Is it possible that pop and ice cream would stay up in the air very long if we took a turn at the water faucet for a spell? And if we did patronize the faucet would or lives be less pleasurable? Would we suffer as from lack of an absolute essential?

Suppose we try to get into the mood of essentialism; determine to cut down the luxuries, or rather, the nonessentials. Does it not seem probable that we might cultivate a better use of the things that we really need?

Be heedful of the old maxim: Let your expenditure be regulated according to your necessities, not according to your desires.

A Brown Sugar Symposium.

The sugar situation makes us wonder if there are to be any goodies on the Thanksgiving table, or at the Christmas festival, because, goodness knows, you can't have mince pies and plum puddings without sugar. However, here and there pie, and returned to the oven to cook and brown. sugar in moderate quantities. Therefore, I am going to tell you, if you don't already know it, that brown sugar makes a sweet of character and individuality entirely apart from the white sugar variety, but, I think, none the less delightful, dainty and satisfying. Of course, brown sugar, we all know, may be used in mince meat and in the plum pudding, too, but when you speak of it for a meringue, that is something else again. However, I have seen a recipe for that same article and, having tried it, am able to pronounce it delicious.

Brown Sugar Meringue is made in the proportion of one tablespoon of sifted soft brown sugar to the white of one egg, whipped stiff; add a few grains of salt and spread over the pie, and returned to the oven to cook and brown. This will require twelve to fifteen minutes in a moderate oven.

Pudding Sauces made with brown sugar are also thoroughly satisfying. A brown sugar hard sauce with a Brown Betty pudding, is delicious, and a brown sugar hot sauce may be used with any sort of flavoring for puddings of all descriptions. Flavored with nutmeg, it may be served on rice pudding, bread pudding or any of the various batter and fruit mixtures.

Nut Cookies—Here is another brown sugar dainty. It is made with two cups of brown sugar, one-half cup shortening, one egg, one-third cup of milk, one and one-half cups flour, one teaspoon baking powder, one cup oatmeal and one cup chopped nuts.

Pickled Cabbage—One gallon sliced cabbage, one-half cup salt, one-third cup mustard seed, two red peppers, one pint and a half of vinegar, two pounds brown sugar.

Pack in a jar, alternate layers of cabbage and mustard seed, peppers and salt, until all is used. Let stand over night. In morning, drain and pour over the boiling hot vinegar and sugar. Cover tight. Will be ready for use in a few days.

Illinois Division. Mabel Johnson.

AN OCTOBER SCANDAL.

The wheat was shocked, the beets turned red,

The corn picked up its ears;

The mockers mocked, the mint was crushed,

The onions moved to tears;

The tater's eyes ope'd in surprise,

The flecke-grass was tickled;

The cause of all you may surmise,

The cucumber was "pickled."

Oh, where, oh, where did our news for last month go? Apology to the contributors. They were forwarded for publication. Lost, strayed, or stolen!

October 1: Everybody all smiles. Why not; so much rain and the first sunshiny day! But oh! It's the first day of the World Series.

Agent Forster of Mt. Carroll attended the Grand Lodge, A. F. & A. M., in Chicago for a couple of days the second week in October.

Operator Ralph Aldrich and wife of New Lebanon were the happy parents of an eight pound

boy, born Sept. 11. Congratulations and "Blessings on thee, little man!"

The announcement made in the Railway Exchange News in last month's magazine of opening a department exclusively for newlyweds, we believe will also be beneficial to the superintendent's office at Savanna. Miss Anna Rush, assistant to the division accountant, is wearing a new diamond. Better sit up and take notice of these new items of interest, Anna!

N. A. Ryan, representative general superintendent's office, with his father, called at the superintendent's office, Savanna, one day recently.

Nora, in your travels motoring on the Milwaukee, up and down hill on the Rocky Mountain division, have you ever run across Billie Jones? Can you guess who your Illinois division friend is inquiring?

Illinois Division Brakeman H. A. Becker has taken leave of absence to enter hospital at Ft. Sheridan for an operation. We hope for his speedy recovery and return to duty.

Mrs. Al Kramp and Albert, wife and son of Conductor A. C. Kramp, visited their relatives in Byron for a few days.

M. H. Gardner, general inspector of the motive department at Milwaukee, spent the day in Savanna recently.

General Master Mechanic George Cessford and wife of Tacoma, Wash., visited their friends, Machinist Harry Hoffman and wife, at Savanna the early part of October.

The marriage of Machinist T. J. Corrigan and Sylvia Carroll of Savanna was solemnized at St. John's church October 2. Corrigan was formerly a machinist at the Savanna roundhouse, is now at Ottumwa, Iowa, at which place the young couple will reside. Congratulations extended.

Misses Jennie and Mary Bailey, daughters of Engineer James Bailey, visited in Savanna for a few days on their way to Madison, Wis., to enter the university at that place.

Engineer Will McMahon, who returned from overseas duty with Company D, 13th Engineers, has again enlisted and left Savanna recently for San Francisco, from where he will go to Russia, having been made first lieutenant in the Russian Railway Service Corps. Upon his arrival there, will serve as traveling engineer. Will has many friends here who regret to have him leave, but wish him all success possible in his new undertaking.

A special train carrying King Albert and Queen Elizabeth of Belgium passed through Savanna about 12:30 p. m. October 8 on its way to the coast. A number of our people were at the depot and were disappointed in not getting one little glimpse, but the royal party were in "slumberland" going through here.

Assistant Yardmaster Ernest Graves, Savanna, returned from Denver, Colo., where he visited his sister, Mrs. Mark Sheldon.

Conductor and Mrs. William Hyde left Oct. 10 for Nashville, Tenn., to visit the grave of their son, who with his wife and little son passed away about a year ago.

Miss Melba Chipman, daughter of General Yardmaster W. G. Chipman, was taken to the Mercy hospital at Clinton, Ia., to undergo an operation for goitre. Her case is a serious one, but all hope for a complete recovery.

Roundhouse Foreman J. R. Slater, wife and son Robert were Sunday visitors in Marion, Ia., Oct. 12.

Russell Eaton, Savanna freight house, and family spent Sunday in Bellevue.

W. J. Kling, with the secret service department, and his wife have returned from Kansas City and Ottumwa where they visited their son Harvey and grandson Chester; also covering other points: La Crosse, Minneapolis, Aberdeen and Sioux City, being absent about three weeks.

Fireman James E. Stoltberg passed away at his home in Savanna Oct. 12, after an illness of about three years, suffering with diabetes and had two strokes of paralysis during period of sickness. Funeral was held Oct. 14 and interment made in Savanna cemetery. Stoltberg entered the service of the company in 1884 as fireman and continued this employment faithfully until his health failed him. He is survived by his wife and four children.

Safety First

A. W. Smallen, General Chairman

P. du C. Division Safety First Meeting Held at Madison, Wisconsin.

The meeting was called to order at 1:30 p. m., and was opened by Chairman J. A. Macdonald. Due to the absence of District Safety Inspector W. S. Bratt, Mr. Macdonald took charge of the entire meeting. A new group of committeemen have been chosen and attended the meeting on July 24th for their first time. A report of the unfinished business of the last meeting was gone over and is as follows:

Mr. Dorsch suggested a sidewalk from the roundhouse to the public highway at Five Points, Janesville, for trainmen. (Pending.)

Mr. O'Connell suggested that electric lights be put in yard office and also intermediate light between roundhouse and yard office. (Holding this over.)

Mr. Gregory advised there were bad holes in west yard at Janesville that ought to have a couple of cars of cinders. (Taken care of.)

Mr. Hayes recommended that railing be extended thirty feet on coal shed at Madison. (No estimate given as yet, account Mr. Gregory being unable to be present.)

It was recommended that first bridge No. 316 east water tank at Mineral Point be provided with sidewalk and railing on south side of bridge. (Pending, account of Mr. Bratt's absence, who was going to look over same.)

Complaint received from pumpman at Calamine that the pump house door does not clear track; recommended it be cut in two and two doors made. (Not done yet.)

Mr. Allen suggested that trees obstruct the view and should be cut down near gravel track at east leg of Wye. (This has been done.)

It was suggested that sweep at Janesville should be put up out of the way, so that men won't fall over it. (This has been attended to.)

Mr. Rogers suggested that clinker hooks and bars should not be carried on tank so that they project from the side of tank, which would permit striking a man on side of a car, or obstructions along the track. (Bulletin issued to cover this.)

Mr. Rogers also stated that if our way freight engines were equipped with straight air it would permit quicker stopping of train, especially when unloading merchandise, and avoid delays in spotting cars. (Nothing been done.)

Mr. Fagg advised that the loading platform for autos, etc., is in need of raising. (This has been done.)

Mr. Fagg advised that Lorillard Co. would like to put in a sidewalk across the company's track at the foot of Doty street, so their people from the factory may use same. This with no expense to our company. (This company has been granted permission to do this.)

Roadmaster Sawtelle suggested putting in high switch stands and high targets, where they can be used on the main line. (This has been done.)

Engineer Peffer stated that the coal hoist at Whitewater was not high enough to permit coaling engines without wrapping chain. (Foreman Franks has instruction to raise this one foot next time he is there.)

The trees at Red Rock curve and at South Wayne obstruct the view. (Has been taken care of.)

The following suggestions and recommendations were made at the meeting:

Mr. A. Wright, engineer, advised that trees obstruct view at the first highway crossing west of Lake Kegonsa, on south side of track for trains going east. (Referred to Mr. Sawtelle for correction.)

At highway, three miles east of Edgerton, trees obstruct the view of enginemen also. Mr. Wright claims. (Referred to Mr. Sawtelle.)

Mr. Wright also states that closer inspection should be made of sand board safety hangers, and that they should be bolted up tight to the frame of the track. (Referred to A. J. Klumb.)

J. Bates, engineer, suggested that trees be trimmed three-fourths mile west of Brodhead, account branches overhanging the track. (Referred to Mr. O'Connor.)

It was brought up that the flagman at Edgerton is not giving close enough attention to crossing to prevent accidents. (Referred to Mr. Sawtelle, who will furnish disc to crossing man.)

Mr. Bates also suggested that switch stands be replaced with targets at Mineral Point. (Referred to Mr. O'Connor.)

Mr. Wilcox advised that east yard at Janesville is overgrown with high weeds, which should be cut down at least two or three feet from the cars. (Referred to Roadmaster O'Connor.)

Complaint was made by Mr. Wilcox that cars at Janesville are marked "bad order; empty," and are being loaded before cars are repaired. This is especially true of cinder dumps. (This to be taken up with Yardmaster Davey; that they should be placed on repair track before being loaded.)

G. S. Trezona, agent, that chains be furnished for baggage trucks to properly block them when not in use. (To be referred to storekeeper to furnish blocking.)

Mr. Wilcox advised relative to SRL refrigerator cars leaving track with no apparent cause whatever for their derailment. It is thought this was due to heavy load of meat hanging from top of car, causing car to sway. It was also stated that the center plates seem larger on a SRL meat car than on an ordinary car, which makes it more rigid. (It was suggested that this be watched closely for a time to see if anything can be done to avoid accidents. Referred to Mr. Wilcox.)

Mr. Hikey advised there were several places where ties were burning between tracks on account cinders dropping from engines. (Referred to Mr. Klumb to give particular attention to fire appliances on all engines. Also referred to roadmasters to have section men clean up track around bridges, buildings, etc.)

Mr. Toohey suggested that the roadway be left open between the roundhouse and Regent street. (Referred to Mr. O'Connell to keep necessary crossing open.)

Mr. Dubois suggested a board walk be placed between tracks so that oxygen tanks and other heavy material can be moved on trucks with ease. Will eliminate danger of present rough handling and avoid delays by roundhouse workmen. (Referred to Mr. Klumb and Mr. Gregory.)

He also suggested to have planks laid between the two tracks next to roundhouse, so that selected car wheels may be taken from one track without moving the balance of the wheels on to the turn-table in order to get the desired wheels. (Referred to storekeeper to furnish planks.)

It was also suggested that stepladders in roundhouse need repair. (Referred to F. J. Schneider.)

Pit planking in roundhouse should be renewed. (Referred to Mr. Schneider and Mr. Toohey.)

Mr. Corcoran stated that a road globe was being used in headlight on switch engine. (This to be corrected at once by Mr. Dersch.)

It was also stated that there is quite a bit of scrap iron piled near the L. C. transfer, and weeds are growing over this, making it dangerous for yardmen. (Referred to Roadmaster Sawtelle to have same picked up.)

Lamps in yardmaster's office are movable and stand too close to shelf, and liable to result in a fire breaking out, account too close to papers, etc. (Referred to R. E. Sizer.)

Track No. 2, at Richland Center, not safe to work, on account lumber piled too close to track on north side. Will not clear a man on side of car. This true also on coal track. (This is to be taken up for correction.)

On team track, north end of Richland Center yards, the county is unloading sand and gravel, and not giving proper clearance to keep from

A SHORT CUT



may mean

?

Courtesy, Pan-American Lines (World)

A LONG RIDE TO The HOSPITAL

derailing cars and making it difficult for trainmen. (This to be taken care of.)

On end of old main track at Richland Center, county has gravel and sand unloaded on one side of track and Burnham Lumber Co. have wood unloaded on other side, which does not clear trainmen and also causes derailments. (To be taken up with Burnham Lumber Co.)

At Black Earth, on passing track, trees should be trimmed, account touching cars. (Referred to Roadmaster Hickey.)

The raised driveway at Black Earth, next to stock track, does not clear a man on side of car. (To be taken care of by Mr. Hickey.)

The trees at Spring Green and also at Bridgeport obstruct the view and are in the way. (Referred to roadmaster for attention.)

Mr. Ziel suggested that trees at Mazomanie, on the right hand side of passing track, need trimming. (To be taken care of by roadmaster.)

Mr. Hollinger also advised that Browntown needs

new running board to unload freight. (This to be taken care of.)

He also suggested that cheese track at Mineral Point in very bad shape and needs repairs. (Referred to Mr. O'Connor.)

Mr. Neller suggested that drop pits at Janesville are rusted out and should be replaced. (Referred to Mr. Gregory to take care of foundation. Everything ready except this.)

Drive wheel drop pit in very bad shape. 1 bears should be renewed. (Referred to Mr. Gregory.)

The runway on Belt Line at Blodgett's Milling Co. should have planks renewed. (Referred to Mr. Gregory.)

It was also suggested that roof on roundhouse at Janesville in need of repairs, and also the floor. (Referred to Mr. Gregory to see what can be done.)

Complaint made that trainmen on No. 33 falls

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CHICAGO.....	223 W. Jackson Blvd.	TORONTO.....	14 Manchester Bldg.
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ST. JOSEPH, MO.....	Saxton Bank Bldg.	MONTREAL.....	Room 208 Road Bldg.
VANCOUVER.....	506 Mercantile Bldg.		



to put locks back in switches after being used. (Referred to Mr. Sizer for correction.)

Complaint made that doors on H & B cars should be closed when received from the Illinois Central, at Madison. (Referred to Mr. Fagg, who is to take up with agent of I. C. R. R.)

Mr. Toohey suggested a circular letter be issued all crossing tenders to be more careful in watching crossings, especially at Madison. (Referred to Roadmaster Sawtelle.)

Mr. Sawtelle complained that grates over pit at condensory at Stoughton are not in place. Several requests were made to superintendent of that concern, but have showed no results. (Mr. MacDonald to take this up direct.)

Mr. Sawtelle advised that cinder pits at Madison and Janesville are in need of repairs. (Referred to Mr. Gregory for attention.)

A discussion was made by various committee-men relative to Bad Order cars and cars with no visible defects leaving terminals and resulting in draw bars being pulled or damage done to cars.

H. T. Dersch, traveling engineer, reported that train No. 91, a few days ago, left Janesville with key gone from draw bar on a car of meat. This was discovered just west of Janesville, and no doubt avoided draw bar trouble to that train.

W. B. Wilcox, car foreman, gave a short talk on the existing conditions in regard to Bad Order cars. He claims that the car department forces have been reduced to the lowest minimum, which does not permit the close inspection that is desired at all times, and in a great many cases minor repairs are consequently overlooked, in order to take care of the more important defects, which results in the minor defects becoming large defects when the train gets out on the road, and results in draw bars being pulled and other bad accidents.

He also claims that the repair track at Janesville is not large enough to properly take care of all Bad Order cars, and in a good many cases it is necessary to leave Bad Order cars in the yard, together with cars that are in good condition, and this at times results in damage to other cars while switching with those that are Bad Order, which would not occur were the Bad Order track sufficiently large enough to take care of all Bad Order cars.

The meeting adjourned at 3:30 p. m. The next Safety First Meeting will be held on Aug. 28th, 1919.

R. & S. W. Division Safety Meeting Held at Ladd, Ill.

Engineer Beecham stated electric lighting of Ladd roundhouse is not progressing rapidly. Proposition apparently gone to the discard. (Referred to general manager.)

Engineer Beecham stated some of the whistling posts are still missing between Fitchmore and Ladd. (Referred to roadmaster, who advised short 5. Had made another requisition and will have them replaced as soon as material received.)

Engineer Beecham suggested that holes in back of ash pans on L3 engines, where shaker rods go through, be made smaller or rod larger, as find this is where some very large live coals come from that make some of our section foremen think the ash pans are open. (Referred to general committee for correction.)

Suggested by Engineer Beecham that angle cocks be placed near pilot of L2 engines, so that trainmen can operate them from the ground. They are now placed where it is necessary for trainmen to climb on guides to use them. Always more or less oil on guides and crossheads, making a very insecure foothold. (Referred to superintendent of motive power and general superintendent.)

On the underlift major couplings, especially the 100M capacity CM&STP gondolas, the pin lifters are too close to push plate pocket. (Referred to master car builder for correction.)

Trainmen liable to get fingers or hand caught between the pin lifter and corner of the car, especially in taking the slack.

Reported that spring frog at west end of reducing track at Mendota in very bad condition. (Roadmaster instructed to furnish new one.)

E. J. O'Keefe suggested that rear footboards be placed on G7 engines on the R&S Line. (Referred to roundhouse foreman at Ladd.)

R. Chioni suggested that east end No. 4 track in upper yard be locked, as track is being used for repair work. (Referred to roadmaster to arrange to do as requested.)

Reported that bridge just west of stock yards on NYC at Granville (think No. 3), boards are too light. Should be replaced with heavier ones, as those now in use are breaking through. (Referred to superintendent NYC RR to provide heavier boards.)

Reported No. 5 pit in roundhouse at Ladd rail not heavy enough or reinforcements not strong enough. (Referred to chief carpenter to repair.)

Mine Company on No. 2 switch, Granville mine, back of the tippie, fail to push handle down in socket. (Taken up with superintendent of mine, to see that handle is properly placed in the socket.)

Suggested that clinkers in lower yard at Ladd should be covered with fine cinders. (Referred to roadmaster to do so.)

Reported that new and old wheels too close to Nos. 4 and 5 tracks in upper yard do not give proper clearance. (Taken up with general car foreman to arrange for storage of wheels at another point, providing there is not sufficient clearance.)

G. Learmouth stated that unloading skid at Ladd worn out. Present one should be repaired or provide new one before some trainman receives personal injury. (Referred to agent at Ladd to have repairs made at once.)

Cinders too close to track and piled too high at Seward Junction. (Roadmaster notified to load them.)

Engineer Kukuck suggested that switch lights be maintained on all main line switches on R&S Line, including derails leading off passing track. (Referred to general superintendent.)

Reported that spring frog, west end passing track at Seward Junction, leading to main line, does not work properly. (Referred to roadmaster.)

Post Card Suggestions.

Guard rails and frogs in roundhouse yard at Ladd not properly blocked. (Referred to roadmaster for correction.)

Rails have been turning over on right side of No. 4 pit, Ladd roundhouse, account sills being broken. (Referred to C. Gradt, chief carpenter, for correction.)

Rubbish is very close to track at Ladd mine run around, and unsafe. (Roadmaster instructed to load it up to clear outside rail six feet.)

"An Old Timer."

Ed J. Montague, 85, and still young, dropped into Berlin office a few days ago from Portland, Oregon, where he is now residing, and entertained the local office force with tales of the long ago in the railroad game.

Montague served as agent and operator at Berlin from 1861 to 1863, or a period of about 32 years. He is exceptionally bright and looks the picture of health at his advanced age, and declares that he is still as good as the next one.

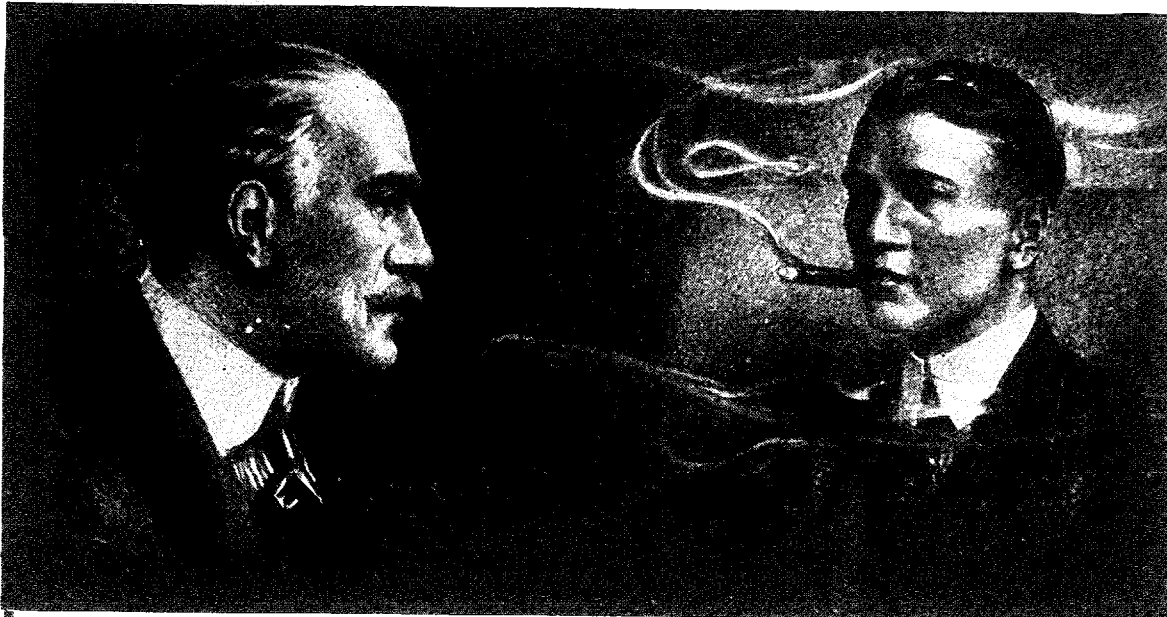
At the time he "landed" here this station was the farthest point north in the state of Wisconsin that could boast a railroad, the line at that time being known as the Milwaukee, Horicon & Ripon road. This line was bought by the Pennsylvania road about '64, but was later relinquished to a newly organized company.

A stage coach line, during the early sixties, plied between Berlin and Stevens Point and Wausau, long before those points had any thought of being connected with the outside world by rail.

Montague told us many tales of the old paper machines in use at that time and mentioned that when the change was made to sounders it was mighty hard for him to learn to receive by ear, and in the effort to overcome the difference he would watch the sounder very closely and what he didn't get by ear he would get by sight reading. His stories of the old "rails" were very humorous to us of this day, although they were at times serious.

We hope to see you again, Montague, as your tales are very interesting, and are only sorry that we could not spare more time to you.

R. S. STEWART, Opr.



Tobacco Is Hurting You

Look at the facts square in the face, Mr. Tobacco User. You may think tobacco is not hurting you.

That is because you haven't as yet, perhaps, felt the effects of the nicotine poison in YOUR system. For you know that nicotine, as absorbed into the system through smoking and chewing tobacco, is a slow working poison. Slow, yes—but **sure**.

Tobacco is lowering your efficiency. It slows a man down. Makes it harder for you to concentrate your mind on your work. You haven't near the amount of "pep" and energy you would have if you stopped using it. There's many a man twice as old as you in years who's twice as young in energy, simply because he lets tobacco alone.

Some day you will realize to what an alarming extent tobacco has undermined your system.

When your hands begin to tremble—
and your appetite begins to fail—
and your heart seems to "skip a beat" now and then—
and slight exertion makes you short of breath—
then you'll **KNOW**, without anyone telling you, that **TOBACCO** is getting the upper hand.

Any well-informed doctor will tell you that these are only a few of many symptoms of tobacco poisoning.

And **YOU** know that the use of tobacco in any form is an expensive, utterly useless habit. You know you ought to quit.

Tobacco Habit Banished In 48 to 72 Hours

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

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

It is in no sense a substitute for tobacco. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It quiets the nerves and makes you feel better in every way.

Results Guaranteed A single trial will convince you. Our legal-binding, money-back guarantee goes with each full treatment. We will refund every cent you pay for the treatment if after taking it according to the easy-to-follow directions, it should fail to banish the tobacco habit completely.

SEND Free Proof Let us send you our free booklet on the deadly effects of tobacco, together with testimonial letters from men all over the country telling how they have been absolutely freed from the tobacco habit by this simple home treatment. You could not ask for stronger proof that **Tobacco Redeemer** will free you from the habit than the evidence we will gladly send on request. Just mail the coupon—or a postal will do.

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

Name

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Special Commendation

On September 18th, C. & M. Division Engineer J. O'Neil, train No. 46, with six cars, noticed something wrong with his engine. Investigation developed that the drawbar between the tank and engine was broken off. Engineer O'Neil requested the train conductor not to use the train air, and then brought the train into Chicago on the stay chains, arriving at Union Station on time. Engineer O'Neil has received a letter of commendation for his good work.

Trans-Missouri Division Engineer E. R. Taylor and Brakeman W. E. Roberts have been specially commended for diligent and excellent service. On September 23d, train 317, and 24th, train 318, they fired the engine from Dupree to Faith and from Faith to Mobridge, because of a sprained ankle sustained by the regular fireman, rendering him incapable for work. This action in getting the train over the road avoided the serious delay that would have ensued had it been necessary to send another fireman out.

Agent E. J. Carroll, Wilson, Ill., has received special commendation for attention to the company's interests. While sitting in his home when No. 1 was passing Wilson, September 22d, he noticed the wheels hot under sleeper Miloma. He went over to the telegraph office and reported same to the train dispatcher, who stopped the train at Wadsworth. The brakes were found sticking under the sleeper.

On the night of September 30th, Signal Maintainer F. A. Showalter, Lind, Wash., discovered both angle bars completely broken on one joint located at Cow Creek bridge. His prompt action in notifying the dispatcher requesting a slow order and calling section force to make repairs is highly appreciated.

Arthur T. Tellier, Milwaukee Terminals, has been specially commended and given credit in the roster for prompt action on discovering a brake beam down on sleeper Harlowton, train No. 15, September 10th. He immediately notified the operator at the cut-off, and train was stopped at Grand avenue. This is effective work and undoubtedly prevented a possible derailment.

I. & M. Division Brakeman Martin O'Marro has received special commendation for alertness in discharge of his duties. On train No. 63, October 9th, he noticed dirt and gravel flying under the train while pulling into South Minneapolis. Train was stopped by setting air from the caboose and investigation showed an iron brake beam down under one of the cars and in such a position as to have caused a derailment had it gone over a switch.

S. C. & D. Division A. E. Monk has been specially commended for careful inspection, discovering a loose wheel on coach 3672, train 106. Car was set out at Meckling, thus averting a possible serious derailment.

Sectionman George Lewis has been specially commended for discovery of a brake hanger wedged between the guard rail and the main track rail at Tunnel City, Wis., October 10th. He removed the hanger, thereby averting possible serious results.

LaCrosse Division Brakeman Harold Leslie has received special commendation for watchful attention to duties, discovering a broken arch bar on steam derrick at Duplainville, Wis., before the defect had caused serious damage.

Operator G. C. Judisch, Milwaukee Terminals, has received a letter of commendation for prompt action in lining up derailed train against a train coming to Grand avenue with signals against it and failing to stop, thus preventing a serious accident.

Illinois Division Brakeman H. E. Stork, on extra east, August 2d, has received special commendation for attention to company's interests. The engine crew's time for rest was up and Brakeman Stork rode the engine from Spaulding to Bensenville, thereby relieving a bad situation and saving a delay to three trains.

S M East
O. J. B.

Was any of yez at the doins last Monday night? If ye was I don't need to tell you about it, but for the benefit of those that couldn't be there, I want to say that it was sure a delightful affair. I am speaking of the entertainment given by the lady firemen of Austin to the railroad folk there. At the door—all it cost you was to put down your name and you were at once decorated with a ribbon. And the program! The orchestra had a Fisch, but the firemen had a Fischer, and when he found time to leave his arduous task of getting everybody introduced to everybody else, he up and does a stunt on the program in a duet with another fellow, and won great applause. There were solos and readings and the performers were artists in their line. And then the dancing began for those who like that kind of things, and it seems they all did except those of us who found more like ourselves, who wanted to play cards. Honestly, I thought those new dances were hard, but when I saw Jim Plum step gracefully through the maze of steps and gallantly steer his partner safely around, I said to myself, "I know that he is a smart man!" And the refreshments! Well, Sister Dovenberg presided here, and that means that you just can't help getting the best of attention, and she certainly was kept busy. Anyway, our faces ran all over the hall with smiles.

Oh, yes—the lid will be put on, alright. We noticed where one of the boys writes that if he had a stove damper he would put it in himself.

Mr. Cullen, who has served as chief clerk in the store department, has left us, and is going to get revenge on the rest of humanity by taking a course in dentistry. What did we ever do to him?

See that the S M West correspondent scooped us in mentioning the departure of C. E. Keatley, formerly division storekeeper, for a similar position at Aberdeen. We also extend him our best wishes and want him to know that we still treasure that piece of chewing tobacco he gave us as a memento.

Chief Clerk Wunderlich has moved into a suite of spacious apartments, located nearer the office, where he intends to spend the winter. He doesn't figure to do much walking around when the icy blasts begin to blow.

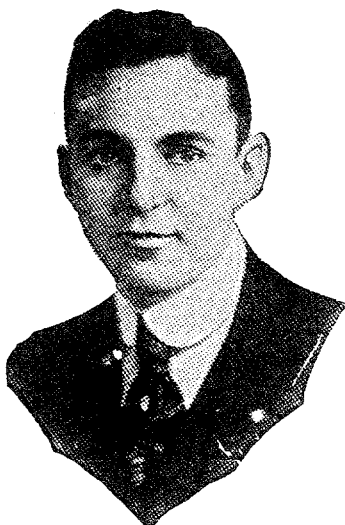
We are informed that Fireman Will Sucha is married. Don't leave the cigars down stairs, Will; just take them right up to our office. You will find us in most any time of day or night.

Ticket Agent Schultz is seriously thinking of going to church. We went to see if he was there, but it seems he had changed his mind. As the French have it, the problem now is to find the lady in the case.

Carpenter Foreman J. Kriz paid a visit to Austin last week. Come again, Jake.

We desire to welcome the new storekeeper, J. C. MacDonald, to our staff. He is a hustler and with his chief clerk, Mr. Dexter, they force us to say with the old philosopher that the world sure do move. Mr. Hanson of Minneapolis has taken up a position in the store department as clerk and stenographer.

Conductor Jake Birram and Brakeman Hanson sought the sylvan wilds, armed with low-calibred utensils for bagging game. Treading softly over the fallen leaves, which made no sound, they spied their quarry behind a large stump. In order to get a fair shot, they proceeded by the aid of a compass to make a wide detour; and then while Melvin acted as gun rest, Jake took careful aim and fired. Splinters of the stump flew into the air and gently settled about them, but after a painstaking search in the debris, they found a dead mudhen, which they brought back in triumph to Lakeland. We understand that Jake is not much of a success as a fisherman.



EMORY J. SWEENEY,

President
Sweeney
School

Young Man, are you Mechanically Inclined?

If you are, I want to meet you face to face. This is my picture. I am 35 years old and President of the Sweeney Million Dollar Trade School. Fifteen years ago I was in overalls, working with my hands. I am not ashamed of it. If you come here, you too will work in overalls. You will work with your hands. That is the way to learn.

Learn to be an automobile expert. I teach you by the

SWEENEY SYSTEM

I WANT you to start in by sending to-day for my big, free catalog. It shows hundreds of actual photographs of men at work in my magnificent new school. It doesn't simply TELL you: It SHOWS you what you get here and HOW you learn. One of my students was deaf and dumb, yet in three months I made him an expert mechanic. I made my success by making other young men successful. Young men, make up your mind today. Be a SWEENEY man and a success.

That's what you get here, what you can't get any place else. I have taught over 20,000 men to be expert repairmen, chauffeurs, tractor engineers and so on. I am proud of the fact that I was the first man picked by the U. S. Government to train soldiers for mechanical work, and I trained 5,000 men for good old U. S. A. I teach with tools, not books. Learn by doing the work yourself, with your own hands.

When you come to the SWEENEY SCHOOL I want to talk to you, man to man. If you've got the stuff in you, if you will work, I can make a success of you.

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Name

P. O.

State

On the Steel Trail

Notes From Milwaukee. "O'Malley."

It is rumored, that Bob Allen, "switchtender at the cut-off," is soon to join the ranks of "Benedicts." Bob is a brave lad to contemplate such a step in the face of the high cost of living, but perhaps he thinks it cheaper than the cost of high living, and has decided that of two evils he would choose the least. We wish you luck, Bob.

Yardman J. H. Riley has just returned from an extended vacation trip, which was combined with the "Honeymoon trip" of his brother-in-law. Mr. Riley and party toured through Indiana, Ohio, and parts of Pennsylvania and New York, visiting friends and relatives enroute, and stopped for a few days to visit Niagara Falls. Johnny says that is the only way to spend a vacation. He reports the roads in fine condition and well marked with signboards.

Yardman E. M. Olson is spending a few weeks in the marshes around Winneconne. Ole is out after ducks, and says he is going to get them. Well, he usually does.

From the talk that is going around, there is going to be very few deer left in the Northern woods after this season, as about three out of every five men in this terminal are preparing for a deer hunt, and they all say they will bring one home.

P. Petrie has given up the Air-Line yard, and

now he is the captain of the cars on the North-Western transfer. He is succeeded by A. J. Knerien.

We quote from the "United States Railroad Administration Bulletin" dated September, 1919, the following railroad rules of long ago:

"A curious relic of railroad operation in Tennessee and Georgia is exhibited in the following extracts from the rules then in force:

"Each engineman will keep a watch, which must be regulated by the time of his conductor at the commencement of each trip, and will always have in his possession the current schedule book.

"Should any stock be killed which may be likely to endanger the safety of the next train passing, the engineman will stop his train until the track is cleared.

"As a general rule, when trains meet between stations, the train nearest the turnout will run back. Any disputes as to which train has to retire is to be determined at once by the conductors without any interference on the part of the enginemen. This rule is required to be varied in favor of the heaviest loaded engine or the worst grades. If they meet near the center, in case of backing, a man must be placed on the lookout, so that any danger to the rearmost part of the train may be seen and the engineman at once receive notice. The backing must be done cautiously."



"Dad" Strong's Birthday Party.

Daddy Strong entertained the girls of the C. & M. & St. P. railroad car record and trainmaster's offices at a party September 2nd, in honor of his 73rd birthday. Ice cream, cake and soft drinks were served. All of the girls wore (and were) American Beauties at the party. Daddy was presented with a beautiful bouquet. Among those present were the Misses Clara Skarda, Clara Luebke, Florence Jaeger, Marie Hogan, Leonore Jaeger, Alice Graber, Irene Sett, Rose Horning, Florence Nell and Agatha Stange. Messrs. R. J. Foley and T. Carrier. Daddy is one of the oldest employees around here, he having been in service over 45 years, 25 years as conductor on the C. & M. Division; 17 of which he was in charge of the Roundout beer train. During the past year and a half he has been unable to fill his position on account of ill health. While his physical condition

is not what we would like to see, we are glad to say that he gets around better than some of those (so called) young men. The party was voted a grand success, all present reported a good time and promised to attend future celebrations of his birthday, which we sincerely hope and believe will be many, for if you look at the picture where he is surrounded with youth, brains and beauty, you will readily agree that Daddy is not as old as he looks.

We wish to express the sympathies of all our readers to Miss Florence Nell and family in their recent bereavement, in the death of their father. A beautiful floral offering with card of condolence was sent in by the clerks in the car record office; the trainmaster's office, also several of the yardmasters and yardmen contributing.

Northern Montana Division.

A. B. G.

Miss Beatty Lane of Miles City, is relieving Miss Ethel Barrett, who was called home on account of the sickness of her mother.

Harry Wilkinson, bill clerk, spent a Sunday lately, in Great Falls. Wonder why?

E. W. Johnson, switchman, and wife, are spending their vacation in the east. W. T. Whitsett is relieving him.

Switchman J. H. Jones has been seriously ill in St. Joseph Hospital, but is progressing nicely. We all hope that he will soon be back on the job.

Mrs. H. L. LaGrange, wife of Engineer LaGrange, and little son, were over in Three Forks visiting for a few days.

R. M. Stephens, warehouse foreman, made a flying trip to Helena, Mont., a while back, and reported a very good time. Why? Oh, we know!

A. B. Goff is leaving on her vacation. She will visit her folks in South Dakota, also the Twin Cities.

Traveling Auditor E. P. Bennett, is in town looking after some unfinished business.

Miss Alura Gough, who enjoyed a short visit with relatives in Chicago, has resumed her duties as stenographer in the division master mechanic's office.

Harry Doyle and James Duffy have returned from overseas service, and are now employed as machinists at the roundhouse.

Yes, she did! Did what? Why, changed her name, of course. Mary G. Retallick Irwin.

We are sorry to hear that Mrs. B. W. Goggins, wife of Roundhouse Foreman Goggins, has been ill in St. Joseph's Hospital for some time, but is now convalescing rapidly at home.

Miss Pauline Godsil has accepted the position of stenographer in the roadmaster's office. Glad to have you back again, Pauline.

Edwin Bailey, formerly employed as clerk in the roadmaster's office, has resigned and is attending the university at Missoula. Good luck to you, Edwin, but don't work too hard.

M. C. B. Jottings.
Izetta.

In the first place, there won't be many items this month, as I wasn't successful in finding out from people where they were going. For some reason or other, some people are rather touchy about having their names in the Magazine, but we'll get 'em yet.

Our regular callers, R. L. Whitney, statistician in Mr. Warnock's office, Chicago, and M. Parkinson, district general car foreman, Dubuque, were at our office during the month.

F. P. Brock, chief clerk, spent a few hours in Chicago.

We had one surprise during the month, and that was the marriage of Grace Campion, of the M. C. B. billing office. It all happened on a Saturday p. m. at 4 o'clock, when the preacher tied the knot. The next Monday morning, we noticed Grace used her hands to talk with, and yet none of us seemed to notice that she had a wedding ring on her hand and was trying to have us see it. Well, anyway, Grace, we wish you the greatest joy possible, and you can tell O. T. that this is for him, too.

The vacation list is almost finished. Emma Wagner spent her week at Oriska, North Dakota, and Jack Hauenstein was in Wahpeton, N. D.

Joe Haas, chief clerk to H. R. Warnock, Chicago, was going over matters in the M. C. B. office during the month.

Our office wishes to extend all kinds of congratulations to Tal Hughes, as he is the proud father of a baby girl. We also wish to thank him for the dandy box of candy which he sent the girls of the M. C. B. office.

Miss Hilda Hartwig is, at the present time, writing the passes and handling the reports of the office.

Alfred Horn and Ray Voight spent a Sunday at Minneapolis.

George Martin, assistant to H. R. Warnock, Chicago, has been at our office for several days, taking up different matters.

J. J. Hennessey, assistant master car builder, attended an Arbitration Committee meeting at Chicago on October 15th and 16th.

There was a new floor laid in the M. C. B. filing room, which is quite an improvement, and we are all holding thumbs that we might be able to have a little dance there. Honest, it is a dandy floor for that.

What
I SAID

Early in the year I announced that I had determined to make 1919 the banner year in the Watch Sales of my Company. In order to do this I would have to distribute 5000 "Santa Fe Specials" or "Bunn Specials" to 5000 men in different communities, and I said I would

do this REGARDLESS OF PRICE OR PROFIT. MY OBJECT:—I knew that every Watch Sold on this Cut-Profits Plan would sell at least one more at the regular price. (Signed)

Alonzo S. Thomas

Pres.

Santa Fe Watch Co.

What
They DID

By October first the 5,000 Watches were gone. I tried to withdraw my Cut-Profits Offer, but many Magazines carrying my advertisement had already gone to press. Hundreds of orders are still coming in. I felt that the 5,000

Watches I proposed to sell on my Cut-Profits Plan, together with the hundreds of others these 5,000 would sell at the regular price, would be a phenomenal business for War Times. But I had underestimated the demand.

What I Am Going to Do

I am, right now, organizing a Second 5000 Watch Club, for 1919, that the hundreds who accepted my offer shall not be disappointed. Another 5000 Watches are to be sold on exactly the same terms as the first 5000. If you want one on my Cut-Profits Plan, write today. I cannot, in the face of advancing prices promise to continue this offer after these are gone.

The ILLINOIS Famous \$
Santa Fe Special
And BUNN Special
(Adjusted to Six Positions)
21 JEWEL RAILROAD WATCHES

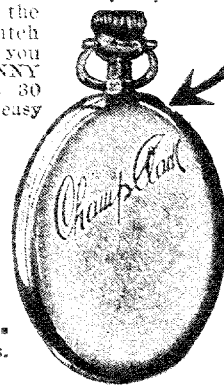
250
A
MONTH

The Standard Watches Guaranteed for a Lifetime of Satisfactory Service, not only by the Santa Fe Watch Co., but by the Great Illinois Springfield Watch Factory. I will send one for you to see WITHOUT ONE PENNY DOWN, allow you to wear it 30 days FREE, then sell it you on easy payments, on a binding money-back guarantee. Your name or monogram and any emblem you may desire engraved in the Case to suit your own ideas. Write today for Free Watch Book, illustrating latest designs in Cases, and make your selection at once.

Santa Fe Watch Co.

820 Thomas Bldg., Topeka, Kans.

(Home of the Great Santa Fe Watches)



A letter, post card or this coupon will bring
My Free Watch Book

Santa Fe Watch Co.
820 Thomas Bldg., Topeka, Kansas

Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

Name

Address

State

C. R. Gilman, car lighting engineer, is spending his vacation on his farm near Waukesha.

Norma Luetzenberger and Bernice Kruse spent a Sunday in Chicago, and sure reported a dandy time. Miss Kruse also spent a week-end at Oshkosh with another friend.

Rud. Beyer is now working in our office, filling the place left vacant by Gilbert Alcott, who is now working on blue prints in Mr. Jensen's office.

F. P. Brock, chief clerk, spent a Sunday in Portage during the month.

We were surprised to hear that Stelle Huelsbach intends leaving the employ of the railroad. She is to work for a steamship line down town, and the good wishes of the M. C. B. department go with her. Miss Huelsbach has been in the employ of the C., M. & St. P. for seven and one-half years, during which time she worked for W. O. Davies, J. M. Linehan, and M. Parkinson, and it will seem quite strange not to see her at the office.

Miss Esther Sovig was a week-end visitor at Berlin, Wisconsin.

Albena Wittak was enjoying the scenery around The Dells, and said she sure thinks it wonderful.

There was quite a bit of excitement around here during the World Series games. It was funny, some days, one part of the office seemed all smiles, and the next day it was the other side. I know someone who has to buy some candy to pay a bet.

Some people are lucky. Jack Hauenstein was at a place, and of course, had occasion to take off his hat and hang it up. Well, when he was ready to go home, he went for his hat, and instead of finding his own, there was a dandy black velvet hat left. It being the last one there, Jack had to take it, for he couldn't very well go home without a hat. Anyway, he said it is a better one than the one he had.

Viva Voce and Fac-Simile From the S. M. West.
A. D. Moe.

What will Storekeeper Heggem and Machinist Helper Willard do now that the dances at the Herman Lake pleasure resort have been closed for the winter.

Two of the boys are absent at this writing on a most important occasion. It is that good old story of wedding bells. From the car department we hear that Mr. Washburn, when he took the train east that day, didn't wear that smile because of a clean work sheet and because he passed inspection, but because he would soon introduce Mrs. Washburn. From the ticket office, Mr. Simpson has chosen to remain single no longer. He departed for Parkston, S. D., where Dud took the solemn vows and will now have all the responsibilities of a married man. It's alright, boys; just so we get the smokes.

Frank Flynn took in the world series baseball games at Chicago. We are not so sure to whom Frank gave his support, but it did seem that the White Sox were short one man.

Who was it that developed the attack of "duck fever?" The party that started out on that early Sunday morning should have much to say, but we are only allowed a brief end of the story. It seems Scott stepped on the bird. The attack as previously planned must have slipped control. Wood couldn't get there, although he heard a cry for help. Dud wanted to shoot, but there was much in the way. Decided that in the future salt should accompany the hunter in readiness as a miner's torch. We wonder if this was the goose found bewildered at Madison, when he flattered to the pavement, thinking it was his favorite lake.

Roy Jones has been appointed relief dispatcher at Madison.

Engineer John Crow, accompanied by his son, Leslie, is on a vacation to the Pacific Coast, where he will visit Seattle, Portland, Los Angeles and Salt Lake City before returning home.

Agent Snyder is fast recovering from gunshot wound received when a gun in the hands of a hunting companion was accidentally discharged. We are all glad to learn that the injury was not as serious as was at first thought.

We have all been away on a vacation at some time or another, but Mrs. Bess Johnson, our congenial friend and efficient agent at Naples, is of the opinion that a vacation can be brought to an abrupt final. While alighting from the train returning from an extended vacation, Mrs.

Johnson tripped on coach step and received so serious a fall that she was confined to a hospital for several days.

Charles Bacon and crew have been making a lot of smoke west of Madison. Charley received a sealed package the other day, which contained the blue prints of several new depots. He has just completed moving the section dwelling from Winfred to Wessington Springs. After the depots are built, we shall expect some assistance with the storm windows.

Agent Gregerson was confined to his home for several days with a severe cold and tonsillitis. At this writing he is much improved and able to attend to his duties again. It's a boost for prohibition to see some folks recover from a cold these days, and Harvey will now prescribe a home remedy, and we have his permission to print this.

Dubuque Division.

J. J. Kellihan.

Engineer Hall has displaced Frank McKinney on Nos. 4 and 33. "Mac" is now on the north end way freight.

Martin Whalen's extra gang is now surfacing track between Wauken Junction and Yellow River.

John Lund took a shot at dispatching and worked second trick at Dubuque, September 21st, and he did a good job, too.

One of the fastest and best games of base ball that ever took place on the Lansing grounds was played between the Dubuque Shops Club and Lansing, September 28th, the score being 2 to 1, in favor of the Shops. Forest Plass, formerly manager of the Dubuque Three-I League, umpired the game to the satisfaction of both clubs, and a big crowd of fans. Eberhard and Bergman were the Dubuque battery, and Lansing used Blenner of Sabula and Sullivan of Decorah to try and keep the Dubuque boys from getting sweet revenge for the game of September 7th. On account of the season being so late, arrangements could not be made to play off the tie.

Baggage man Sam Hess, who was injured last spring, is now working as flagman on Nos. 1 and 8, between Chicago and North McGregor.

"Doc" Tanner, formerly a conductor on this division, but now located at Miles City, and running a passenger train out of there, made friends on the Dubuque Division by a two weeks' visit the latter part of September.

Business car 222, with General Superintendent Weidenheimer and the division officials, made an inspection trip over the line October 6th.

Trainmaster R. L. Blakesley arrived from Chicago, September 25th, and since that time has been getting acquainted with the bunch on this division.

The storekeepers of the Southern District were in Dubuque, October 9th, for a conference. About twenty storekeepers were in attendance. Mr. Young, general boiler inspector, had all the boiler inspectors from the same district in Dubuque next day for a similar meeting.

The next time the newsgatherers have a reunion this correspondent is going to be there, and something is going to happen to the blue pencils. Maybe that won't help, though. Full sheets will possibly find their way to the waste basket. (Ouch!)

No. 4 now takes the ladies' coach through to Savanna. This improvement in the service is receiving many kind words from the traveling public. Now, if the north end had two Sunday passenger trains we would be fixed in good shape.

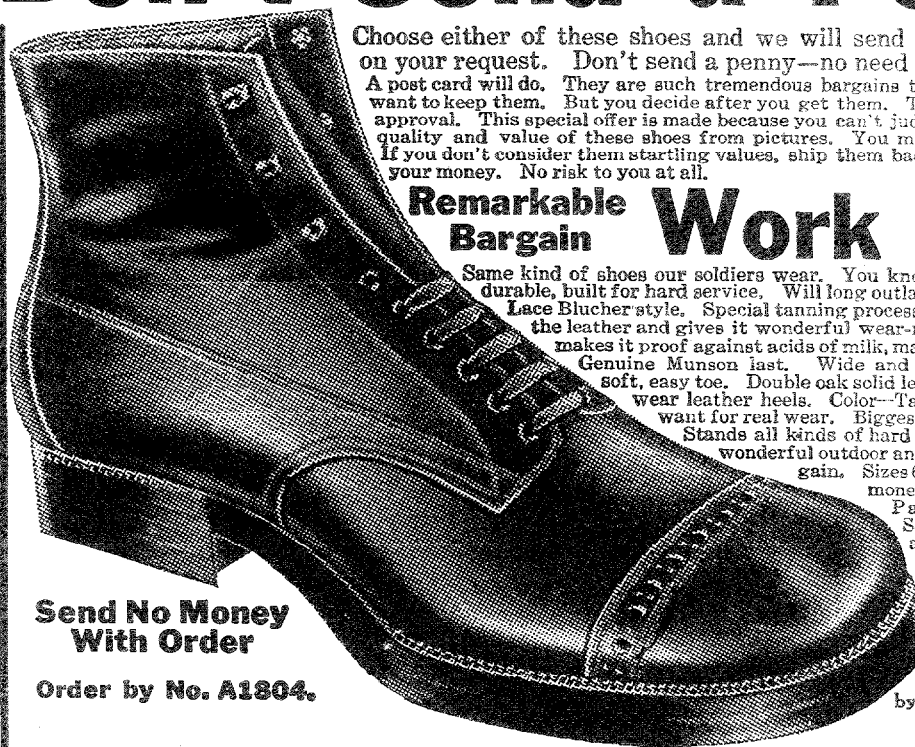
One of the most successful social events of the season occurred on Wednesday, September 17th, when the switchmen of Dubuque Shops and their wives chartered the launch Edelweiss, under the captaincy of J. G. Hatzenduehler, and departed on an up-river cruise to Cameron, where the day was spent at a most enjoyable picnic.

The opening address was artistically rendered by R. J. McAndrews, speaker of the day, and was entitled "The Efficient Switchman," which subject proved very interesting as well as beneficial to all members of the party.

Cy Parmelee made his debut with several appropriate vocal selections, which received many hearty encores.

The fat man's race between E. H. Pratt, J. Dittman, H. L. Schwartz and Arthur Seeley

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. No risk to you at all.

Remarkable Bargain Work Shoe

Same kind of shoes our 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. Sizes 6 to 13. Send today—no money. **\$4.10** for shoes. Pay 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. A1804.

**Send No Money
With Order**

Order by No. A1804.

Stylish Manhattan Fine Dress Shoe

Here is a shoe that gives you a surprising value. We want you to compare it with others at much higher prices and then form your decision on exactly what your examination proves. This is actually one of our greatest bargain making achievements. Act on the offer now, for when this chance is gone you will pay a great deal more for shoes of this grade.

Made of selected leather in gun metal, popular style Manhattan last. Blucher style. Comfortable, substantial, long-wearing, genuine oak leather soles, reinforced shank and cap. Military heel. Best expert workmanship. Black only. Sizes 6 to 11. Pay **\$3.95** for shoes on arrival. If on examination you don't find them the greatest shoe bargain, return them and back goes your money. No obligation, no risk to you. But you must send at once to be sure of getting them. A price like this soon sells the stock. Order by No. A1510 and be sure to give size and width wanted.

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. 2615

Chicago



**Order This
Shoe by
No. A1510**

**Send No
Money
With Order**

was a walk-away for J. Dittman, who proved himself a very swift runner.

The horse shoe pitching contest between D. D. Kempter and James McCauley was won by the former by a very narrow margin.

In the 100-yard-dash, free-for-all, J. G. Hatzenbuehler proved himself the master. His length of limb proved too much for the balance of the entrants, who were for the most part of the dachshund type.

The beautiful renditions on the ukulele by A. W. Rooney were played in a manner that is seldom if ever surpassed outside of the native Hawaiian haunts.

The refreshments were served by F. Hill and Charles Foote, and both proved themselves proficient in this respect, being very much on the job. The decorations were under the supervision of F. E. Smith, and too much credit cannot be given this gentleman for the care and patience exercised in this beautiful work, which harmonized wonderfully with surroundings. All in all, it was a treat to all the members of the party and bears the ear-marks of an annual occurrence.

Joe Dean, the last Dubuque Division telegrapher to return from overseas, got back to Dubuque September 26th, after nearly two years' service in the army. He will probably resume work on second trick at Clayton about November 1st.

W. H. Martin has returned from a month's visit in the west. He put in a couple of weeks at Yellowstone Park, also visited Seattle, Portland and other western cities, but Iowa is his favorite spot.

Baggage man Jonassen had the misfortune of having a heavy casting fall, badly mashing one of his feet. Express Agent Prouty of North McGregor has been on his run since the accident.

Chief Dispatcher O. A. Beerman of Mason City visited home folks at Guttenberg, September 30th.

Chief Clerk G. H. Rowley resumed his work in the superintendent's office September 1st, and Harry Cameron has returned to his former position, division chief carpenter. Mr. Rowley served about a year in the army.

On October 1st, Dick Harrison of Bellevue and Miss Corah Anderson, laid trick operator at Gordon's Ferry, were married in Dubuque. Following the ceremony, a wedding dinner was served at the Julien Hotel. Miss Anderson has been employed on this division for a little over a year, and has made many friends during that time. The young couple will make their home in Bellevue, where Mr. Harrison is employed in the piano factory.

Dispatcher O. C. Anderson is taking a couple weeks' vacation, he having business to attend to in Boston. M. J. Thompson is working as extra dispatcher during his absence.

Brakeman Tommy Webber was setting up the cigars lately on account of a new baby girl at their home in Dubuque.

Business has been pretty good lately, the only trouble being that the I. & D. and River Divisions can't handle it as fast as we dump it in to them.

Frank Kearney, father of Conductor R. H. Kearney, passed away at the home of Mr. and Mrs. W. W. Graham, Dubuque, Thursday, October 2d. Mr. Kearney was a veteran of the Civil War, and was prominent in G. A. R. work. Also a member of the M. W. A. and Masonic Lodge. He is survived by his son, Reuben H. Kearney, and four daughters. Burial took place at Savanna.

Telegrapher J. J. Degnan of Guttenberg was on the sick list a few days the early part of October.

Lieutenant E. G. Kiesel, formerly our yard-master at Dubuque, has been mustered out of the army and returned to Dubuque the last of September.

J. H. Rossbach, our ticket agent at Dubuque, has been transferred to La Crosse. Have not learned the name of his successor.

Flashovers From Deer Lodge Store Department.
"Betz."

Our baseball season is over. The Machinists won the City League pennant, with the Chamber of Commerce, Electricians and Carmen finishing in order. Reginald Howe and John Coey are all puffed up over it.

Regardless of laboratory tests, the fair and final test is found in actual service conditions and there only. Notwithstanding statements to the contrary.

Boss Lock Nuts

are fully effective on bolts .025 and more undersize. Other lock nuts will not give the same uniform results on re-claimed or re-cut bolts, as

Boss Lock Nuts

Millions of BOSS LOCK NUTS used on railways in this and foreign countries are daily proving their worth and demonstrating their effectiveness. Ask the man who uses them—*HE KNOWS*.

BOSS NUT COMPANY
CHICAGO, ILLINOIS

Football is coming into its own, and a team already formed, comprising mostly shop men, played its first game against Powell County High School, which they won, 55-0.

Machinist Reginald Howe is taking a vacation, and went straight to Chicago for the world series. He will visit his old home, Dubuque, Iowa, before returning to Deer Lodge.

Many hunting trips, but haven't seen many dead ducks. "Cooney" saw four teal and thought the fight was on, but then "Little Knuckle" is always full of hop.

Poor little ducks, whacha mean, Luzzader.

Lionell Hardy is filling Electrician Ted Jones' place at Avery while Ted goes on a vacation.

Elmer Norton, electrician helper, and Miss Hazel Gay, sister of Electrician Merle Gay, were married September 11th at Deer Lodge. Congratulations.

Miss Mable Stensrud of the superintendent's office has been in the hospital for several weeks. She is improving, getting real fat and anxious to be among us again. I know something else about Mable. (Secret.) Will tell you some other time.

Please get a look at the roundhouse distribution book and notice the difference in the printing on the outside compared to the books belonging to the other departments. Do you suppose the difference could be on account of a certain clerk seeing the roundhouse book? "Christy" certainly is talented along the printing line.

J. V. M.—Who is the best storekeeper on the Puget Sound lines?

A baby girl arrived at the home of Electrical Foreman R. A. Nofke at Tacoma on August 19th, and now there is another "Betz" in this world.

Paul Fitzpatrick and Arvid Polnson, helpers in the shops, have gone on a trip east, probably taking in the world series.

Accountant George Pyette, from Tacoma, made us a visit the past month. Betz was particularly glad to see an old friend.

We regret losing our messenger and stenographer, Miss Doris Williams, from Mr. Wright's office. She is now stenographer in the master mechanic's office in Kansas City, and Miss Evelyn Jensen is filling the vacancy.

Blacksmith Foreman John Nichols and his daughter, Louise, have returned from a vacation spent in Chicago, New York, Washington and other eastern cities. While in Washington, Mr. Nichols took a flying trip in one of Uncle Sam's machines.

Lots of vacations—Miss Bessie Larson of the mechanical office is visiting in Minneapolis and other Minnesota cities. Miss Thelma Rule of the general foreman's office has just returned from Kansas, where a large family reunion occurred. Miss Helen Beardon of the accounting department and sister, Miss Mary Beardon, of the store department have returned to work, after a vacation spent in Seattle, Tacoma and Portland. Have you noticed what a wonderful place Portland is?

General Foreman J. A. Wright and Mrs. Wright took a little trip to Tacoma for a week during the past month. Mr. Wright is now a Deer Lodge property owner, buying his own home after returning from the coast. Do you think he could like us a little? Am afraid it was a case of have to, as anything to live in is at a premium.

Electrical Inspector and Instructor M. R. Moody is now in the east inspecting the new Milwaukee electric locomotives being built by the Westinghouse people in Pittsburgh, Penn. Mr. Moody thought best to leave his wife in Deer Lodge this trip, as the last time he was east he was forced to stay longer than he had planned, on account of the serious illness of Mrs. Moody in New York.

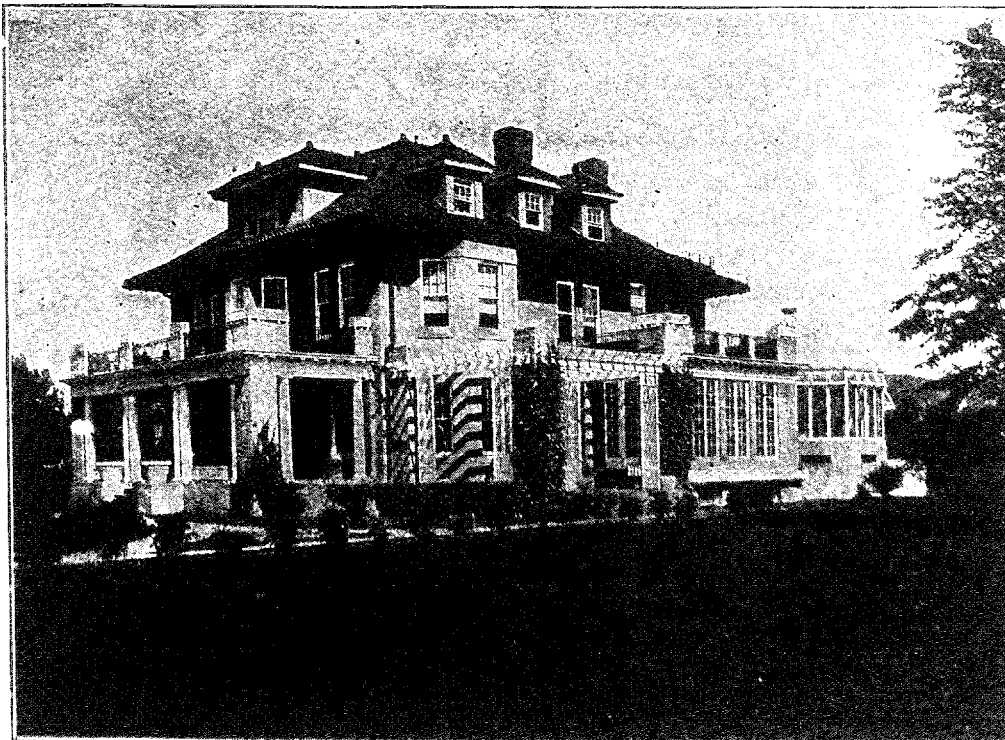
Mrs. Bulah Blakeman, stenographer in the store department is enjoying a visit from her mother.

Misses Mary Ader and Anna Golly of the superintendent's office have returned to work after a trip to Portland, Tacoma and Seattle. Mr. Larry Ryan, formerly of Deer Lodge Shops, showed Mary the city of Seattle, and she certainly has a favorable impression of it.

Mrs. Alex Baehr, wife of our armature winder, is visiting in Spokane. Of course she took little "Bob" along. Didn't you notice how homesome Mr. Baehr looks?

Mr. and Mrs. Frank McAvoy have returned to

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910 Michigan Ave., Chicago.

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

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Address _____

Occupation _____

C. M. & S. P.

their home in Deer Lodge after a business trip in the east.

Miss Helen Corbett and Miss Leone Fitzpatrick are the new clerks at the freight depot.

Foreman John Coey and family are contemplating a visit to their old home in Belfast, Ireland. Mr. Coey has taken a three months' leave of absence.

Roundhouse Foreman Hines was delightfully surprised Sunday, October 5 when his wife and two sons returned from New York. Mrs. Hines had planned on a long visit.

Kansas City Terminal Items.

O. V. Wood.

Our old pal, Jack Park, first trick operator and "O. B." Coburg yard, left us October 4 to accept position of telegrapher at Laredo, Missouri, where his parents live. Jack was one of the best operators and clerks ever in the terminal and leaves many good friends behind, who will miss him very much. We all join in sincerely wishing him health, happiness and prosperity. F. A. McCarthy is handling his position at the present time.

It is understood that Switchman Robert Guthrie has become quite an expert dishwasher since he has seen army service and will probably make some woman a good wife.

Miss Sue Conwell returned October 6th from two months' vacation, spent in in California, is looking fine and we are all happy to have her with us again.

Paul Draver just recently returned from a vacation, but goodness only knows where he went, or what he did. He looks alright, though, and I believe he had a good time.

Rayburn Potter is our new car service man at Milwaukee elevator and is putting the work over in great style, too. Dennie Keyes has been transferred to the local office.

Knight Handy, formerly our traveling passenger agent at Kansas City, has been made ticket agent at Dubuque, Iowa. Good for Knight. We're all coming to see you.

Mrs. W. E. Johnson has been quite ill in the hospital for some time, but we are happy to report she is home again and feeling some better.

E. F. Reed may be seen on Twelfth street most any night after 12 p. m. His wife is still away. The idle hour has one steady customer.

Miss Florence King, of the C. F. & P. A. office returned from a months' vacation on October 1st, reports having had a nice rest and is looking fine. We are glad to have her with us again.

Position of first trick leverman, East Bottoms tower, has been given to Operator Carson. We welcome Mr. Carson to the terminal, and hope that he will like his new position and associates.

Trainmaster Horton was a visitor in the terminals on October 1st, and we were indeed glad to see him.

Al Lindner may have money to lose betting on Chicago now, but I have every reason to believe his betting days are about over. I expect to report in next month's magazine that he has reformed and is spending his money in a far different way. Strange things do happen.

Dennie Keyes has been added to our claim force at the local office, giving us four very capable gentlemen on that desk—Charlie Wright, who is always "right," Albert Smith, who in addition to being alright, has a car and James Talbot, who is young and handsome, but married.

Our traveling agent, Frank Etter, received a letter of commendation from Mr. Lamb, who has charge of the bureau of Suggestions and Complaints at Washington, commending him on his service in handling passengers out of Kansas City, stating letter had been received by Mr. Hines from one of our patrons expressing their thanks for courtesy extended them by Mr. Etter. There has been no living with him since.

Malden Items.

Delpha Dodd.

Mr. Wiklund, roundhouse foreman, enjoyed a part of a day vacation at Othello, a city in the sun-kissed land of sage brush. He had the pleasure of laying over for five hours in the Marengo depot, a pleasure which should be denied no one.

Mrs. H. J. Ledbetter returned after visiting her son in Montana. "Montana is very nice, but Washington is better," says Mrs. Ledbetter.

Edw. P. Beach, machinist at Malden, had the handcuffs put on him; excuse me, I means the ties of holy matrimony, a few days ago.

Mr. Wiklund, roundhouse foreman, bachelor almost, is looking for a medium-sized brunette, near his own age. Anyone can fill the bill; answer immediately. He has gained six pounds in cherishing the hope that this advertisement will bring him success.

Frank Green, boilermaker, just returned from a short stay in Cheyenne, Wyoming, where he was suddenly called on account of his father's illness. While he was gone, we missed his sunny smile, and melodious voice.

Mr. Whiting, machinist, made a short visit to Spokane Sunday.

W. Lowrey, carpenter, has just returned to work after an unfortunate accident.

Some people dig clams, but Mr. Hardinger, slip foreman, don't, he just reaches down in his pocket and fines them.

Railroading is fine, for it is just one thing after another.

Malden recently had a change of foremen. The one that fell heir to the office is Chas. McQuaid, formerly night foreman at Othello.

Twin City Terminal Division.

Molly O.

One evening recently Superintendent Van Dyke had a "Get-Together" meeting with about forty yard conductors and switchmen, in which the rough handling of equipment and the general operation of the yard was discussed. The meeting was productive of many valuable suggestions from the men, and will bring about closer co-operation, and it was the request of the men that these meetings be called frequently.

An efficiency meeting was held September 17th in local freight office St. Paul. Martin Larson, special representative of General Manager J. T. Gillick, was present and gave an interesting talk on "Prevention of Crime." Among those present were Superintendent G. A. Van Dyke and Traveling Inspector H. E. Brock. Great interest was shown in the subjects discussed, and all concerned are taking much interest in the efficiency movement.

John O'Connell of depot ticket office, spent a week visiting friends and relatives at Rochester, Minn.

Ronald Luce and wife made a trip to Barnesville and Grand Forks during Mr. Luce's vacation.

Howard Marshall visited his sister at Grinnell, Iowa.

Bob Stewart spent his vacation in Minocqua, and is reported to have caught the largest pickerel ever taken out of the lakes in northern Wisconsin during the past seven years. Mr. McMillan didn't see the fish but he vouches for the story, as he says he knows Bob is a Sunday School teacher and good Presbyterian.

Donald McMillan leaves on his vacation next week and while away will visit Chicago, Winnipeg, Toronto and Montreal.

Harold E. Peckham, chief clerk in office of district carpenter, leaves October 1st to enter the University of Minnesota, where he will take a course in mechanical engineering.

Harry McCall, from General Superintendent Foster's office, will take Mr. Peckham's place in district carpenter's office.

The Twin City Terminal Store Department has moved its offices from room 18, passenger station, to South Minneapolis shops, account consolidating with River and I. & M. Divisions. Mr. Blanchard says the change suits him as it is nearer his garden; "Jimmie" says too far from Comptometer desk; Mr. Carr follows example of illustrious Mr. House and keeps silent in several languages.

Lydia Hultman, of St. Paul local freight, has returned after two weeks spent tripping the boardwalk at Atlantic City.

Anna Larson, general clerk, spent her vacation enjoying the lake breezes at Mahtomedi.

Mike Breshauer, of engineering department, reported for work September 1st. Mike was in the M. P. at Camp Grant.

Norman E. Podas returned to work in engineering department after about year and half spent in France in transportation corps.

Miss Hannah Loken spent her vacation with her parents in Wisconsin.

Miss Violet R. Rundquist has resumed work after week's vacation spent mostly window shopping on Nicollet avenue.

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Almost any man will tell you
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For practically every man has used it who has suffered from rheumatic aches, soreness of muscles, stiffness of joints, the result of weather exposure.

Women, too, by the hundreds of thousands, use it for relieving neuritis, lame backs, neuralgia, sick headache. Clean, refreshing, soothing, economical, quickly effective. Say "Sloan's Liniment" to your druggist. Get it today. 35c, 70c, \$1.40.

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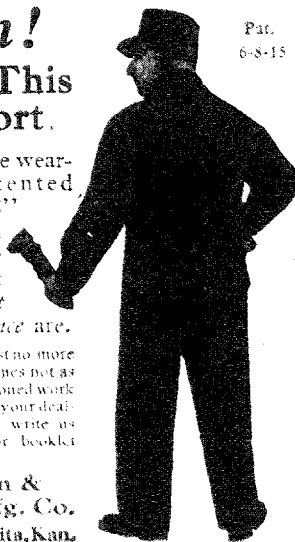
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Signal Department Wig Wags—Lines West.

"Slim."

Have motored up and down all over the steel trail west of Harlo since the last writeup, but it would take an extra page to get in all the notes in one issue, so will only touch the high spots.

All of our men that were in service are back now except Helmer Braeum, still in charge of the Camp Lewis sub-station, and Ted Groth, in the navy. Those reporting back to work lately are Royal Richards, now in Weiberg's crew; Glenn DeGraves, in Hammond's crew, and Chesty Richardson, who is relieving H. L. Stage as maintainer on the Superior section.

E. T. McPherson is laying off, being relieved by C. S. Martin, maintainer, with Glenn Collins helping.

Al Biddle, maintainer at Butte yard, was off for ten days, taking in the Montana State Fair at Helena and trying to put the oil companies out of business, buying as much gasoline as his Reo could burn.

E. P. A. says it was bad enough to be a starving official seeing the maintainers jazzing around in autos, but it's worse now that the helpers are doing it. Shorty Sautter, helper at Butte yard, has just taken unto himself an auto and Art Skinner, maintainer at Worley, is just about to put a steering wheel on his Adams, so he can make the curves on the track, since he has purchased an auto. (Am not sure whether it is an auto or a Henry that Art has, but understand he has one).

R. R. Rockwell, maintainer at Loweth, has returned from his vacation, but for the present is relieving R. R. Lane, maintainer at St. Joe, who is off with a case of rheumatism. We are glad to report that "Snowball" is coming along as fine as can be expected.

E. H. Taylor is relieving F. C. Bingham, maintainer at Marble Creek, who is off on a belated vacation.

A. C. light signals are in service from Cedar Falls west. R. Hart maintaining the Cedar Falls section and Dave Williams on the Benton section.

Permanent assignment of the other A. C. territories is expected to be made shortly as the signals are about ready for service. Trouble with track instruments, for some unknown cause is holding signals out of service from Othello to Kittitas now, but they are expected to be O. K. in a few weeks.

The signal supervisory forces have held two efficiency meetings in the last two months. One in Supervisor Westermarck's office in Spokane and one in Mr. Smith's office in Tacoma. Eventually we may be able to write up some of the wonderful ideas brought out in these meetings, but not now.

F. A. Showalter is also back from service overseas and is on his old job as maintainer at Lind with Charles Ernster, who was relieving him while he was away, as his helper.

Saw most of the west end scribes while "motoring up and down," but will refrain from remarks until I see what they have to say.

News Items From the Northern Division.

Hazel E. Whitty.

Emil and Frank, better known as the Jew and Cutie, are telling us all the time that they will be punching tickets as soon as they get their supplies. Won't that be Jake?

William York, carpenter foreman at Harrison, was seen rambling around the office with Sunday school literature in his pocket. Surely "the world do move."

Walter Zischke, third trick baggage heaver at Horicon, has resigned his position for the sake of attending the university at Madison.

L. Smith, baggageman on the North Lake Bug, took a vacation (three days). Harry Reagan breaking trunks in his place. Pa Hargraves says that he is lonesome for his life-long baggageman.

A. Pollard took a few days off touring with his gas wagon, P. Dennis pulling the throttle in Pa's place.

We see that Agent Reagan has had a few improvements put in at North Milwaukee. Nothing like being up to date, Bill.

Some one will have to assume the dangerous and disagreeable task of telling Amos Koch,

conductor on the world famous beer train, that it is time to take off his straw hat.

The trains are getting pretty thick on the northern division lately, and to make it more interesting for C. W. S. we have the 9101 hauling coal. Charley says that he does not even get time to light his pipe.

Former Conductor Harold Hargraves, who was trainmaster on the Dubuque division, was transferred to the P. D. C. division. All the northern division employees wish you well, Hardy.

First Trick Operator E. O'Neill of Hartford has invested in a pair of army shoes. The war is over, Bump.

Conductor Frank Whitty spent a few days in Chicago looking at the sky scrapers.

Uncle Jess Taylor and wife are taking their annual hunting trip. Uncle Jess says that Mrs. Taylor never misses a shot. Conductor Jed Taylor is doing the honors on the Fond du Lac line while Uncle Jess is off.

C. Scholes is back on the night job at Mayville again. He says it seems good to get back to the home town.

Lost, strayed or stolen: The second trick operator at Horicon. Finder please return to F. S. Holt or W. H. O'Rourke and receive reward.

Conductor Razor Brown on the Berlin run spent the week end with his family at Milwaukee.

Conductor H. Oley spent a few days fishing at Fox Lake. He says this, but we know that you can't find fish without a hook and line, Jap.

We see that Sailor Stallman is handling the red flag for Conductor Kaiser on caboose 0685. They both prefer the 027. Never mind, boys, the German may die soon.

While caboose 0366 was pulling out of town we saw Brakeman Warner, better known as the Doll, on the rear end with a cap and apron on. He must have been getting the pork chops ready for Conductor Ohley.

Mr. Jorner passed through Horicon recently on his way to Fond du Lac, where he intends to visit his brother-in-law.

The freight house at Beaver Dam was treated to a new roof of late. This was very agreeable to Agent Heuer, as his curls come out when they get the least bit wet.

Ed Czamanske, former carpenter on the Northern division, has been temporarily promoted to foreman on the Valley division. Good luck, Ed, but beware of the girls in overalls.

Engineer John Freimwald at Horicon welcomed the arrival of another son Sept. 21st. John must be partial to boys as he has three of them now.

William Dresner, boilermaker at Horicon, is very busy harvesting corn these days. Bill raised about 200 acres on the company's land this year.

Jakie Babcock, fireman, has been called in for promotion.

Butch Schultz, caller at Horicon, is fishing continuously. What will you do in the winter time, Butch, go skiing?

The truth will out. They say that when John Gorman was down in Milwaukee the last time he stepped into a swell restaurant and ordered duck. Yes, he got it. A nice big duck, and John had to duck down deep in his pockets, too, before he got out.

A RECIPE FOR CHOW.

First, you take just heaps of noodles.
If you love them, oh, just oodles;
Rat tails, toadstools, frog legs and a bird's nest.
Mix all together and give it a test.
Over it all the bug juice then pour.
Take one bite and you'll ask for more;
Now, if you have difficulty in making this chow,
Just come to Horicon and we'll show you how.

I understand that our correspondent is very interested in the county fairs. Taking in the one at Oshkosh and Beaver Dam. Why are you so busy studying a farmer's life? Hazel, please tell us.

We understand that a certain young man had an interesting evening talking about prison life with Dad while calling on you. Hope you managed to straighten things out to every one's satisfaction.

Conductor Fuzzy Bannion says that sleeping in the Portage yard is bad enough, but when they spot two cars of bawling calves outside the window the limit has been passed.

Breezes From the Windy City.

H. L. Stahl.

Walter Seiler, grain clerk at Union St., has been exceedingly lonesome for the past few weeks. His wife is spending five weeks with friends in Portland, Ore.

Robert Evans, of Union St., has been baching it almost all summer. His wife likes the country air of Wisconsin during the summer months. The old adage "When the cat is away the mice will play" is not applicable to Walter and Bob. They are well trained and devoted hubbies.

It seems as though Dan Cupid has an awful grip on the boys at Union St. lately. George Strayer, after putting in a week at the race riots, came to the conclusion he could handle a wife perfectly well. He spent his honeymoon in Minneapolis.

Fred Kohnke, our outfreight bill clerk at Union St., was discharged from the Navy September 1st and on September 13th he went to St. Louis, Mo., to capture his sweetheart, Miss Hilda Gross. I think he did good work, and deserves the D. S. C. with the H. C. L. in the ascendant. They are living in Chicago.

Among the last boys to return to Union St. from the service were Eddie C. Coy, Charles Stahl, Herbert Rausch and Fred Kohnke. We are all glad to have them with us again.

Jim Smith, our engineer at Union St., bought a swell brown suit, all wool but the bottoms, and wore it to church last Sunday for the first and last time. He came right from church to work and changed clothes, being very careful to hang his new suit up in a clean place, but when poor Jim went to get them, they were gone. We have the police on their trail and sincerely hope they return soon.

If you want to hear some great experiences, come around the expense desk at Union St. on Monday morning and hear the girls tell of the great times they had Saturday and Sunday.

Say, Joe, why don't you buy those grapes? Don't you know you will soon miss the pie if you don't?

Mike LaSalle of the tracing department at Union St., is slated to become president of the road some day, if he keeps up his good work. Good luck, Mike, we are all with you.

Miss Harriet Egan's smile is getting bigger and bigger because the day is drawing near. Hooray for Harriet!!!

Adolph Monterde of Union St. had a very down-hearted appearance the last day of the baseball series. We don't know whether he was too sick to eat supper that night, or whether he did not have the price. I think it was both.

Miss Bartel has gone to Beaver Dam, Wis., to spend her vacation, but we believe she is there to look for a good, wealthy farmer—possibly a red-headed one. Anyway, we hope she will have a good time.

Joe Charleston has a new Ford. We understand he was pulling into his garage the other night, or rather the other morning, and in some unaccountable manner he drove through the wall of the garage. Another thing he is trying to do is run the Ford on its reputation, as he was out in the country with a young lady last week and ran out of gas.

James L. Brown, assistant superintendent of transportation at Seattle, was a caller on Saturday. We are all glad to see him. Mr. Brown is also the proud father of a nine-pound boy. Our best wishes.

Bob Graves is again working in our office.

Wisconsin Valley Division Notes.

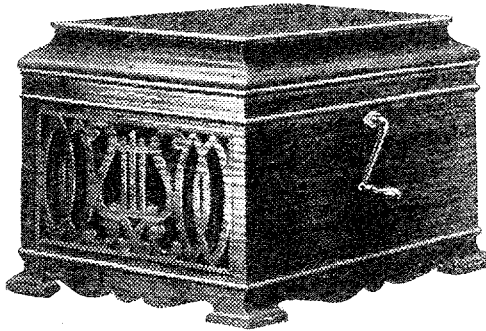
Lilly Ann.

The carpenters are busy getting the round-house foreman's office ready for occupancy. It seems as though it is going to be an up-to-date office. Mr. Horn promises to furnish a large comfortable davenport. This, either for the convenience of the lady callers, or possibly it will be meant for one or two gentlemen friends. Now, Eric, this does not mean you. We girls have a standing invitation. Perhaps we would induce them to put in a lunch counter.

We are having a new roof put on the ware house, this protection has long been needed.

Star Lake, Sayner and Hazelhurst stations have been closed for the winter months. Agents D. E. Whitmore, R. D. Schultz and L. W. Sturge have been transferred to other stations.

The Western Union office at Minocqua has been



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closed for the season and our fair lady operator, Miss Anderson, has departed for Plattsville, Wis. Station Agent R. D. Schultz had a narrow escape from injury while en route from Star Lake to Knowlton in his tin speeder. While making a turn in the road near Otis, just west of Merrill, the rear axle broke, causing the car to turn turtle. How Mr. Schultz escaped uninjured is a mystery.

Night Leverman S. C. Hanson, at Woodruff Junction, is contemplating taking the agent's position at Knowlton temporarily, second trick at Woodruff Junction having been discontinued for the present.

Engineer B. Enckhauser motored from Minocqua to Wausau latter part of the week.

Operator O'Malley at Minocqua advises that the new form 105 and 134 have not made a hit with his office force. There are others—and it would not be exactly decent to pass the opinions of some members of other offices.

The following railroad men in Wausau have purchased homes: Conductor Bert Rasmussen, Engineer Jessie James, Engineer Frank Pschoor, and Conductor W. Bernard. Lack of space prevents us mentioning those who are desirous of either purchasing or renting desirable property.

Station Agent A. I. Lathrop has completed repairs on his Overland and, now, watch out.

Theo. Gardner, after many months off duty, has accepted the position as flagman at Wausau and is located at Seventh street crossing.

Mrs. G. E. Stoddard has returned from the west, where she has been visiting with relatives.

A. J. Akey spent two days in Milwaukee adjusting a claim with the claim department. We understand Pump Repairer Richard Reilitz acted as chaperone for Archie. However, both returned home safely.

Again the railroad boys' baseball team demonstrated their strength by defeating a strong Milwaukee team in a ten inning game by the beautiful tone of —2 to 1.

Switchman Wm. McEwen is laid up on account of a broken rib, A. H. Munger working in his place.

Conductors F. L. Doxtader and M. P. Finnerty, extra passenger conductors, are relieving regular Conductors Thos. Moran and P. Hollinshead.

Conductor John Rhode has moved his family from Minocqua and is now a resident of Wausau, the city beautiful.

Conductor John Flannigan has finished the logging job on the Glean line and is now back in the ring.

Conductor A. L. Quick was the successful bidder on the New Wood Line job, and is now happily located on same. ROD, REEL AND GUN. Some job, Albert, but don't forget the law allows but one buck (by request).

Roadmaster Ed. Callahan and Herman Redlich attended the Roadmasters' National Convention at Chicago, accompanied by Traveling Engineer Ben Lemke. We are informed Ben had full charge of the men, representing the Wisconsin Valley Division, but lost Mr. Redlich somewhere in the Windy City. We are wondering what became of the respective gentlemen's wives, as it was understood they left Wausau together. This bears investigation.

Miss Julia Clarke, agent at Schofield, shopped at Wausau. Presume this includes a new hat, cloak, furs and shoes. All dressed up and no place to go, perhaps we should say, no time to go.

The following Wisconsin Valley boys have resumed work after doing their bit overseas: Engineers R. E. Curran, Conductor Ray Hess, better known as Zipp; Passenger Brakeman Earl Karner, Brakeman E. Fowler and Engineer G. Streeter. All of the boys are looking fine and their many friends are glad to see them back in service again.

Lack of space will not permit making mention of the numerous employees who have proven to be up-to-date farmers, however we can make special mention of a few of them: F. S. McCulloch reports a large crop of garden truck, including 19 bushels of rye; Conductor A. E. Wescott reports 60 bushels of oats and 100 bushels of rye; Conductor Dennis Kennedy reports an abundance of potatoes. It takes the Irish to raise spuds and Dennis sounds good to us.

Brakeman Doc Pradel, formerly with the Valley, has returned from overseas and has accepted a position as switchman in Wausau yard with the C. and N. W.

Miss Jean Slaymaker passed away at the home of her parents on September 14th. News of her

death came to us all as a great shock, and the sympathy of all, especially the office employees, is extended to Mr. and Mrs. Slaymaker.

Mrs. Morin passed away at her home at Tomahawk Sept. 25th, after a prolonged illness. The Wisconsin Valley Division extend sympathies to the bereaved family.

Mabel Lund has accepted the position as clerk to the storekeeper at Tomahawk, vacated by Emma Morin.

Mildred Conklin, Flora Emmerich, of Wausau, and Hattie Roecker, of Portage, departed Wednesday, Oct. 8th, for a trip through the East. They expect to visit Buffalo, Niagara Falls, New York and on their return stop at Erie, Toledo and Cleveland. We are promised souvenirs and a box of French pastry, so we are anxious for their return.

Car Accountant News.

"Sis Hopkins."

Of all smiles you read about we certainly see one on Carl Denz's face that beats them all. It's a little girl.

Tattling seems to be the present malady. Of course there are a few knotters.

Harry Wilkinson and Carl Knigge left for the South. We understand they are located at the Railway Exchange. No heat is too great, no ice too cold, to alter our love for friends of old.

Miss Margaret Hengls spent vacation days at Niagara Falls.

PARODY TO "ALCOHOLIC BLUES."

I've got the blues, I've got the blues,
I've got the low-down Chicago blues.
Little Kerr my heart did cheer;
But Lefty Williams sure did give me tremors,
So long Cincy, so long Pat,
We'll just let it go at that.
I've got the blues, I've got the blues,
I've got the gloomy White Sox blues.
Lordy! Lordy! them Reds give me—well,
But you know that I don't have to tell—
Oh, I've got the low-down Chicago blues.
Some blues.

The above was composed by John Kareny, a true blue White Sox fan after hearing the last report on the world's series.

Tony Naatz is with us again after several months' service in the navy. Tony speaks French love words quite fluently.

Sez David to Pinkie, where do we go tonite? Sez Pinkie to David, anywhere you like. Sez David to Pinkie, oh for a lock of your golden hair. Sez Pinkie, oh David, this is more than I can bear. Sez David, close to my heart it will always rest snugly, in the right-hand pocket of my vest.

Miss Helen Schroeder is all smiles these days. It is rumored that a certain young man is home from the navy.

Mrs. Laura Whitson spent a week at "The Dells" in Wisconsin.

John Myers is the new office boy.

Wilbert Jones is spending vacation day in Jamestown, Ky.

Prairie du Chine Notes.

H. R. Wayville.

Mrs. A. J. Edmonds of Mason City passed through Madison recently, enroute to Wabeno, Wis., where she will spend several weeks at the home of her daughter. Mrs. Edmonds advises us that she and A. J. are grandparents to a bouncing baby boy, born to their daughter two months ago.

The month of June had nothing on the last month for weddings, according to notes we were able to gather. Several of our friends having joined the ranks of the married ones. The Milwaukee employees extend to these friends congratulations and wish them a long, happy life together.

Mr. and Mrs. Wm. Alleman arrived the first of October for a visit with friends and relatives along the Mineral Point and Prairie du Chen divisions. Being "Fresh" in the matrimonial game, this is to be called their honeymoon. Billy, or rather "Peanuts," is another one of the regular fellows that weathered the wiles of these French damsels.

Miss Gladys Swenson, one of the lucky ones to be granted a vacation this year, is spending a few days in Milwaukee. From there to Iowa and

then back to her duties in the trainmaster's office is her schedule.

Homer Hazlette, fireman on the Mineral Point Division, died October 3rd. Mr. Hazlette had passed all examinations for promotion to engineer but had not made a service date.

Wm. Sornow has returned to his duties as fireman on the Mineral Point Division after having seen military duty in France. Southern Wisconsin is a paradise compared to France, he states.

Joan Marsh, Geo. Callahan, Maurice Goggins and Ray Hutter are the latest appointments to engineers on the Prairie du Chien Division, having passed the promotion exams this week. Trainmaster Hargraves gave the examinations and the boys all speak highly of his ability along that line.

D. J. Roherty and W. R. Buck are the youngest firemen on the Mineral Point Division. John Dale and Wm. Murphy hold the same honors on the Prairie. Don't be too hard on the coal, fellows.

J. L. Eckman and W. L. Gregory resigned their rights as firemen on the Mineral Point Division. The call of the west got Gregory, but we don't know what became of Eckman.

Elmer Koltes has resigned his position as clerk in the Madison car department and is taking advantage of the Soldiers' bonus law by attending the University of Wisconsin. Alois Hess is his successor.

Miss Zimmerman left October 4th for an extended visit in the east. Miss Damm filling the vacancy until she returns.

Wm. Fagg, agent, and Wm. Dunn, warehouse foreman, took a trip to Janesville, Wis., Wednesday evening, returning home the same evening. They both looked very much refreshed Thursday morning when they came back to work.

Patricia Foley spent the week end at her home in Richland Center. We understand that it was with her mother.

Bernard McNulty has been making daily visits to the dentist. We heard him say "He had only a few more visits to make." We hope that it will benefit him for this trouble.

Mrs. W. Blethen has returned from an extended trip to the Pacific Coast and tells very interesting stories of her visit.

Neal Nelson has taken up the duties of car clerk and we feel sure that he will make another good clerk to put on the payroll.

Prairie du Chien Division (East End).

C. A. Miz.

Frank Spillard, third trick operator at Waukesha, met with an accident which might have proven fatal. Mr. Spillard was riding home in a wagon and fell backward out of the seat, striking on his head. He is still in a bad condition, but we hope he will soon be able to be out again.

Jim Pronold, agent at Geneseo, who has been taking a vacation, has resumed work.

Fred Marshall of Janesville, Wis., is working third trick at Waukesha, relieving Frank Spillard, who is confined to his home on account of an accident.

George Kirchhoeffer, former warehouse foreman at Waukesha, has accepted a position with the Ladewig & Stock Co. Ray Cavenough has accepted the position as warehouse foreman.

Richard Berry has purchased a new home at Janesville, Wis.

O. D. Aepli has been a recent visitor at Waukesha.

Ed Sloan, first trick operator at Waukesha, took an automobile trip to Palmyra, Wis., and Ed looks very much refreshed.

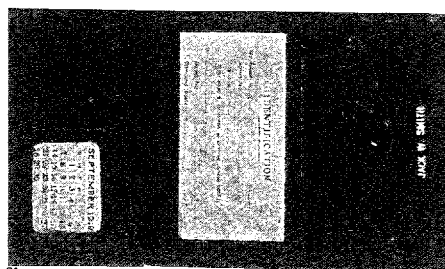
Hazel Linstead, statement clerk in the superintendent's office, has been ill for about three weeks. We are all glad to have her in our midst again, and think the rest was very beneficial.

Grace Lyons, clerk in the Madison freight office, was also absent on account of sickness for about ten days. We are glad to see you back again, Grace.

We always like surprises, especially very unexpected ones. We certainly had one when we learned that Don Faris, clerk in the Madison freight office, severed the bonds of single blessedness and has taken up his life for "better or for worse" with Helen Blaine of Rosebush, Wis. The young couple took a honeymoon trip to Chicago and Milwaukee. We all extend our congratulations and wishes for much happiness and the best of luck.

Although we know we are rather late, we be-

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lieve in the old saying "better late than never," and extend our congratulations and best wishes to Stanley McGrath, yard clerk at Madison. Think you must have settled down to a quiet and peaceful life alright, as we don't see you tramping the streets around the square any more.

Miss Gladys Swenson, trainmaster's clerk, left last Friday for a trip to Charles City, Ia.

O. Kloetzner, Jr., son of Chief Clerk O. Kloetzner, has returned to Madison to finish his course at the University.

Miss Helen Haberman and Harold Doyle have resigned from their positions in the superintendent's office to return to school. Miss Haberman is attending the university and Mr. Doyle Marquette College in Milwaukee.

Miss Berdelle Niebuhr of Middleton, Wis., is filling the position of Miss Haberman and John Clark, formerly employed in Madison freight office, has taken the place of Mr. Doyle.

The girls in the Madison freight office have organized a bowling club, and challenge any other team for a chance to display their ability along these lines. I wonder who the leader of this gang is, think it must be Pat.

W. M. Harvey, chief traveling accountant, has been spending quite a bit of his time during the past few weeks in the superintendent's office.

G. C. Armstrong, traveling freight agent, was a recent visitor in Madison. We are always glad to see him.

Wooden Shoe Doings. "Mitch."

Conductor E. E. Piper has resigned his position. Mr. Piper is now engaged in the grocery business which is known as Lancelle and Piper. John Jacobs, who for the past year has been boilermaker foreman at Green Bay shops, has resigned. Boilermaker John Christenson has been appointed foreman in his place.

Matt Kennedy has been appointed lead boilermaker at Green Bay shops.

Machinist Helper Henry Jaegers has returned to work after spending two months traveling through the west.

Machinist Helper Leslie Basche is laid up with a severe cold.

Boilermaker Apprentice Mervin Christenson is back on the job again after spending the past two years in the navy. Mervin crossed the ocean many times and was aboard the U. S. S. America at the time it sank at its dock in New York.

Boilermaker Helper Joe Lannoy is back to work again after spending two months nursing an injured foot.

Ed. Handlen of the store department has been wearing a large smile for the past few days and the reason for same being a seven and a half pound baby girl stranger, arrived at his home Oct. 9th. Hope to see Ed wearing more smiles.

Engineer John Millen, who was quite seriously injured in wreck at Ellis Junction on Sept. 23rd has been removed to his home from the hospital and is recovering very nicely.

Engineer "Duck" Cormier is back firing east end passenger.

Mrs. R. Schwanke of Glendive, Mont., has moved to Green Bay and will make her future home with her son-in-law, General Foreman Walter Bender.

Conductor Henry McGregor stepped on a nail at Ellis Junction and the result is that he is laid up and is now trying to prevent blood poisoning.

Brakeman Peter Durkin, who was seriously injured at Elkhart Lake on Sept. 29th is improving at St. Vincent's Hospital. Pete expects to be able to go to his home in about a week.

Machinists Cyril Campbell and Bill Karn are working at Channing, Mich., due to the rush in ore business.

Conductor Jim Hanahan is at present in Chicago on grievance committee work.

Brakeman Emil Laundry has been holding down the third shift caller's job for the last couple of weeks. He says it is too fast for him, so he is going back on the cars.

Engineer Peter Lachappelle is able to be around again after the injuries he received at Stiles Junction, where he was knocked from his engine.

Engineer Heide Franzen is back on the job again after spending a few weeks in the hospital, where he had his appendix removed.

Harry Juhert is at present assistant to John H. in the store department.

John Hoffman is back at his old position in the freight department after serving two years with Battery B in France.

Brakemen Leo Bordeleaux, Earl Clements and George Baribeaux are marked up on the board again. They have been working at Gary, Ind., for the past six months.

Passenger Conductor Wesley Hume died after a lingering illness of several months. His ever smiling face will be missed by all those that knew him. We wish to extend our deepest sympathy to his wife and family.

Brakeman Walter Ellis died after submitting to a serious operation. His remains were laid to rest at Greenleaf, Wis., his former home. We wish to extend our heartfelt sympathy to his wife and family.

Someone has told us that Machinist Helper Clarence Haupt knows all the places on the south side where cheese and crackers are served.

Do not let a little thing like (one girl) worry your young life, Jess. Cheer up and take some one else.

Trans-Missouri Notes.

J. W. Waters.

The Trans-Missouri Division awoke again after its trip with old Rip, and found a few items worthy of mention.

Our new train master, N. W. Fuller, has taken the oath of office, succeeding O. A. Veitch, who was transferred to St. Maries, Idaho. Mr. Fuller came here with a good record as a railroad and a world of friends to greet him and help him make good.

Geo. L. Juell, division storekeeper, was called to Tacoma Friday to attend a meeting of the Puget Sound storekeepers, where they all gathered to get instructions relative to ordering material and supplies on a thirty-day basis.

C. C. Clothier, son of Chief Carpenter Clothier and a foreman of the bridge and building department, came home from Omaha, where he has been employed at attorney for the Northwestern Life Insurance Company.

M. G. Skacel, traveling accountant, from Tacoma, was a business caller in Moberge, Friday and Saturday.

Chas. Capon, who just returned from France, where he served in the Canadian army, has taken the position as a yard foreman for the store department at Moberge, S. D.

Miss Ethel Thompson, timekeeper at the roundhouse, is on the job again after a ten day vacation in southern Minnesota.

Faint and distant chimes of wedding bells were heard at the store department last week. All clerks take notice and save up for a present.

Ed Pearson returned last week from France and has taken his old position as assistant cashier in the freight office.

F. C. Williams, president of the Moberge Branch, B. R. C., made a business trip to Spokane last week.

Mr. Harry Shields, engineer between Moberge and McIntosh, is moving his family to Marmarth, N. D.

Mrs. Sam Hunter and Mrs. Herschleib visited in Minneapolis last week.

E. J. McAvoy returned from his vacation and is on the job again.

Miss Ada Henk, third trick operator at McIntosh, visited friends in Moberge this week.

Mr. Burkley, from J. L. Brown's office, was a business caller last week.

General Superintendent W. B. Foster spent two days in Moberge this month.

Ray Mar in, machinist at the roundhouse, has just gotten nicely settled in his new home.

Mr. Hogan, safety first man, was a caller in Moberge last week where he conducted the safety first meeting in the superintendent's office.

A son was born September first to Car Inspector and Mrs. J. F. Brown. Congratulations.

A. Arvidson, chief car inspector, has been laid up for the last eight weeks with an injured knee, and is back on the job again.

Miss Joe Bamberly, index clerk in the agent office, spent a few days in Minneapolis.

Mr. and Mrs. Joe Max attended the fair at St. Paul last week.

Mrs. Cash Haynes and son, Harvey, returned Sunday morning from a visit with relatives in Chicago.

R. Dodds, first trick dispatcher from Aberdeen, was shaking hands with friends in Moberge one day last week.

Dolores Davis and Ruth Denton, clerks in the division accountant's office at Miles City, were

among the out of town guests here for the Home-Coming.

Mrs. Pfeiffer, wife of the roundhouse foreman, and Mrs. C. Bono, wife of Boiler Inspector Bono, were shopping in Aberdeen Friday.

LOST! LOST! LOST! Hey! where is Jinks and Running? They were last seen going south Tuesday noon on Shanks ponies and, Oh Boy, all dolled up in hunting togs, just like Ringling's funniest clowns. They declare they expect to find some chickens (feathered species, you know). Never mind the disappointments of life, boys, if you can always doll up and kid yourself into thinking you're regular sportsmen. Anyway it's tough luck and we hope you get something, if it's only back with a good supply of sunburn, tan and weary bones. Anytime business interferes with pleasure, cut out the business. Come on back now, chuck your hunting paraphernalia, lay your little twenty-two on the shelf, roll up your sleeves, pick up your pen and get on the job. Bravo, my lads!

Railway Exchange News.

W. A. D.

Is there a bloke with dome so dead
Who never in his life has read
The Railway News?

We print these awful lines of gaff
In an endeavor to create a laugh
And drive away the blues.

Now that the vacation season is practically over there will again be seats and berths on our trains for the cash customers.

Brain lesion will now become a very popular ailment, but judging from the number of tracers we are obliged to send out for replies to our correspondents, it has been in vogue in some offices on this line for a long, long time.

Having bet on the White Sox, we are the chief instigator for a "Lunch and Carfare Fund" movement. Contribs will please forward their lucre to our headquarters at 1214 Ry. Ex.

Freddie Strumm, having returned from France after eighteen months in the front line trenches without injury, was wedded today. Looks very much like a case of "out of the frying pan, etc., etc."

George Semmler.

A. G. Naatz.

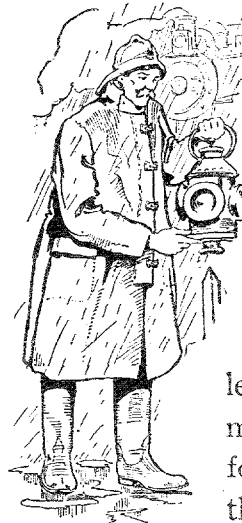
To those of us who have been around the Railway Exchange almost long enough to be pensioned, the above names will appear quite familiar, George Semmler having served time in the passenger department, and A. G. Naatz having done his bit with Col. Stubbs. George has returned to the States after a lengthy vacation in France with the A. E. F., and A. G. N. has just been released from the Great Lakes Canoe Club. We have not had the opportunity of interviewing the former, but after discussing the hardships encountered by the latter, we anticipate his re-enlistment.

Mr. and Mrs. S. H. Knox are rejoicing over the fact that a Miss Knox has entered into their lives. H. S. (otherwise known as Dr. Mohler of Barber College fame) is one of the inmates of the corporation accounting office. We are asked by the Doctor's many friends to extend their most hearty congratulations through this column, and take the liberty of including ourselves. It is the most sincere hope the Doctor's child is possessed of some of his distinguished characteristics.

Miss Hazel M. Merrill, stenographer in engineer track Maintenance department, and Mr. R. C. Merrill have enjoyed a two week's trip through the west, going via Omaha, Denver and Salt Lake and returning via the C. M. & St. P. The electrification on the Coast Line surpassed all other points of interest, yet all in all the trip, as narrated to us, must have been very interesting, indeed. Limited space forbids our acquainting you with scenes and incidents which appealed to our sense of travel, hence we are obliged to refer you to Miss Merrill, whose description vividly portrays a mental picture of the entire trip.

We point with pride to Mr. W. J. Kane as an example of a model young man of great endurance. Tilling is unknown to W. J., whose evenings and Sundays are devoted to croquet. Croquet, as you

KEEP DRY



When on the job
clothed in a
**FISH BRAND
GARMENT**

you are sure of protection. Made in various styles and lengths for railroad men's comfort. Look for the Reflex Edges that keep out all the rain. The best since 1836.

Dealers everywhere. Catalog free

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LIBERTY BONDS are now being accepted by us from our Savings Depositors for safe keeping without charge. Interest coupons are collected when due and credited direct to the depositors' accounts. By opening a Savings Account here with One Dollar or more, you obtain the most complete protection for your bonds with a minimum of trouble for yourself.



"Identified with Chicago's
Progress Since 1857"

Capital and Surplus, - \$14,000,000

112 W. Adams St., Chicago

are all no doubt aware, produces quite the same effects as grape nuts, and we only regret there are not more of our young men sufficiently interested to partake in this brain nourishing pastime.

It is pleasing, indeed, to learn of the interest displayed in the organization of a Railway Exchange Bowling team, but regret to announce that the entries reached such high numbers that rather than disappoint any of our enthusiastic bowlers by refusing their entry, we are forced to conclude the entire affair by abandoning the idea.

ADVICE TO THE NEWLYWEDS.

Agreement should be entered into by the contracting parties at the earliest possible moment as to who shall be "boss." The basic idea of such an agreement is given below:

"The husband shall be 'boss,' with jurisdiction over the 'big' things of the establishment, such as the kelly pool night, the right to drop ashes on the parlor rug (see note), how much shall be held out of the pay envelope, etc., etc.

"The wife shall be 'boss,' with jurisdiction over the 'small' things of the establishment, such as staying home alone on the kelly pool night, sweeping the ashes from the parlor rug (see note), making both ends meet, etc., etc."

Thus there shall be no occasion for conflict of authority and peace shall reign.

Note—If it is within the means to own a parlor rug.

At the present time it seems to be the custom for the young wife to continue working, at least for a time, and we are heartily in accord with this, and cannot too strongly recommend the adoption of this course, which is indeed a great help, especially when the rent, grocery, light, etc. bills commence to roll in; but to further assist the industrious husband, it is suggested the wife take in washings, which work can easily be done evenings and on Sundays. By doing one washing each evening and two on Sunday at \$2.00 each, would net \$16.00 a week, which is certainly a handsome return for such little effort.

The Misses Ada Salmons and Celia Howard, formerly of the Legal Department, have returned from France where they have been, for the past year, engaged in Red Cross work among the destitute. Miss Salmons will shortly write of some of her experiences for the Magazine. Her work was of the most important character and she is an interesting writer. Miss Salmons will shortly return to her former position in the Legal Department.

John F. Richards, superintendent of the Bureau of Labor of Lines West, has been in Chicago for several days in consultation with Geo. R. Morrison, who holds a similar position on Lines East.

River Division Nothings. "Bell."

Well, the month of hard cider and golden pumpkins has once more rolled around. Many a man does not know when he has had enough hard cider. When you see twice as much for your money as anybody else, then you have all the hard cider you need. When a man loses control of his steering gear and doesn't know whether he is coming or going, he ought to stop drinking hard cider. When he finds himself walking on his hands and knees and the street full of tidal waves, it is time for him to say, "No, not another drop of hard cider for me." Hard cider is like cheese—it gets stronger with age. (From the youthful experiences of Charles H. Martin, conductor, for the benefit of his fellow workers.)

Thanksgiving comes the last of November. Thanksgiving is a day set apart on which to be thankful. If you haven't anything to be thankful for, be thankful it's no worse than that. Be thankful that you are alive and able to kick because you have nothing to be thankful for. People have turkey dinners on Thanksgiving and headaches for the rest of the week. This is where the turkey gets his revenge. Don't blame him? You'd be angry, too, if somebody chopped your head off.

We have to commend a certain party named "Carl" in the ticket office at Lake City. He has worked up a brisk California business and is so pleasant and agreeable about it that he can almost nearly live on the tips he makes. It never fails

to pay somehow, this business of being pleasant, cheerful and agreeable. Try it and see.

At the same station Express Agent Schneider and his helper, Kennedy, are always right there with the goods. Trains are never delayed on their account. Must be something in those Lake Pepin breezes to make everybody want to work with a will and oodles of vim. Third Trick Operator Olson just returned from a ten day vacation. He's back on the job again and says he'd rather work than play. What do you think of that?

E. W. Dutcher, formerly agent at Lake City, recently made a trip down through Wisconsin, visiting old acquaintances and getting an eyefull of "Dame Nature." He says he agrees with a great many travelers that no scenery can compare with that along the River division.

Ye Scribes: Dids't note what Correspondent J. T. Raymond of the Iowa (East) division said about Minneapolis hospitality in the October Magazine? Take a tip from this scribbler and come to Minneapolis for the next M. N. G. (Mostly No Good) convention. How about a dinner at the Radisson or Rodger's (I'll have to warn you it'll be more than one buck per plate), a dip in Lake Calhoun afterwards, a sightseeing trip on the upper deck of one of Lake Minnetonka's pleasure boats, or a motor trip to St. Paul? Seems to me I overheard some of the correspondents saying they never saw Minneapolis before, about time they sit up and take notice of the best village on the map. How do it listen? Can we make it a GO?

The Winona office resembles a movie house lobby ever since Mack Sennet's "Bathing Beauties" appeared at the opera house in that city. The younger boys of the force have their desks decorated with snapshots of these "Bathing Beauties," and the cashier even carries some of them in his coat pockets. The pictures made more of a hit with the boys than the girls themselves did. How do I know all about it? Ask me. No use trying to keep any secrets from me.

Since the car clerk at Winona, Slocum Vance, left the force at Winona things are not so slow coming vunce. For once we got a damage to equipment report from the car foreman at that place before we even got the conductor's report on the accident, and we didn't have to ask for it, either. The shock wasn't fatal and we hope they'll come often.

Oh, Boy! There's an Aeroplane! And just as quick as you can say it the entire office force at Winona is at the windows to see the big bird swooping directly above the office, flying every which way. An aeroplane should be a common thing by this time, but evidently the C., M. & St. P. force at Winona doesn't think so.

Everybody remembers how Mrs. Morrison, used to was Harriet Asplin, used to scream, "A Kingdom for a piece of pie." The habit has gone from worser to worst, according to late reports. Now that she no longer can have a variety in men, she's trying to make up for it by having a variety in pie. Yes, even when she is out a-visiting she orders at least two kinds in the evening for her next day's dinner. She do beat all.

By the way, since when is the I. & M. division correspondent, Deacon Schultz, a "Parson?"

Severin Anderson is again navigating the old engines up and down this division after a long absence serving Uncle Sammie in France. He brings back a lot of fashion notes from Paris, and I'll now give the boys the benefit of the latest. He says:

"Shirt patterns will be on the square, like a checkerboard. 'Hope-you-cuoke' collars will be worn. For instance, a No. 16 neck will require a No. 15 collar. Clothing will be light in color, laid off in squares like a suburban plan of lots. Coats will conform to the waist and hips so as to show the shape. If you haven't got any shape, you lose (many will lose). Trousers will be slightly narrower, and worn short, so as to display as much hose as decency will permit. Men's hose will be perfect screams this winter. They will be boisterous and disorderly in pattern, and unless they beat the band for noise they're not in it. Neckties and handkerchiefs, ditto. A necktie that can't be heard for a mile and a half will not get a glance. Shoulders will

KIDNEY—Bladder Troubles—RHEUMATISM

TRY THIS **FREE**

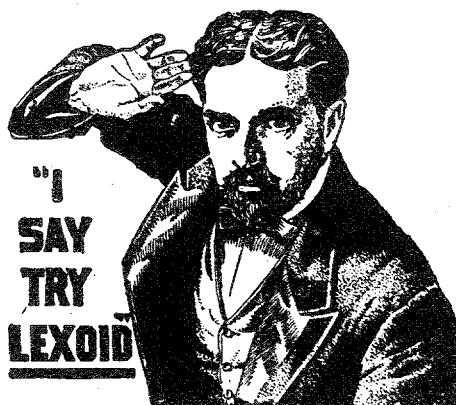
For Backache, Stiff Joints, Rheumatic Pains, and Unbearable Bladder Troubles

SEND NO MONEY, just your name and address—A Full Complete Treatment—SENT ON TRIAL

MY treatment has helped thousands to regain their health. Those with tired, lame, aching backs, with unbearable bladder and urinary troubles, others stiff and bent with rheumatism—and it has made them well, the most chronic, severe, long-standing obstinate cases, after all the other remedies they tried had failed. They were suffering, and it eased their pains, soothed their aches, brightened their lives and made them happy, and now I want you to try it, to test it, and see for yourself just what it will do for you.

STOPS BACKACHE

If you have backache, kidney, bladder trouble or rheumatism, nervousness, tired and worn-out feeling, if you make water often, getting up during the night, if it smarts and burns in passing, or if there is sediment or brick dust when it stands, write for my treatment without a minute's delay.



I know you want to be well and strong again, so you can work, and walk, without pain; so you can sleep without disturbance, and wake up refreshed and rested, able to use every muscle, nerve, cord and joint of your body, without suffering misery all the time.

I want you to try my treatment. My soothing, healing, penetrating remedies—especially intended to drive away uric acid, cleanse, purify, strengthen, invigorate and encourage the kidneys to properly filter the blood.

Now here is my offer—I will send you a regular, full, complete, three-fold Lexoid Course of treatment, without a penny in advance—charges paid—ready to use—so you can try it without a penny's expense, just as I promise.

Take it when it comes. Use half of it, and see just what it does. Then when you know it is helping you, when you know you are getting better, just send me a small amount, an amount within your easy reach—an amount you can easily afford to spare—that is all I ask. I know you'll be willing to do your part when it helps you—and your word is good enough for me. Try it first, pay afterwards when you know, not

before. When you have used half of it, if you are not satisfied, return what's left and pay nothing. Don't send a penny in your letter, not even a postage stamp; just your name and address and where to send the treatment. Address your letter to me personally, like this,

DR. H. MICHELL DeWERTH,
462 Lexoid Building, Cleveland, Ohio

Send No Money; Just This Coupon

DR. H. MICHELL DeWERTH
462 Lexoid Building, Cleveland, Ohio

Please send me your regular, full, complete three-fold Lexoid Course of Treatment on Trial as you promised above, all charges paid. Also your FREE BOOK about Uric Acid, Kidney, Bladder Trouble and Rheumatism.

My name is.....

Post Office.....

St. or R. F. D.....

Please write name and address plainly

not be padded. This will, of course, be an awful blow to the little bantamweight man who has heretofore been strutting about with shoulders on him like a pugilist, and who, when he gets into a new-style coat, will show up a couple of shoulders like those on a summer squash. There will be two novelties in waistcoats this fall, known as the 'soup' vest and the 'stew' vest. The color scheme of these vests will be such that when soup or stew is spilled on them it will not be noticed. Such a vest ought to be a good investment. Sharp-toed shoes will be worn, so that five toes will occupy the space of one."

Any girls interested and wishing to secure "Topical Tips" on what's "What" in smart wearing apparel for girls this season, can do so by sending a stamped and addressed envelope to Engineer Severin Anderson.

Gusta Furst asks me to state, in answer to the I. & M. division's October query, "for why does she go to Lake City every Sunday?" that she merely goes down to see if Lake Pepin's little wavelets are lapping her front doorsteps clean right along. Understand now?

Jerry, me boy how could you guess it? Rarebits sure do the work for the River division "ravings." But I don't imagine my items, I dream 'em, and it takes rarebits eaten before retiring to produce the right kind of dreams. One must be versatile to wrestle with all kinds of rarebits; no two are ever alike. Some come like soup and may be eaten with a spoon; others you can learn to handle very cleverly on a fork. If a chafing dish chef knows his business, he will evolve one of those rubbery rarebits which come in skeins. The elastic rarebit is the ideal rarebit. When you receive your portion of a rarebit on a plate, sieze it firmly with both hands and knead it into a ball. Then begin to pull it gently, as you would a gob of taffy or chewing gum. Pull it a little farther each time, but in doing so, hold it firmly, as it is liable to fly back and hit you in the eye, or wind around your neck and choke you into insensibility, or hit your vis-a-vis in the face and break her glasses. This "come-back" proclivity of the rarebit is the thing to be avoided. If a vigorous rarebit gets loose at a party it is liable to do damage. After you have worked your rarebit until it is cold it will be brittle enough to break into sections and you can masticate it at your leisure. Welsh rarebits are edible useful and ornamental. A very pretty portiere may be made out of rarebit strings. There is no other article of diet you can eat that will give you your money's worth as a rarebit will. After you fall asleep it's just like having a circus in your own home. Now you can see how entertaining rarebits do make people. And by the way, Jerry, if there's anything more you'd like to know about rarebits or anything else, I'm the information bureau.

Readers, I thank you for your attention. I hope I've not bored you to death. Glob, glob, splush, splush, I'm in over my head. Good night!

Appointments.

Effective October 15th:

W. F. Schmitz is appointed trainmaster of the H. & D. Division, with headquarters at Montevideo, vice H. L. Biggs, resigned.

C. F. Urbutt is appointed trainmaster of the S. C. & D. Division, with headquarters at Sioux City, vice W. F. Schmitz, assistant trainmaster, transferred.

Motoring on the Milwaukee.

Up and Down Hill on the Rocky Mountain Div.
Nora B. Sill.

If we had been, it wouldn't be so bad; but to look as "stewed" as most of us, especially those sitting near this end of the table in the picture of that luncheon at La Crosse do, and not have had one single drink, seems to me a crime. One T. P. went out to the brewery, but that was after the picture and not before. Perhaps he was thinking of those good old days, however. As for me, I was worrying about the rain taking all the curl out of my hair.

Mr. and Mrs. Earnest Heier are visiting friends and relatives in Ohio. They expect to be away

several months, having sold their home on First avenue here to Brakeman C. L. Johnson.

Mr. and Mrs. Harry LaGrange came over from Lewistown and helped Mr. and Mrs. Harry O'Donnell move. Mr. O'Donnell has one of the passenger runs on the N. M. division and having sold their home here they expect to make their future home in Lewistown. Mr. and Mrs. O'Donnell will be greatly missed in Three Forks, as they have lived here many years.

Everyone is sorry to learn that both Dave and Eddie Haffner are quite ill with the influenza at the local hospital. Both are improving, however, and all hope they will soon be out again. Eddie Haffner had the misfortune to lose the sight of his right eye early this month. The accident happened at Butte yard while he was working there, when a small piece of steel struck him in the eye. Everything possible was done to save the sight of the injured eye, but it could not be done.

The many friends of Mr. and Mrs. C. R. Johnson were grieved to learn Sept. 15th of the death in this city of Mr. Johnson's brother, Harry C. Johnson. Mr. Johnson was 52 years of age and was born in Pierceton, Ind., where he was taken for burial, accompanied by Mr. and Mrs. C. R. Johnson. The family have the sympathy of the R. M. division in their sorrow.

Mrs. Tom O'Brien and small daughter of Anacanda, wife of former Passenger Conductor Tom O'Brien, visited early in the month with Mr. and Mrs. Placey here, going on to Lewistown, where they were guests of Conductor and Mrs. B. S. Ford.

Mr. and Mrs. Al Wagner were guests of Mrs. Wagner's sister the last of September in Helena for a week's visit.

Mrs. Specker and little daughter of Dodge City, Kan., the same part of the United States where Earl and myself came from, is visiting her sister, Mrs. Earl Wilson of this city. Mr. and Mrs. Wilson have moved into the beautiful home of John Rogers, while Mr. and Mrs. Rogers are in California. They expect to be gone about six months, and leave Tuesday, Oct. 15th. I suppose Mrs. Rogers will worry over the Red Cross canteen the whole time, as she has been one of the main workers for the past year or more here. Also see if I am not a pretty good guesser when I say John will spend his time checking over his old train lists and studying the time slips for about a week. Then, "Johnny, mark me up; where is my turn now?" When you get the habit, you can't lay off.

Engineer Thompson and family have moved into the Wilson home for the winter.

Everyone is very sorry to learn that Mrs. C. H. Lefever, mother of Tommy and Earl, fell and broke her right knee while doing her housework one morning the last of September. She is resting very easily now and all hope she will soon be up and about again. There is one reason why we should never do any housework. I never intend to take any chances like that, myself, again.

Mr. and Mrs. E. V. Bennett visited the first of October with Mr. Bennett's mother at Martinsdale. Mrs. Bennett has as her guest for a few weeks' visit Miss Blanche Thomas from Salt Lake City, daughter of former Roadmaster Division Engineer Bob Thomas, who one time tipped a whole train over right on top of my head—almost, and when I came too, I didn't know if I was in a wreck or if it was just all in the day's work on the Milwaukee, for I had just landed. Since then I don't worry over little things like that.

What in Heaven's sake will happen next no one knows. But when Bill Touhey, without any effort on the part of others, breaks forth in song, and Bill Harnack, he says he learned it over at Roy Junction, but Willum Touhey. Of course, no one will believe it, tho.

Mrs. Frank Owens, wife of the section foreman at Groveland, who has been ill in the Three Forks hospital for some time, has returned to her home again, greatly improved in health.

Conductor J. C. Driscoll left the first of the month for New York state, where Mrs. Driscoll and little daughter have been visiting for the past month. Her health is much better and Mr. Driscoll expects to bring her back with him.

John Rogers was called to Spokane the first of October by the death of his brother in that city, J. P. Rogers. He was born in Prairie du Chien, Wis., and spent most of his life railroading, having held the position of superintendent of the Great Northern at Kalispel and superintendent of the S. P. S. at Vancouver. At the time of his death he was superintendent of terminals at Spokane. He left a wife and daughter in Spokane and two brothers, W. F. Rogers of Portland and John F. Rogers at Three Forks. The R. M. extends their sympathy to Mr. Rogers.

Robert Chambers, a former R. M. division engineer, and who has just returned from France after eighteen months' service there, is now working in the roundhouse in Harlowton.

Operator Ralph Kimberling, first at Three Forks, is off to Ohio, Missouri and other points of interest in this United States, for a visit with home folks. He was going to take in the big game at Chicago, but after counting his change thought it best to use what surplus he had to bet on the game. Did he lose, did H. C. R.? Ye Gods, if they played ball more than once a year none of us would have any money left, neither would we eat, sleep or get any trains by these seaports. I don't think M. J. W. lost much at that, I think he was using the other fellow's money. I was using my own.

Just a minute while I send Joe Daniels' tieup. Oh my, yes, didn't you know he is an official now and traveling engineer in place of George Spaulding, who is gone away from here, way out to the coast or some place. Joe doesn't wear overclothes any more now, he rides on the limited an' every thing, an' sends in a tieup just like the car whackers do from New Dorsey or Newcomb, or Robert Schultz from Camp Creek.

Charlie Fisher is quite sick of typhoid fever at his home in Butte. Mr. Oleson, from somewhere or other west of here, is keeping his eye on us while Mr. Fisher is away from the job. James Beatson made a flying trip to Deer Lodge the first of the month to see that we are all lined up on the jobs, as usual. He was accompanied by his mother.

Ray Long and wife from the La Crosse division, passed through our fair little city on their way west-bound the morning of Oct. 6th on train 17. They expect to be west about three months and will visit Seattle and other coast cities. Dixon almost called Mr. Long while the train stopped, as he looked the part and they needed an extra engineer right quick.

Art Wade is back to work again on the R. M. after spending most of his life for the past two years in foreign seaports that I never heard of, an' he says they wear 'em higher in—Turkey than they do most any place.

Dick Wende has a new thirteen cylinder touring car, it is composed of a push cart with the front end of a South Butte street car and a couple gallons of gas, and Mr. Sears and Mr. Jackson and some other folks and Dick loaded for bear an' sage hens, made a trip from some place to Bozeman and back in the thing. It runs on the track and is adjusted for standard and narrow gauge, for county roads and state highways, can fly like a Ford car and sounds like—well, like nothing on earth. Dick says he keeps the extra cylinder in the tool box and puts it on with a shoe horn when needed. Anyway, they came back with a wagon load of chickens. That comes of having a car that can run 'em down.

Now I have to stop and have a round or so with Mike.

Musselshell Division Notes.

F. L. Thomas.

The railway clerks of Miles City were winners of the Miles and Ulmer cup, account of being the best team in the Twilight League.

The tennis court constructed by the Employees Club will be put in shape for the fall season, according to Miss Mary Reardon, president of the club. Very little playing was indulged in since the court was constructed last spring, due to the extremely hot weather, but now that the cooler evenings have arrived the court will no doubt be put to good use.

Chas. Reed, manager of the Van Noy Interstate Co., has returned from a vacation spent in Yellowstone Park.

The local train dispatchers met a few evenings ago and elected A. C. Thompson, chairman of the local lodge.

MAKE WOOD LAST LIKE IRON

The simple process of Creosoting transforms wood into the most enduring of substances.

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving, in the form of our new KORRUGO Creosoted wood.

Our improved processes accomplish this treatment of the wood without impairment of strength.

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PACIFIC CREOSOTING COMPANY

NORTHERN LIFE BLDG., SEATTLE, WASH.

Safety Goggles

—FOR—

Chippers

Grinders

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Welders

Drillers

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Boiler Makers

Cupola-Workers

Open-Hearth Workers

For the Eye Protection of all Those who do
Work that Might Cause Eye Injuries.

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

10 South Wabash Ave.
CHICAGO, ILLINOIS.

Musselshell Division Notes.*F. L. Thomas.*

Frank Dravel, a former conductor on this division, has returned from army service. He went to France during the war and was engaged in the transportation service at Tours, Verdun and other points. He has many interesting anecdotes to relate and is able to throw a sidelight on war doings which did not come within the purviews of men in any other branch of the service. Mr. Dravel, after a short visit with friends and relatives in Chicago, will probably return to work on this division.

Raymond A. Clevenger a trainman on this division and Miss Marty Cullen were recently married and after a short wedding trip they will make their home in Miles City.

George Tatro an old-timer, formerly on this division during the construction days, and more frequently employed on the Coast Division, was visiting friends in Miles recently. Mr. Tatro has had the extreme misfortune to lose his eyesight, and during his visit here his many old friends called on him and expressed their sympathy for his misfortune.

Conductor Kelley was laid up in the hospital recently.

F. J. Runyan of the Miles City shops is on a vacation.

J. S. Waters has moved his family to Harlowton, where they expect to make their future home.

Mrs. Charlotte Parker, abstract clerk, Miles City freight office, is on a vacation, visiting friends and relatives in Iowa and Missouri.

Conductor Sam Burbridge recently traded some of his farm land for residence property in Miles City.

First snow fall October 9th. The old-timers will revise their weather records and start to date anew from that date.

Mrs. Guinette, mother of John Guinette, of the district engineer's office, is visiting him in this city.

Fireman Herb Kidwell was slightly injured when eastbound extra light engine joined the bird gang a few miles east of Ismay on the 8th.

Assistant Trainmaster Grobel moved his family from Seattle the early part of the month, and are located in Miles City.

The section foremen of this division recently held a meeting in Miles City to promote efficiency. They all report good success. About fourteen foremen attended.

Charles Lincoln, engineer on this division, recently returned from a trip to Chicago.

G. S. Bell, who for some months past, has been division accountant, has been appointed chief clerk to superintendent at Mobridge. Mr. Bell left on the 15th for Mobridge. We are unable to advise who is his successor.

C. McClanahan, agent at Gayville, had the misfortune to break his right arm while unloading baggage from No. 3 October 4th.

There was quite an interest shown on this Division in the World Series. Understand our chief dispatcher and Conductor Steffan are off the White Sox for life.

Our old friend Wm. Bartlett has returned to this Division after a six months' sojourn in Montana. Hope Bill stays with us this time. He is relieving McGuire at Morningside.

Homer Snow says he hasn't been to the Gayety Theatre since he left Sioux Falls.

R. and S. W. News.*M. J. Cavey.*

Robt. Wright has returned from a trip to California and resumed his duties as G. Y. M. at Freeport.

Chas. Dunbar has been appointed to the Safety First Committee. We all think he will be of great assistance, always has his eyes open when not asleep. "Charles, watch your step."

Mike Ledemondsky has returned from France and resumed his duties on the R. & S. W. We are pleased to see his smiling face again. By the way, Mike got the guard house for being up to eat.

Chas. Dispatcher G. H. Pletsch has returned to work after a long illness, looking much improved.

John Glover and Ed. Gibbons back on the Division again for a trip or two. Pretty well puffed up since they got on the yellow cars, even refused to handle the red ones.

Understand Roy Hickson getting his gun pol-

ished up, making ready for his annual trip North. It is said he will not pilot any engineer hunters this season, as the price of deer has advanced.

Conductor D. McCarty, a likable man. We always knew Conductor McCarty was a man of many fascinations and had a wonderful gift of making friends, that he enjoyed a large circle of friends and acquaintances; but did not know, until recently, that his popularity extended to the colored four hundred of Beloit.

In last month's Magazine we noted that some one had been commenting on our enterprises and inventions at Elkhorn; but no one seems to know much about our New Cleaning Establishment here, but thank God it hasn't gone completely unnoticed, because there is a certain conductor on our milk train who likes it so much he comes out from Chicago to get cleaned about three times a week; and he can assure all good work is done when it comes to cleaning!

The correspondent is just in receipt of a card from Conductor J. N. Kelly, dated Hoquiam, Wash., October 9th.

Conductor Kelly and wife are taking a well-earned vacation through the West. He mentions finding an Employees Magazine in Seattle and expresses himself thus: "Very sorry Horton backed out on the trip, but it's an ill wind that don't blow some one some good. E. W. M. will have to retain the side wire operator as long as Smoke is on the job." Jim traveled some of the trip with Conductor Foley, one time freight conductor on the R. & S. W., now a passenger conductor on the Coast Line; and through the courtesy of Dispatcher M. J. Welch was granted the privilege of riding over the mountains in an electric engine.

The Home Guard Spur.

Flash—Hot off the wire. J. Woodrow Rossmiller promoted to passenger conductor, October 14th. Owing to the H. C. of L. he will, until further notice be obliged to wear tan shoes. Conductor Howland on sick list.

Yard Conductor Herman is back from his summer camp looking fat and sassy.

Conductor Victor got a painful burn from escaping steam while disconnecting steam hose on business car 222, at Corliss, the first of the month.

Engine Dispatcher Smith is on his usual fall hunt for ducks. Provided Delavan does not produce in sufficient quantities, Bill will go to the old camp at Winneconne.

Some talk that the busy little terminal at the western end of the H. G. S. is soon to be known as Little Venice. Excavations are to be made and the streets will be turned into canals. M. Bruno will probably be chairman of the council.

Wanted to Trade—One Ford car, good as they ever are, for late model gondola, with canopy and licensed gondolier. Fone Number 12, Corliss, after 11:30 a. m.

There is considerable talk that the bad weather for the Elkhorn Fair was due to the absence of Babe Wobig. Babe knows that game from soup to nuts and can attend to the weather at odd moments. It takes practice to know just which crate Elizabeth, Estelle and Mamie go in. But Babe knows every blooded head of stock in Southern Wisconsin.

Iowa (Middle and West) Division.*Ruby Eckman.*

The city of Perry supported several baseball teams during the season which has just closed, but it became the honor of the Milwaukee round-house team to be the champions for the season. They won the largest number of games of any team that played and feel quite highly elated.

On Tuesday, Oct. 7, Conductor Fay Marsh of the middle division was married at the parsonage of the First Christian church at Marlon to Miss Ruth Newman. The young people expect to make their home in Perry. Fay was one of the first to enlist in Co. D, 13th Engineers, and after his return to the States and to the service of the Milwaukee, was promoted to conductor. He has the best wishes of a host of friends on the Iowa division.

Conductor George Ford made a business trip to Aberdeen, S. D., the fore part of October.

Engineer Wallis Shipton and wife were out from Savanna in October to visit relatives in Perry.

Assistant Foreman Frank Hoos was in Chicago the first week of October attending the ball game, and on his way back to Perry he stopped to see his mother in Dubuque.

J. W. Moore of the roundhouse force was off duty for several days in October on account of a sore arm. He was helping to move a gas stove when he cut his arm in such a manner that eight stitches were required to close the wound.

Traveling Auditor J. B. Wallis returned the fore part of October from Spokane, where he had been for several weeks.

James Janes, yard clerk at Perry yard, returned from France the latter part of September. He went to Atlanta, Ga., to spend a few weeks with his relatives before returning to Perry to take up his work.

Operator Dan Crowe of the Perry dispatcher's office force, was one of the favored few to get away to attend the world's series in Chicago. A number of applications were in, but the men could not be relieved.

Conductor John Coakley was off duty a couple weeks of September looking after some land interests in Dakota and Montana. Conductor J. F. Briggles relieving on 34 and 35.

Train Dispatcher De Voe of the Perry office force was at Iowa City for several days the latter part of September with Mrs. De Voe, who was in the hospital for an operation.

A number of changes was made in the personnel of the master mechanic's office and the roundhouse foreman's office at Perry the fore part of September. Le Roy Barber, assistant timekeeper, who had been in the service and injured in France, took advantage of the government's offer for a course at the State University and left the first of October to take up his school work. Miss Helen Archer took his position. W. K. Lothian, the chief timekeeper, resigned and his place was filled by Mason Hildreth, former chief clerk to the roundhouse foreman. C. E. Evitts, night clerk in the roundhouse office, promoted to Mr. Hildreth's position, and R. D. Correy, day caller, took Evitts' place.

Charles Mills, a porter on No. 3, was taken quite sick Sept. 27, and on arrival at Perry the doctor, who was summoned, recommended that he leave his train and go to the hospital. The conductor took charge of the business of the sleeping car and Mills went to the hospital, where he was given treatment and was able to go back to Chicago in a few days.

Engineer E. P. Padgett and wife, who have been in California for several months, returned to Perry the latter part of September and will again make Perry their home. They were West for the benefit of Mrs. Padgett's health, which is now much improved.

J. E. Kent, oil house man and T. M. Dunbar, former chief boiler washer, both old-time employees of the Milwaukee, have been busy for some time making arrangements for the annual meeting of the "Hornet's Nest Brigade," one of the famous brigades of the Civil War. The two employees are among the few survivors of the brigade, and each year they get together and fight over the battles of the Civil War. This year they are invited to Perry for the latter part of October and expect to have a great time.

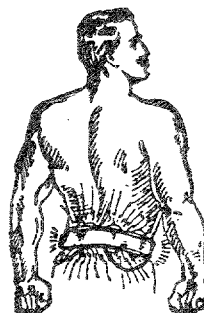
W. C. Scott of the freight claim department, who has been working on the lines west, with headquarters at Lewiston, Montana, has been transferred to the Iowa division, with headquarters at Perry.

Leo Frost, the boilermaker who was off duty for several weeks on account of a broken arm when his Ford kicked, was able to resume work the fore part of October.

Alve Lyons returned to work the fore part of October after having been in attendance at the Maintenance of Way convention, which was held in Detroit. Lyons was a delegate from the roundhouse and yard employees and A. W. Bergland, also of Perry, was a delegate from the bridge and building department. Both men report a big convention.

Frank James, who has been on the telegraph line force on the Iowa division for some months, has returned to his old position with a crew working out of Milwaukee. William Ferber, who has been working with an Iowa division crew for some months, is now in James' place as assistant to Foreman C. Robertson.

MEN, When in Chicago Come and See for Yourself



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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 boxes.

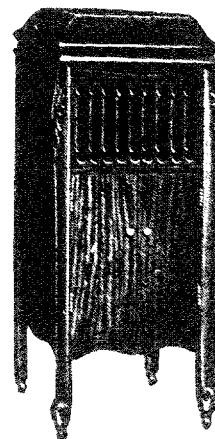
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Chicago, Ill.

Chief Dispatcher J. J. Kindig of the Perry dispatcher's office force, has been having a serious time for a few weeks on account of a siege of boils under his arms. He went to Excelsior Springs Oct. 12 to take the baths and treatments there for a while.

Operator Lester Losey of the Coon Rapids force has taken a leave of absence and has gone to Arizona to spend the winter. His health has been poor for some time and he was in Phoenix last winter. E. O. Kinser, who resigned as agent at Coon Rapids, has taken Lester's trick during his absence.

E. J. Ricketts, car foreman at Perry, has been in the Kings Daughters hospital at Perry for some time on account of sickness. He has been suffering with an attack of typhoid fever.

October 3 was the date on which Agent and Mrs. F. E. Bentley of Rhodes were married, and this year they celebrated their silver wedding anniversary. The day was spent in a quiet manner, Mrs. Bentley having the entire family at home for the day. Bentley has been agent for the company at Rhodes for seventeen years.

Clair Warner, the 21-year-old son of Agent F. A. Warner of Cambridge, died the fore part of October after an illness of several days with pneumonia.

Edwin Elsasser, one of the first firemen to enlist in the navy, received his discharge the last of September and has returned to Perry to resume work on the road.

Monday, Oct. 6, the ladies of the B. of R. T. entertained all the trainmen who had been in the army or navy at a 1 o'clock dinner and social afternoon. The ladies put up a real feed and after a short toast program and a musical program, finished the afternoon with a dance.

Milwaukee Shops Items.

H. W. G.

R. W. Anderson, assistant S. M. P., and his office force moved over to their new quarters, upstairs in the main shop, September 26th, where Mr. Lowry, general master mechanic, had his headquarters 30 years ago. Quite a nifty set of offices in the old place now. Quite a suite.

Miss Ada Kufalk, joint steno across the hall from Mr. Anderson for Crowley, Callahan, Davis, Elder, Furness, Schwartz, etc., has a new desk with a disappearing arrangement, much admired by the invited crowd.

This makes it so Ada can sit straight up, getting the full benefit of the chair back, thereby resting her own back. Twenty words or better is the new record, and with less effort. Miss Wright is after a new desk, and she will get it.

The damaged and bad order cars in the yards seem to be very numerous, as the 200 photos recently taken will show. Two thousand prints, ten from each, were made for distribution.

The scribe enjoyed a few days' outing at the old camping ground in Oakland County, Michigan, the last week in September, motoring over the old hills of the Oakland Highland, which for scenic beauty and historic associations have lost none of their charm. Oakland is the "Waukesha County" of Michigan—only a little more so.

The shops started work at 8 a. m. instead of 7 a. m., October 1st. This being really 7 a. m. now, as it will be when the so-called "Daylight Saving" season closes October 26th.

Six miles per hour through the yards. Slow up, boys; slow up, before someone is injured.

We must see our alderman and get after the throwers of broken glass at the foot of Thirty-second street.

Mention of the 50-year service of our old-time friend, Harry Dumphy, of the locomotive department, in the October issue brings up many memories of the old P. du C. shops that were located at the foot of Second, Third, Fourth, Fifth and Sixth streets up to 1881. We well remember the time when Superintendent S. J. Collins used to come in the shops after Harry to go with the ball team to St. Paul and Minneapolis; also do we remember at about this time that "the Lord Schaughnessy's" pen fell from behind his ear at the old store department platform and stuck up in the floor. Some say, a good sign. "Tom" Schaughnessy was also in the young men's library campaign about that time.

The many friends of Car Fresco Painter John Baumgaertner will be glad to learn that he is much improved from his month's lay up from blood poisoning from an injury to his foot. At one time it was a pretty hard pull through with John, but we will be glad to see him with us again soon.

J. Guschl, foreman of the upholstering department, is off on his vacation. He has not sent in his report as yet.

E. J. Mansur, foreman of the cabinetmakers, was on his vacation through Canada and New England in August, but he did not tell us about it until after the items had gone in.

Lloyd Conant, chief in the assistant S. M. P. office, Western avenue, Chicago, was a welcome caller the seventh. Lloyd always has a "satisfied" smile.

Three or four of the steel cars in the middle of the train were cornered in the "Columbian" on the curve at the Union depot by a locomotive heading out, making it necessary to set the cars out with their damaged vestibules and crushed corners. Accident October 8th.

Shop Engineer Thomas Scott, with his steno, are in where Mr. Anderson vacated. Not a blooming cigar as yet from "Tom." Henry Krueger and his man have moved in the same room, and had a helfatime getting Krueger's mammoth double-deck desk through the doors. More cigars coming! Later—Tom has not as yet moved over.

A big bunch of Middle District mail lost September 17th. Some inspection reports short on this account being duplicated.

"Short on items for October?" Yes, a little. If you have anything worth while, send it over. Still, with the Valuation Jottings, Foundry Items, M. C. B. Jottings and until recently the Store Department, we have a pretty good space for the Milwaukee Shops. By the way, what has become of the boy-wonder from the store department?

F. S. Peck of the store department now occupies the room formerly used by General Storekeeper Frank O'Connor.

The assistant S. M. Ps. and division master mechanics were in session at the shop October 13th and 14th. We note that Major Alex Young is keeping up his fine appearance.

Yes, of course, we are all headed for the Western Railway Club meeting in Chicago, October 20th. Master Car Builder L. K. Silcox is to read a paper on "Freight Car Economics."

New applications in the Veterans' Association are beginning to come in. Applications received after the annual meeting apply to the following year. Those now being entered are good for 1920. A few are in arrears for 1919, but payments which are held open until the close of 1919, only apply to 1919. Renewals for 1920 being due January 1st, but can be paid any time previous, if the 1919 dues are cleared up.—H. W. Griggs, shop chairman.

Passenger Car Supervisor L. B. Jensen was out over the lines the middle of the month. So was Mr. Petran.

Quite a goodly number from the shops attended the soldiers' and sailors' banquet and dance at the Knights of Columbus hall on the avenue, the 14th, and report having a fine time.

Valuation Office Items.

F. E. W.

"Buster and buster gets the little office hidden way off in a corner of the car department building. More and more feet wear their way westward in the direction of the mechanical valuation office. We now have thirty-three members in our office, and most important of all, is the arrival of the "new girl," Miss Beatrice Hopp, who hails from the big city of Dubuque.

Maynard Nussbaum, George Cruice and Carl Riemann are also new members of our force, having been transferred from other departments at the shops.

Reports are being rumored about a certain dark complexioned gentleman of this department, nicknamed "Nig." The question of the hour is "who's the lucky girl?"

Flornice Wasechek spent her vacation in the east, taking in Niagara Falls, a boat trip down the Hudson river, from Albany to New York City.

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**

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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 OCKINS,

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, and 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.,

1138 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

took in the big city from the Woolworth building, and a bit more; had a little dip in the ocean at Atlantic City; viewed Washington and its beautiful white buildings; returned home and reports that with all due consideration for the wonders of the east, Milwaukee still looks mighty good.

La Crosse Division Facts.

Guy E. Sampson.

Jack Frost has returned, and with him came those freight conductors that had been in passenger service all summer. L. D. Daniels is back on the west end way freight, displacing B. Carleton, who in turn went back in ring service. J. Lynam also back in ring service. N. Morehouse took the Portage layover local when he returned to freight service. All seem to hate to tackle the 100 car drags.

Conductor Ray Long and wife have gone to Seattle to spend the fall and perhaps the winter months. Sure some treat to get away from the snow and into a country where one may hunt and fish instead of facing snowballs.

The remains of Conductor Ed McSorley, who died at Spokane, Wash., were brought back to his former home at Portage for burial. Mr. McSorley was the son of one of the first engineers on the La Crosse division, and having been born at Portage and raised with a great many of the present employes of our division, was well known here. Besides his wife and two children he leaves one brother, Felix, of Milwaukee, one sister, Mrs. McPhearson, wife of Conductor Art McPhearson of Portage, and his mother, Mrs. McSorley of Portage. The sympathy of the entire division is extended to the bereaved ones.

Conductor Eugene Wright of Spokane, Wash., who returned east with the body of his co-worker, Ed McSorley, stopped off at Lyndon on his return west to visit his sister, wife of Section Foreman Dan Trainor, whom he had not seen for twenty-one years.

On Wednesday, Sept. 24th, Brakeman Frank Wurm of La Crosse and Miss Rose Sroka of Portage were quietly (?) married at 6 a. m. at St. Mary's church in Portage. They soon afterwards just as quietly departed for Kilbourn City, where they quietly (?) took a west-bound train for La Crosse and from there they quietly (?) left for Portland, Ore., and other western cities on a quiet wedding trip. As stated before, this was all on the QUIET, but the reception that awaits the happy pair when they return will no doubt be a noisy affair, for both enjoy the friendship of every last employe on the La Crosse and Northern divisions of the Milwaukee railroad. And all join in wishing them all the blessings of a happy life.

Harold Beyer, son of Engineer and Mrs. Paul Beyer, died at the home of his parents and was buried in the family lot at Portage Sept. 21st. His death came as a shock to all his friends. The sympathy of all employes is extended to the bereaved family.

Mr. and Mrs. John Domstrich and children are spending a month visiting relatives in Nebraska.

Mr. and Mrs. John Cary enjoyed a few weeks' visit in North Dakota away from the North La Crosse yards. Mr. Carey held down the position of yardmaster during Mr. Greenwood's vacation and then thought he would also take a rest for a change.

One of our passenger boys has been visiting Sheboygan looking over his prospects as candidate in the sea of matrimony. As Ray has a fine summer home at Pewaukee which he has been remodeling, it looks as though there might be some truth in the reports that have been leaking out around the union depot.

A new time card on our division this month takes our train, No. 101 from the east division and runs it over the Northern division. This puts us back where we were several years ago, as it places a Northern division crew on the La division. The new card also gives the Viroqua branch line a Sunday train.

The La Crosse division correspondent and family spent a week's vacation on the "Kickapoo" and while there we made a complete round trip with Conductor M. Beyer from Wauzeka to La Farge and return without even getting off the

track. We rather expected to meet our old friend Hargraves up the branch, but were informed that as yet he had never been over the old K. V. & N. line.

And we sure saw a part of the photo of the M. N. G. Club in the last magazine.

Operator K. D. Smith and wife of Bangor accepted a present from Dr. Stork in the way of a baby girl Sept. 14th. And K. D. was so well pleased that he at once wired his friend, "Billy Jones," of the dispatcher's office to be on the lookout for a box of regular 10 centers. Did they come? Next train, sure nuff.

Roadmaster P. H. Madden attended a convention at Chicago this month and J. Kelly of Kilbourn held down the big job while P. M. was away.

On Wednesday, Sept. 24th, friends of Towerman William Lucas of Portage learned of his death. He had been in failing health for the last year. His father, Mr. Leonard, who has held the position as brakeman on the Madison-Portage line for a number of years, resides at Portage. Besides his parents, three sisters and two brothers, he leaves a sorrowing wife and two sons and two daughters. Mrs. Lucas is the daughter of Towerman and Mrs. Frank Slater of Portage. The bereaved family have the sympathy of the entire division.

Frank Learmouth has taken the third trick operator's position at Portage in the dispatcher's office and Operator Arnold, who bid in Sparta a few days ago, has bid in Frank's old job on first trick at Kilbourn.

John Brabant, father of Robert Brabant, night roundhouse foreman at North Lax, died at the home of his son at La Crosse Sunday, Oct. 11th, at the age of 74 years. The sympathy of all employes is extended to the bereaved relatives.

Miles City News Notes.

F. L. Thomas.

Felix Wagner was compelled to temporarily relinquish his position at Miles City, due to a badly sprained right arm the early part of the month, but has resumed work.

V. V. VanOsdel relieved Agent Freeberg of the American Railway Express for a few weeks while the latter was on his annual vacation.

Conductor Slagle's wife is visiting relatives in Wisconsin.

Sylvester Ball, who has for some time past been manager of the Western Commissary Camp at McIntosh, visited friends in Miles City over Sunday recently.

Mrs. Gus Shultz, wife of Brakeman Shultz, is quite ill at her home in Miles City.

The family of Henry Immisch, formerly a machinist at Miles City, left recently to join Mr. Immisch, who is now employed as erecting shop foreman for the Denver and Rio Grande at Alamosa, Colorado.

Switchman F. D. Gray has been appointed representative of the Order Railway Clerks at a substantial increase in salary, with headquarters at Spokane.

Agent Sasser of Ingomar was a recent Miles City visitor.

Mrs. Dolores Davis and Miss Denniston spent Labor Day with relatives in Moberge.

Byron Nelson has returned from eighteen months' service with the Marines and resumed his old position as night ticket clerk at Miles City.

Heavy shipments of cattle have been made from this division the past thirty days. All the heaviest holders of cattle in this vicinity have shipped or expect to ship this fall.

Mrs. Bud Asbury, wife of Conductor Asbury, visited old friends in Miles City recently. Mr. Asbury is a freight conductor running out of Harlowton.

Assistant Trainmaster Fuller has been appointed trainmaster at Moberge. He is succeeded by E. M. Grobel of Seattle.

Engineer Earl McKim has returned from overseas and resumed work on this division.

George Pyette of Tacoma, Wash., shop accountant, was a recent Miles City visitor.

Miss Rosalie Tracy has accepted position of stenographer in Agent Randall's office, Miles City.

Albert Towler, the genial baggageman at Miles City, got tired of boarding-house life and was recently married to Mrs. Jennie Leigh, leaving a few days later for a honeymoon trip visiting points in Minnesota, congratulations of their many friends accompanying them.

Chris. Dimitroff has returned to his duties as section foreman on the Middle Division after 18 months' service in Europe.

Miss Fern Black has been appointed file clerk in Superintendent Bowen's office vice Robert Had-dock, transferred to Marmath.

"Shorty" Rodgers has returned to his duties as stenographer to chief dispatchers, after spending a ten day vacation in the Twin Cities and other eastern points. He says he was not married while he was gone.

Dispatcher Earl Farr is on vacation at the present time.

Chas. Perthis, former section foreman at Sumatra, has resumed work after an absence of several months in the hospital.

Miss Betty Lane has resigned her position as stenographer in Agent Randall's office, and entered college at Lewistown. Miss Lane had been employed for over two years in the freight office and during that time she had become very familiar with the work proving herself a very capable clerk and we regretted seeing her leave, but trust that she will enjoy her college life.

Mrs. Charlotte Parker, abstract clerk Miles City freight office, visited friends and relatives in Billings recently.

Delbert Streeter has resigned his position at the local office and entered the State University at Missoula.

W. M. Williamson has returned from the army and resumed work on this division.

Miss Elizabeth Wilsky, who some months ago was employed at Miles City as night ticket clerk, was married to J. W. Corbett of Stanton, Nebr., the latter end of August; we are short of particulars of his wedding so are unable to give a detailed statement. Mr. and Mrs. Corbett left the next evening on No. 16 for their new home at Stanton, Nebraska, where Mr. Corbett is employed by the C. & N. W. Ry.

Wish some of you trainmen would mail me a few items, kind of light picking at times.

Frank Kagles, blacksmith at the shops, was laid up some time ago in the hospital, but a few days' rest saved an operation and he is as "frisky" as ever.

Walter Mann has been appointed assistant time-keeper superintendent's office, Miles City.

Signal Department Bubbles—Lines East.

"Suds."

Theodore Groth, salt water gob, dropped in long enough to say hello and shake hands with the boys. Ted was on his way to Fairmont, Minn., after being honorably discharged from the navy. He was very anxious to get back on the Lines West, and from his appearance could set a light signal up almost alone.

This month we have sad news to relate. Charles Fisher, who had been with the signal department for over ten years, passed away after an illness of three weeks. Charlie was operated on for appendicitis from which he died. His was a picturesque character. He had a fine sense of humor and there was no joke or humorous incident that occurred around the signal department that he was not connected with. His many witty sayings and doings will always remain clear in the minds of those who came in contact with him. He was a good clean sportsman and in his eighteen years of ice racing never tried to take advantage of his competitors by any foul or unfair means. He made a host of friends, as the great many floral tributes from the east and west bore testimony. We all mourn his untimely death and extend our sincere sympathies to the bereaved family, especially Mrs. Fisher, for Charlie was not only a husband, but a pal.

Pink Porter started recently with the signal valuation department. Pink's duties require him to be on the road quite a good deal.

Bob Poland's crew has been disbanded for the present. Retrenching is in order during this period of the year.

Herb Rose, formerly clerk with I. E. Gilman, has accepted a position with the C. & N. W. as clerk to Special Agent Lawrence. Herb will be useful to that department when they require some one to look over the top of a transom or on top of a box car, as his height is greatly in his favor. Good luck, Herb.

Paul Blessinger, our feet-footed office boy, spent his vacation at Waukesha drinking mineral water. Reports doing a lot of autoing around that part of the country.

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Margaret had such a wonderful time out west on her vacation that she hasn't quite got her breath back yet, telling us about the scenery, the auto trip along the Columbia Highway, the boat rides, the people she met, especially on the train coming home and a photo that arrived at the office lately. Margaret wishes to offer her regrets for not calling on L. W. Smith and the signal department at that end, but she only had time to slip from one depot to another.

What's interesting us most back here is, what is the matter with Slim. We're beginning to think that N. B. Sill had the dope all wrong regarding the recipe that Slim sent out to the maintainers. We're afraid they all received him with the proper spirits. Anyhow, Slim, you had better get back in again, for that stall about having too much work is old, and anyway, we like your stuff.

Joe Pattee hurried into the office and then hurried out again so fast that he nearly took our breath away. Come in at noon some day, Pat, and bring along some outside money.

You sure would have laughed to see Elmer the afternoon of that last game. He had a severe attack of neuritis from 2:00 until 4:30. We'll have to hand it to him, though, for he was the only one around the terminal that I saw who had any Cincinnati money. He took all Sox money in sight and of course he's figuring on celebrating.

Gus Koenig was in to talk over a few points relative to changes at Shermerville. Gus tips the scales at 260. Some man. Come again, Gus.

A. T. Breecher made a couple of trips to our fair city the past month. He stayed over night and the boys tried to entertain him as all visitors should be entertained. Judging by his smile the next day, he enjoyed himself.

Idaho Division. "Bill."

When J. T. Sleavin came home one night in October, he was "sprized," and upon "racking his memory" he came to the conclusion that it must be his wedding anniversary. The house was very nicely decorated and the table suggested "Halloween," besides showing delicacies that were not suggestions. An elaborate musical entertainment was put on by some of the world's greatest musicians. The balance of the evening was spent in playing bridge. Places were set for Mr. and Mrs. Tom McGuire of Great Falls, Mont., Mr. and Mrs. J. R. Clarke, Mr. and Mrs. T. S. McGinnis and Mr. and Mrs. J. T. Sleavin.

Ole Bakke, our "Irish" roadmaster, is willing to part with a "rattling good car". Ole says as long as he keeps it away from the "big cities" (and women) the car behaves, but just as soon as he forgets, the — — begins to "rattle and refuses to go."

Franklin Lafayette Tewell left for Washington, D. C., last week. From what we heard he is going to tell Wilson his views on the League of Nations. Good luck, Tewell, as well as all the little "tools."

Ray Shoak, former stenographer in the office, and more recently of Uncle Sam's Navy is back now as Superintendent F. S. Hill's stenographer. Ray says that the "bunk" in Superintendent Hill's car is too small, so he is going to sleep on the floor.

"Rich" Richardson has been added to our force. It was only by hard work that we succeeded in luring him away from J. Ogden Armour, and he is rapidly making good.

Gertrude Alden suffered a sprained back when she fell down a flight of stairs last month, and "enjoyed" a week's rest. Too bad, Gertrude. Hope we will soon get an elevator.

E. L. Murray is "laid up" with pneumonia. Hurry up and get well, Emmett, we need you at the office.

At yet Claude Mitchell failed to bring in that "ice cream" melon, although it's cold enough for ice.

Tom McGinnis appeared on the scene one morning in a new overcoat, but refused to tell where and how he got it.

During the recent world's series the office resembled a gambling den. Nickels and pennies were wagered with reckless abandon, and if there had been two or three more games, do not believe we could have stood the great mental (and also financial) strain. However, we always did know the Reds would win.

Lest you forget. It's time to put on the heavies.

By the way. How about that correspondents' convention? Isn't it about time for another one?

The indoor sport, nowadays, is getting some grapes, raisins, peaches or dandelions and hiding them two or three months. Hardly a morning passes but we hear, "How long before it'll be ready?" or "Mine is fermenting now." As the writer is a "temperance crank," these remarks are over his head.

News From S. C. & D. Division.

Esther Sundleaf.

Jas. Hubbs and family are back from a trip in the West and have had a fine time.

E. E. Resner has resigned as agent at Menno. Alda King has been appointed as agent.

J. L. Dwyer operator at Tyndall, was married to Josephine Draha, of Kingsburg, a few days ago. Mrs. Dwyer was former agent at Kingsburg. We extend our congratulations.

L. F. Donald, from Green Bay, has been appointed as chief clerk in the superintendent's office at Sioux City.

If you want to have a good time have Brakeman Joe McNertney take you over the "Falls."

Fireman Edward J. Mills and Miss Opal Blair were married recently. We offer our best wishes. But the candy has not arrived yet.

I told you A. M. Hilburn was going to get married. Haven't heard the particulars yet.

A. D. Ringquist, operator at Yankton, died October 13th. Our sympathy is extended to the bereaved family.

R. W. Riewert and wife called on us the other day.

Mrs. Geo. Monk, mother of Conductor A. E. Monk, passed away suddenly September 17th. Mrs. Monk will be remembered by many friends who will receive the news of her death with regret and sympathy for the surviving family.

Conductor R. C. Jackson and family are still in the West, and from letters received they are having some time.

Esther McFarland is the new comp operator in the superintendent's office. There must be something fascinating about the name as there are three of us now.

P. D. Mohan, formerly engineer on the S. C. & D., is visiting at Sioux City. We were glad to see him looking so well and hope he will soon be able to get back on the job.

Conductor Mallory has a new boy at his house. Congratulations.

I hear Tommie Glynn, our popular adjuster, is getting interested in millinery. There's a reason.

Chester Moran is back from the service. I hear he is as cute as ever, but he hasn't called on us yet.

Geo. S. Robinson, one of our most enterprising, young and efficient trainmen, who started in the live stock business in addition to his duties as brakeman, upon receiving notice of his promotion as conductor disposed of his large live stock interest of three lovely Durock pigs and it is expected that he will not forget the young ladies.

We were all very sorry to have Assistant Trainmaster W. L. Schmitz leave this Division. He made many friends on the S. C. & D., although only here a short time, and we all wish him the best of luck in his new duties as trainmaster on the H. & D. Division.

We understand Roadmaster Early makes a good valet.

General Roadmaster Shea passed over the Sioux Falls line recently and had nothing to say except good things.

Have any of you seen the station agent at Akron since he got his new clerk?

We were all shocked to hear of the death of Brakeman J. E. McDonald, who was killed in a taxi October 3rd. Our sincere sympathy is extended to the family.

Railroad men face storms, breathe dust, accept slights and slurs from snobs and always pack home to their family a happy heart.

Iowa (East Division.)*J. L. Raymond.*

Conductor F. E. Pike was off duty a while account of sickness.

Conductor George H. Vandercook has been on the sick list for several days.

Engineer N. R. Beall of Marion is still suffering from an injured foot. It seems to be a pretty serious affliction and no prospect of an early recovery, we are sorry to say.

Conductor W. M. Hyde has been away, Conductor A. Hann relieving.

Superintendent of Transportation G. L. Whipple was among the official party that visited Marion October 8 on an inspection trip. Mr. Whipple used to live in Marion and found time to visit with a number of old-time friends. He was shown about the city in T. J. Davis' auto.

Car "Alexandria" has been stationed at Marion several days, occupied by a party who are taking the annual estimate of the valuation of the company's property.

General Superintendent W. M. Weidenhamer, Superintendent of Motive Power E. Brennan, and Assistant Superintendent of Motive Power A. Young, visited Marion Oct. 8, also Cedar Rapids, inspecting things.

Born, to Mr. and Mrs. George Markert at Marion, Aug. 29, a son, Roscoe Russell. We extend heartiest congratulations.

Engineer and Mrs. Robert Cessford recently made a tour East, taking in Niagara Falls, New York City, Washington and Louisville, Ky.

Switchman and Mrs. Ray Mullican have returned from a trip to Denver.

Chief Operator J. T. Galliven spent a week at Excelsion Springs.

Conductor and Mrs. J. S. Williams have been visiting in New York City and Boston.

Night Ticket Agent and Mrs. L. R. Blackledge and son Harold of Marion visited friends at Oneida, N. Y.

Agent M. B. Leonard of Waucoma has taken a three months' leave of absence. He and Mrs. Leonard will visit in California.

Operator John Oleson, acting agent, until Mr. Leonard returns.

On Oct. 11 No. 12, engine 6108, Engineer P. H. Kiley and Fireman Harry Hummell, struck an auto at first road crossing west of Indian Creek. Something flew and struck Fireman Hummell, who was standing in the gangway of engine, causing him to fall from the engine, cutting a gash in his head and badly bruising him.

Dispatcher and Mrs. Willis Jordan are spending their two weeks' vacation visiting at the home of Mrs. Jordan's brother, who resides in Fort Worth, Texas.

"The King and Queen of Belgium Special," this was the heading Dispatcher Bob Leamon wrote at the top of a column on the Eastern Iowa division train sheet the morning of Oct. 8. The train consisted of ten cars. General Manager J. T. Gillick accompanied the party from Chicago to Omaha, Supt. C. H. Marshall joining over the Iowa division. The special left Savanna at 12:49 a. m., passing Atkins at 3:25. Train was hauled by engine 6330, Engineer Hard, Fireman Yachik, Conductor Piper to Marion and Conductor Fen S. Craig, West. A pilot engine preceded the special over the division twenty minutes with Trainmaster Turner on board. Conductor Craig says everything went lovely, arriving Omaha 10:00 a. m., on time.

Clarence A. Tolbert of Atkins yard office has been taking an extended vacation, going to Chicago from there to Seattle, Wash., to visit his wife and daughter, thence to California.

Mrs. Frank E. Johnson spent several days in Marion visiting friends early in October. Conductor Johnson has been off duty for several weeks on account of illness. We all miss Frank's genial visits to Marion very much and hope that he will recover before very long and take his place back in the ranks again.

Operator C. A. King was absent several days to attend the funeral of a relative in Western Iowa, Operator Bollinger relieving.

Traveling Engineer Will E. Emerson of the Coast Extension visited recently at Marion. Billy has many warm friends on this division who are always glad to see him.

T. C. Glynn of Aberdeen, S. D., was a brief

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NUXATED IRON

Marion visitor. Tommy was a former claim agent in this territory and always receives a hearty greeting on these return visits from his many Marion friends.

Dr. A. B. Poore, company surgeon, residing at Cedar Rapids, was injured in a passenger train derailment on the Great Northern railway near the town of Park, Minn., the latter part of September. Dr. Poore suffered a concussion of the brain and a badly wrenched knee. Mrs. Poore was badly shaken up and bruised, but escaped without more serious injury. They were in the dining car at the time the cars were derailed.

William Sherwood, working in cinder pit at Atkins, lost his right arm Oct 8, account engine running over it. He was taken to St. Luke's hospital, Cedar Rapids, where we hope he may speedily recover.

Chief Shop Accountant's "Ink Blots."

"Cutie."

Helen Gibson and Helen Holmes have nothing on Bern Van Laanen when it comes to making "Grand Stand Jumps." Somehow or other her feet got in her way and she made a mis-step. Otherwise she is some dainty railroadess.

Our little "Ray of Sunshine" is going to leave us and go out West. She is heading for Butte, Montana. That's her—Jessie Webster.

Now that our smiles have gone, I don't know how we are going to get along without her. Miss Grace Harris is leaving to accept a position with the Government.

Ruth Cotter, our comptometer operator, is back on the job. Said she had some time, also if she lives to be a hundred, she is going back as it is the ONLY country.

J. Bick, Mrs. and Junior all took a trip to Kansas City, Mo., and McKeever, Mich. Junior reports an enjoyable time, also Daddy and Mother.

Ed. Horning is going to visit his relatives in Florida. He also expects to visit Miami, Palm Beach, Jacksonville and some other cities along the Coast. Also going to take in Dayton. May tell us something about the wonderful track on which DePalma broke the record. Eddie is contemplating doing this on his week's vacation. Some speed-man—he.

Fred Scheibel and Wynand DeSoete took in Niagara Falls, Albany, New York, Washington, Philadelphia and cities in the East. Both had a great time, although they have nothing to say about the trip.

Ed. Wentworth and W. DeSoete spent three days in Chicago on business.

Simon Ramstack also spent a few days in Sioux City on business.

The only thing that saves the Time Department are the OWL cars. Otherwise they would never get home.

E. H. Braun, C. S. A., visited Chicago on the 10th, regarding business matters.

Corbett Mahnke must visit the Poor House four times a week as a result of the World Series.

Erwin Keepman has decided not to place any more bets on the World Series. He evidently did not win, but thinks experience is a very good teacher. Never again!

Quite a laughable event happened on the noon of October 14th. Had a little mouse come into the office and took Misses Webster, Harris and Mrs. Alderman off their feet, up on the chairs and, oh my, what a noise! The poor little mouse couldn't get out of the way fast enough.

Wm. Schumacher, assistant to H. L. Erb, is a very able young man on the A. F. E. job, but he has very little to say. What's the matter, Bill, not bashful, are you?

Gib Smrz, our star right tackle, came to work with a bruised shoulder, but nevertheless he says they won the game, so why worry about a little thing like a bruised shoulder.

What can new shoes do to the feet? Ask Grace Harris. Danced for pleasure one night and the next night—oh what a different dance. We all know a little about new shoes. They are treacherous things.

Mr. and Mrs. Green visited Madison on the 11th to see Marquette beat Wisconsin, but instead saw Wisconsin trim Marquette 13-0. Nevertheless it was some game.

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