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

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

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

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

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

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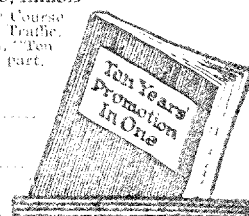
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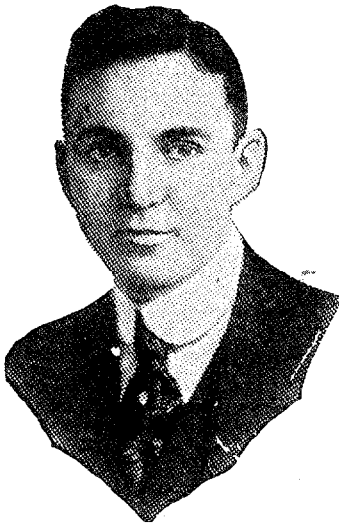


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EMORY J. SWEENEY,

President  
Sweeney  
School

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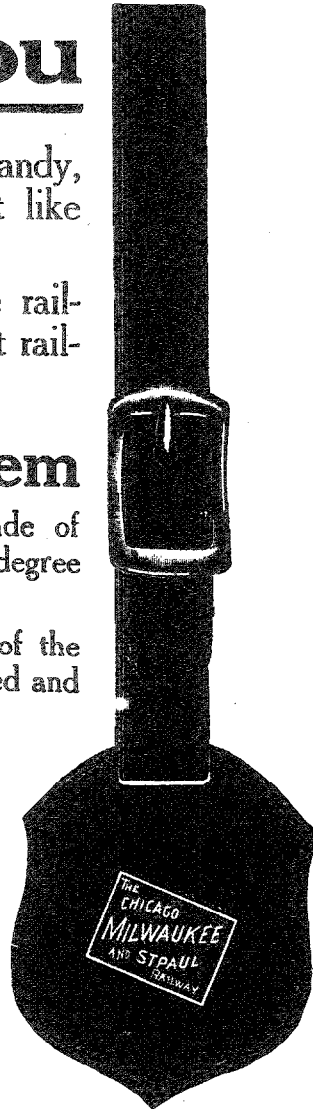
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Railway Exchange Building, Chicago

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CARPENTER KENDALL  
Editor, Libertyville, Illinois

Single Copies 10 Cents Each

Outside Circulation \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

VOLUME VII

SEPTEMBER, 1919

NUMBER 6

## WINNING THEIR CHEVRONS

### A History of the 13th Engineers (Ry.)

*(Concluded from August Number.)*

Before proceeding in the orderly sequence of events concerning the 13th in the most eventful period of their service overseas, let us see where D Co. was distributed, and something of its personnel. At first the boys from the Milwaukee were located with headquarters at Souilly, where the French Second Army had headquarters during the fierce battle of Verdun. This locality was a favorite target for the Hun bombing raids, and the D men often performed their work in the midst of and in spite of shell fire, of bombing and machine gun fire from the German air visitors.

Captain Sawtelle had the district from Souilly to Digny and Souilly to Rampont, as supervisor, or roadmaster, and D men were located on the Souilly and Rampont line, except train and engine men, who worked out of Fleury and Sommeille; and the machinists, who worked at Laheycourt. At the time of taking over the 4 Ligne in May, 1918, and September, 1918, Ste. Meneshould to Verdun, some D men were located at Les Islettes, others at Clermont, Aubreville, Dombasle and points to and including Verdun. At that time, Lieut.

F. R. Doud was trainmaster, succeeded upon his serious illness by First Lieut. (then Sergeant 1st Class) Fiske Marshall, with headquarters at Dombasle-en-Argonne. When Captain Horton was released from hospital, following his operation for appendicitis, he was sent as superintendent to the district from Clermont-en-Argonne, to and including Verdun West Yards. Lieut. Marshall acted as his trainmaster. In September, 1918, many of the D men were still operating at Les Islettes and on the Rampont Line; Capt. Sawtelle on the Dugny and Rampont Lines as roadmaster in districts, where action was plentiful and robust in character. In all of their assignments the D men worked without rest whenever that was necessary, and in speaking of their loyalty, one of their officers told me that "it would be hard to pick out any individual cases of 'distinguished service,' and the only way to do, was to pay tribute to the company as a whole for their courage in performing all duties in spite of shell fire, of machine guns and bombs, which fell around them and blew up their railroad, often many times in one day."



Some 13th Officers at a German Dugout, Sept., 1918.

August, 1918, saw the tremendous Allied offensive in full swing and the Germans breaking on all fronts. It was during that time that every American at home watched with drawn breath, the morning, noon-tide and evening papers and stood silently, but with glistening eyes, in front of the bulletin boards and saw the news flashed out, that the Americans were driving the Huns back—every day the cheering news grew and the watchers on home shores began to know by demonstration the stuff of which those lads they had sent across the water was made. Strong, steadfast and unafraid, they swept on as the victorious days of St. Mihiel and the Meuse-Argonne were written into history. And as August advanced, and September came on, the railroad lines operated by the 13th became the highway for an ever increasing volume of traffic, with a great augmented number of trains to handle. Running into the midst and the thickest of the Argonne sector, these lines bore the brunt of the transportation burden. American troops were pouring into that territory, indicating that the American army was to have a sector somewhere in the neighborhood of Verdun, and the number of guns and amount of ammunition hauled by the 13th made it evident that an attack on a large scale was meditated. When the artillery barrage at St. Mihiel started it was heard by every detachment of the regiment, the fierce pounding continu-

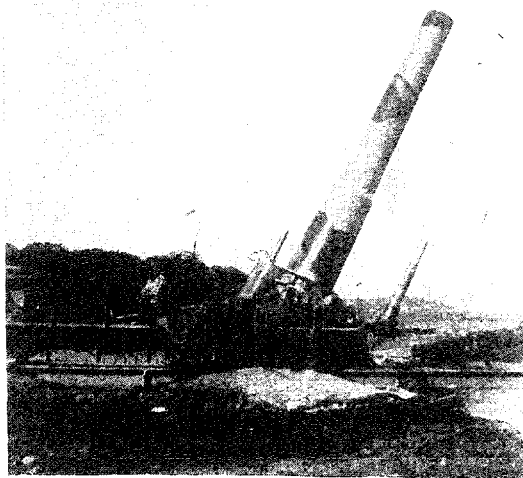
ing for forty-eight hours. Gradually the events of St. Mihiel came back to those behind the lines, and to the long-suffering French, it seemed as if the Americans were "deliverers," indeed. Rapidly the American Army moved from St. Mihiel to the Meuse-Argonne and the success of this maneuver in its every particular, was due in no small measure to the hearty and steady co-operation of the 13th, every man of which had pledged himself to "see the thing through" at no matter what cost to himself. As they handled every mile of standard gauge railroad in that sector, the entire personnel was put to a test of its ability, and the regiment to a test of its capacity, that while it tried their endurance, it never broke, and train after train, often more than a hundred in one day, were moved the entire length of the lines, and all without delays due to wrecks, derailments or accidents. The army supplies were also transported via these railroad lines, keeping operation at capacity for weeks without cessation. And all the time that the Service of Supplies was moving up to the front, back from the front came the long lines of hospital trains, handled without mishap or delays, bringing back to the hospitals the boys whose fate destined them to "the middle way," the more or less seriously wounded, and all tenderly cared for in the comfortable American Red Cross trains, which for comfort and service exceeded anything ever before on wheels.

In preparing for the attack, which took place September 26th, spurs were built on the Est Ligne, between Clermont and Verdun, at short intervals, to accommodate some heavy guns. These were brought up thoroughly camouflaged, and run out to the end of



One of the Big Guns Ready to Travel.

each spur. The guns varied from 8-inch to 16-inch caliber, and were part of the heavy French artillery. On September 24th, Secretary of War Baker and General Pershing moved over the line from Sommeille to Souilly, with a picked crew remaining with it. General Pershing established headquarters at Souilly, and during the following several weeks made a number of trips over the 6 Bis Ligne. He expressed himself as highly pleased at the excellent movement given his train on every trip, by the 13th Engineers, both in the matter



The Big Guns Ready for Action.

of being on time and good service rendered.

Between September 24th and 28th, the entire 4 Ligne and the 6 Ligne north of LeNeuville au Pont were given over

to the A. L. G. P. (heavy artillery) and American artillery trains exclusively. On the 4 Ligne the eastbound main was used for spotting and firing guns, and the westbound main for handling ammunition. Twenty-four guns and thirty A. L. G. P. engines were on the 4 Ligne; twenty-five guns and fifteen engines on the 6 Ligne.

On September 24th, the 6 Ligne, extending from Ste. Menchould to Ville-sur-Tourbe, was transferred back to the French, and the 13th was moved to the 19 Ligne, preparatory to taking that line over. Beginning September 27th, the hospital train movement became increasingly heavy, as well as the movement of ammunition in the opposite direction. As many as 19 hospital trains were handled on the 6 Bis Ligne in one day, in addition to other traffic.

During September, the 11th Engineers were engaged in building a railroad between Aubreville and Grand Pre, the American supply base being located at Aubreville, and much material and supplies were handled on the 4 Ligne. Congestion on that line was especially severe, the eastbound main between Clermont and Dombasle was blocked from the latter part of September to October 28th.

Heavy shelling began around Verdun in October, and from October 15th, an average of 60 shells a day were dropped into Verdun. On October 24th, 26th, 27th and 28th, the track was cut in three places on each of these days.

There were many thrilling experiences during those days, of both officers and men. On the night of September 25th, Major Schultz, Captain Haberlaw and Sergeants Face and Olson of E Co. were called out at 10:30 p. m. to re-rail an engine that had struck an automobile on a highway crossing. Shortly after they commenced the work, a heavy caliber 11-in gun began to shell the road. A number of these shells dropped in close proximity to the men and several exploded in the air near them. A few days later, Major Schultz had a similar experience. He, with Sergeant Carmony and Corporal McLean of B Co., started out for Verdun to disconnect the penstock at the water station and move it to Dombasle. They arrived about 10 in the morning.

and shortly shells began to drop in the town, one of them striking about seventy-five feet from them on the opposite side of two strings of cars. Other shells still dropping too near for comfort, Major Schultz ordered the men to return to their station until the danger was over. While on the way back a large shell dropped at the right of the road, about sixty feet in front of the automobile in which they were riding. The general rule in case of the railroad being shelled, was that repairs were not made until the shelling ceased, except in cases of the most urgent need, when it was necessary to work under shell fire.

the new territory taken over just before the armistice, one of the officers writing home, said: "In making a trip yesterday through the territory just left by the Germans, we came upon a large terminal which had been increased about 200 percent in the last four years by them. It was one of the most wonderful terminals I have ever seen—90-pound rail, 60 feet long; 40 ties to the rail, and all ties plated with a plate not less than  $\frac{3}{8}$ -inch thick. Before leaving, however, they had destroyed by placing explosives under the base of the rail every frog and switch in the yard, and as a great many of them were puzzle switches, together with steel ties, it will



Ruins at Verdun.

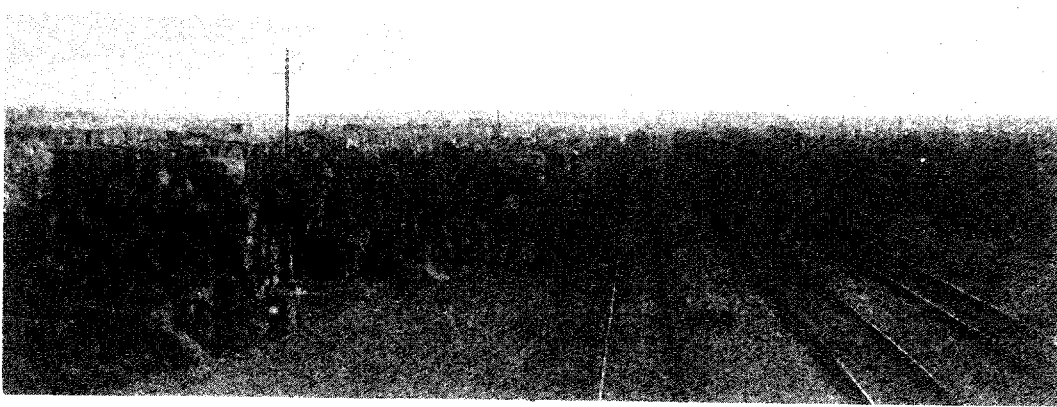
In October, the 13th took over the operation of the 19 and 19 Bis Lignes, from Ancemont to Charny, via Verdun; Ancemont to Hinviaux, and Genicourt to a connection with the 4 Ligne, east of Verdun, known as the 6th District, with Captain V. H. Hagelbarger as superintendent; thus when the armistice was declared, on November 11th, the 13th Engineers had operated and maintained 228.96 kilometers (about 140 miles), 82.4 of which was single and 145.56, double track, serving the Argonne Meuse-Argonne and St. Mihiel sectors. On November 14th, the 13th, still hard at it, took over the operation of the 19 Ligne from Charny to Dun-sur-Meuse. This line was in very bad condition, having been continually shelled and about 200 per cent in the last four years

After making a trip through some of

mean considerable work, but we have informed headquarters that we will take 500 cars into that place in 48 hours," and this was accomplished.

On November 17th, the 13th was transferred from French jurisdiction to the American Railway Transportation Corps, and a battalion of the 118th Engineers, which had arrived November 15th, and stationed at Sommeille, were stationed to the 13th for duty. The new battalion was to work with the veteran railroad regiment until they became thoroughly familiar with the methods of operation and were ultimately to relieve the 13th altogether.

The arrival of the detachment from the 118th was at least a harbinger of a day to come when the 13th should pull out for home, and although there was much to do, and as it transpired,



Fleury Yard During Offensive, Sept., 1918.

a long wait ahead, the 13th settled down courageously and loyally to continue their good work.

In November construction engineer regiments were sent to the Verdun-Conflans line, which was in bad condition, and it was still in bad condition when the 13th took over its operation and maintenance on November 29th.

Stretching out still farther, the 13th assumed the operation of the remaining mileage of the 19 Ligne from Ancemont to Lerouville. On December 1st, the 4 Ligne from Ste. Menchould to Verdun was relinquished to the Est Railway and the entire personnel was transferred to Verdun to work out of that point on the various new lines under the management and operation of the 13th Engineers. That part of the 19 Ligne from Ancemont to Lerouville had been rebuilt after the American drive at St. Mihiel and it at once became one of the chief lines of communication to the American Army of Occupation. Practically all of their supplies were handled through Lerouville and thence to Conbans, via Verdun.

On December 16th headquarters of the 13th Engineers, which had so long been at "The Windy City"—Fleury-sur-Aire—were transferred to Verdun, the old city having become the central working point for the regiment. Barracks were to be erected on the open space opposite the Verdun station, and this was no small job, because virtually the entire vicinity was full of shell holes and hardly a building had escaped the frequent and heavy bombardment to which the devoted city had been subjected in the Hun's vain effort to discredit the ancient tradition of the re-

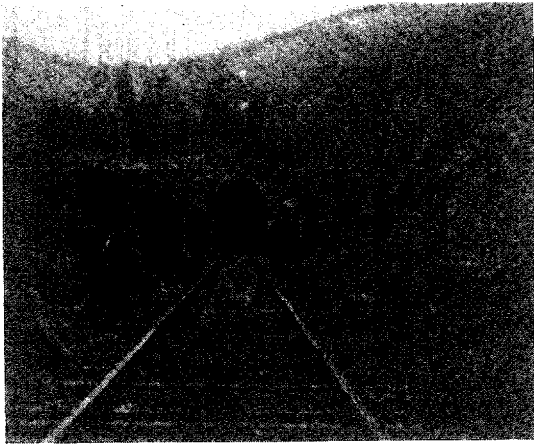
doubtable stronghold. Much rebuilding of the lines taken over by the 13th after the armistice was necessary, and with the volume of traffic increasing daily, due to supplying the American Army on the German frontier, operation was arduous and perplexing.

On December 23rd, Colonel Howard and Lt. Col. Whiting were relieved from further railway duties and all officers and men on duty with the 13th Engineers as of December 23rd, 1918, were assigned for duty with the 23rd Grand Division of the Transportation Corps, and Major T. R. Ryan of the 118th Engineers placed in command. This was the beginning of the plan to release the 13th from railway duty and allow them to return home. As it obviously would be impossible to place men with no previous experience in absolute operation of the extensive mileage in the hands of the 13th, the Transportation Corps gradually assigned small units to work with the 13th, and when sufficiently acquainted with the work, these replaced men of the 13th were then relieved from railroad duties.

On January 1st, Colonel Adams, the general manager of the American Transportation Service in the Zone of Advance, detached Lt. Colonel Whiting from the regiment and appointed him general superintendent of the 24th Grand Division, A. T. S., with headquarters at Conflans. This Grand Division was made up of lines to Nancy, Metz, Briey and the Luxembourg border. Col. Whiting, who put the 13th on its railway footing, was selected for the important task of reorganizing the 24th Grand Division because of his part in bringing up the high reputation

and splendid services of the 13th, and this appointment reflected distinct honor on the entire regiment as well as on Colonel Whiting.

During the first twenty days of December, conditions at Verdun and on the Conflans line were not favorable to efficient and expeditious service, all of the shop equipment and facilities were



Tunnel Between Verdun and Conflans.

completely out of commission, and had to be either practically rebuilt or completely overhauled. The turn-table at Verdun was not completed until the end of December, necessitating running the engines to Dugny Est, to be turned on a wye. Track conditions were also bad and the movement of traffic very slow, because of the great number of work trains in addition to the regular traffic. The plant for watering engines at Verdun was another one of the wrecked facilities which had to be rebuilt, the water supply at that point having been completely destroyed. Conditions at Conflans were similar—the yards were torn up, interlocking plants left cross connected by the Germans and water tanks, water plugs and signals all destroyed. The regiment operated during December with an average total of 1,592 men present for duty.

On January 24th, the new battalion with additional men of the 118th Engineers, being sufficiently experienced for the work, the 13th was moved back to Fleury-sur-Aire, and all officers and men relieved from further railroad duty. Ensued then a period of "squads right" and "squads left" and a general furbishing up on military tactics on the part of the personnel, in anticipation

of the long-awaited parade down Michigan avenue, when the regiment should arrive home.

Under Colonel Howard, the reorganization and concentration of the regiment began, and as fast as additional men were released, they were equipped and assigned to regular military routine. Colonel Howard, after taking command of the regiment, had maintained its efficient operation and success and with his efforts and the loyal co-operation of officers and men, the 13th Engineers (Railway) had accomplished a task unknown before in the engineering history of the United States Government.

After what seemed to the personnel an endless delay, orders came, followed soon by a train fitted for the transportation of the regiment, pulling into the yard at Fleury, and for several days the hurry and bustle of getting ready to move marked the little settlement on the hill back of "The Windy City." On March 17th, the train got under way and the 13th Engineers, after twenty-one months of active and arduous service always on the front



After Four Years of War.

lines; and at the last, ever in the Zone of Advance, were homeward bound. They were "slated" to sail from Marseilles, and arriving at that port, were destined to pass nearly a month waiting for a transport.

On January 1st, Colonel Howard was detached from the regiment and ordered home, and on March 1st, Lt. Col. Whiting returned to the 13th as commanding officer. On April 10th, two days before the regiment sailed for home, he was promoted to the colonelcy, and other promotions at that time of interest to friends of D Co. in partien-



lar, were that of Captain T. P. Horton to be major of the Second Battalion, and Second Lieutenants Fiske Marshall and Dave Haffner to be first lieutenants.

On April 12th, the U. S. transport Belvedere took the full regiment on board and put to sea. A short stop was made at Gibraltar, and while the Belvedere was coaling, "shore leave" was granted. Two or three of the men who had been taken ill after leaving Marseille, were left in a hospital at Gibraltar, and as the ship was nearing the United States, another who had been taken sick at sea passed away, just before the homeland was sighted.

As the Belvedere steamed up New York harbor, the regiment formed on deck, the standards were raised, and while the ship steamed past Bedloe's Island, the 13th band saluted Our Lady of Liberty with the strains of the Star-Spangled Banner, a feature not theretofore a part of the rejoicings of a returning regiment.

Upon arrival in New York, the 13th was assigned to Camp Mills, L. I., to await transportation home. Their return was in the midst of a very large troop movement, and the 13th had to wait its turn before cars enough to bring them home all together could be "mobilized" for their use. Upon its arrival in Chicago, the reception accorded the 13th was memorable. No other returning unit had or has since received the magnificent ovation accorded to the 13th. and as they marched up the beautiful boulevard, their soldierly bearing betrayed the veteran soldier, while the record of their service added honor to the great brotherhood of American Railroad Men.

(Acknowledgment is made to Captain L. E. Warner, regimental historian, and A. A. Archbold, historian of the Windy City Echo, to Major T. P. Horton and Captain F. W. Sawtelle, for data contained in this narrative.—Editor.)

### On Michigan Avenue.

All the ladies of the town

In motor cars ride up and down,

And smile and smile and smile.

And jobless, on a bench nearby,

A war-worn, weary soldier boy,

With wound chevrons on his arm, the  
while,

The motor cars go up and down,

And all the ladies of the town

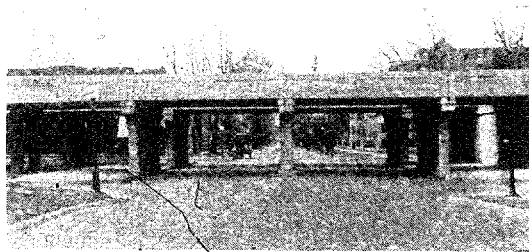
Smile and smile and smile.

—Nora B. Sill.

### Appreciates Their Loyalty.

The following from Federal Manager Byram was sent on the day of the ending of the shopmen's strike to the various heads of departments from which volunteers had gone out to help keep trains moving during the recent strike of the shopmen on the system:

"I take this opportunity of expressing my appreciation of the loyal and effective service rendered by the officers and employes who took up the work of handling our cars and locomotives during the past two weeks and kept the trains running with such success that the public scarcely was aware of the interruption. The service rendered by these men and the hardships they endured entitle them to the sincere appreciation of the management, which is willingly accorded. I hope at a later date, to have the opportunity of making this expression in a more individual way than is possible at this time; but do not want the day to pass without letting these men know that their service during this trying time is fully appreciated. (Signed) H. E. BYRAM,  
Federal Manager.



### Lunt Avenue, Evanston, Subway.

This structure is typical of the concrete structures built for track elevation. The street is 80 feet wide, the roadway, 48 feet between curbs with a pier in the center of the street, allowing two clear driveways of 22 feet, each and two 16-foot sidewalks. The structure is built for two tracks, separated in the center to provide for a station platform, thus forming two independent bridges, each carrying two tracks.

Little Ralph Toohey, five year old son of Mr. and Mrs. H. R. Toohey of Madison, Wis., was drowned in an open cistern while playing on Saturday, August 2nd. The accident occurred by the child's misjudging the distance, through defective sight, and stumbling into the water. Help was summoned immediately, but it is thought that death was due to heart failure, as a pulmotor was used, which under normal conditions would have resuscitated the little fellow. The father, H. R. Toohey, is employed in the purchasing department, was absent from home when the accident occurred. Burial was in Milwaukee, the former home of the child's parents. The heartfelt sympathy of all employees is extended to the bereaved parents.



## DIVISION OPERATING OFFICIALS' SCHOOL IN DIVISION ACCOUNTING

*G. J. Bunting, Federal Auditor.*

Under the instructions of the Federal Manager all division superintendents and trainmasters have been taking a course in accounting in the Accounting Department, for a period of approximately two weeks, for the purpose of familiarizing themselves with the processes obtaining in connection with the reports made from the various sources on their divisions; and to familiarize themselves with the use made of this data after it reaches the Accounting Department. The superintendents and trainmasters are rotating in classes of 10 or 12, under the guidance of the Federal Auditor and his assistants. It is believed that when each of these officers have completed their instructions and have actually followed the work through each of the departments that they will have acquired a viewpoint that will aid them considerably in their regular work. We also find that this personal contact of the superintendents and trainmasters with the Accounting Department is not only beneficial to those officers, but is also beneficial to the officers of the Accounting Department, enabling both to secure a practical knowledge heretofore lacking; a better understanding and an added significance of the figures representing the cost of operation and units of cost. It is also resulting in closer co-operation between the Operating and Accounting Departments, because this personal contact enables each to see the difficulties encountered by the other.

Usually to the mind of an operating official, the railroad presents itself in a wholly material and physical form; the tracks and trains and structures are to them realities that stand clearly and distinctly as concrete things; and the solution of operating problems is based on judgment rather than on statistical tables. This has been the old order of things. The new order in so far as the C., M. & St. P. is concerned, has come about in the introduction of divisional accounting and divisional statistics. This is a feature that is new to a great many of our operating officers and the school that we are now conducting is for the purpose of bringing to the superintendents and trainmasters a vision as to just what the statistical data now being compiled through divisional accounting, means to that officer in the operation of his division.

The accountant as a rule has an entirely different conception as to the operations of a railroad, than that of the operating officers. From the viewpoint of the accountant the entire railroad is covered by a few lines on the asset side of the balance sheet in which so many miles of roadway are stated as costing so many dollars, a given number of units or equipment are represented by another given sum and the total is the railroad. The intricate details of tracks and switches, of

shops and storehouses, bridges and buildings, of giant locomotives and loaded cars, of magnificent stations or insignificant sheds, of signals flashing in the darkness, and the tension of responsibility, care and watchfulness over all, is entirely lacking in the conception of the accountant. He is busily engaged in the compilation of statistics and the accounting of the revenue and operating expense of the property, and is more or less judging the operations of the property from the conditions in which these records come to his attention. To be more specific in this comparison, it can be illustrated by stating that the superintendent thinks of a ton of rails as four or five pieces, thirty odd feet long; while the accountant thinks of it as 2,240 pounds of rail, or by stating that the superintendent has a force of men working on a job, each known to him by name or characteristics, while the accountant classifies them all in so many hours and as representing so much money spent.

The time is past when railroad managers can be satisfied with a statement in general terms of income and outgo. In these days the cost of operation is crowding the income so closely that the margin of safety is narrowed to the danger point; in many cases there is no margin left. It is therefore necessary to watch each and every operating detail minutely, and as a result be compelled to restrict expenditures to a minimum. With that end in view, it has been necessary to install divisional accounting and divisional statistics, so as to keep tab on each operating division and ascertain the cost of such operation on a unit cost basis; the comparative tables resulting from these analyses now being produced indicate the relative showing of each division compared not only with others, but with itself in the previous month and for the same month in the previous year. By the aid of these statistics, the Federal Manager and his assistants can tell whether or not economies are being practiced, whether or not we are slipping, or operating in the most efficient manner. These statistics have been installed now for over a year, and it has become necessary for each division superintendent and trainmaster have a better understanding as to the significance of these statistical tables, and that he be in a position to know how the compilation is made in the Accounting Department and to what extent the Accounting Department is depending upon reports obtained from officers and employees of his division. Unless these reports reflect the true conditions, it necessarily develops that our statistical data will not reflect the true conditions. Each superintendent should know just how the data is handled, the source from which it comes and the use to which it is applied, so that he can go back

to his division and be in a position to point out to his assistants the necessity of having all statistical tables represent the true and accurate statement of the operations of his divisions each month, so that he will not be unjustly criticized for such operations if the rules have not truly been followed and reports coming from his employes are wrong.

#### **Freight Claim Department.**

The superintendents and trainmasters, whom I shall hereafter call "the students," after reporting to the Federal Auditor are taken to the Freight Claim Department and there secure a knowledge as to what is done with respect to reports and other data received in that office. They are shown how the mail is received, opened and sorted for the various divisions involved; the newly presented claims being separated from the general claim correspondence and handed to the record desks, where they are backed, numbered and recorded. They are introduced to the claim register sheets, which are arranged in triplicates, one copy being an acknowledgement card, one the original claim register sheet, and the third an index card for the claims, which shows that each claim which is received in the office is acknowledged and from this acknowledgement card claimants have our number and our record exactly as it appears on our registers. After recording the claim they are shown how the new claims are divided between the different investigators and desks according to commodities and amounts for which the claims are presented.

In a general way these students have their attention drawn to our tracer system. They are familiarized with the method of matching over and short reports coming from the station agents on their divisions. The importance of seeing that overs and shorts are matched is impressed upon them so that they will understand that if these are not properly matched up and the articles lost that each division will bear its portion of the burden represented by the claims paid.

#### **Freight Auditors' Office.**

The students are next introduced to the freight auditors' office, where they are shown how the agents' reports are checked into the office and recorded, late reports traced and how the audit is made from the time the waybill reaches the office until it is finally placed in the permanent file.

They are given the opportunity to realize the importance of having the station agents forward his various reports to the freight auditor on time. They are shown the accumulation of all of the agents' reports and the condition that may result if the agents do not send their reports in on time. This is drawn to their attention by actual and practical instances of such case existing on their divisions at the time of their visit.

The daily plan of freight accounting is fully explained, with particular emphasis placed on the fact that one day's business should be handled in one day, thereby eliminating any congestion that would exist unless this is done.

They are informed as to the methods used to determine what waybills are unreported by destination agents or foreign lines; how the tracers are written and forwarded to destination agents and to foreign lines, and what methods are used in tracing for these unreported waybills. Their attention is directed especially to the overcharge claim situation. It is explained fully to them that overcharge claims are the result of improper billing, of the failure of station agents to properly weigh less than carload shipments; and to properly inspect the freight to determine the classification in regard to the proper description of the articles and as to how the shipments are packed.

Their attention is drawn to the fact that this not only results in overcharge claims, but also in overtime, which increases considerably the expense in the Accounting Department.

They are shown how the proper revision of the waybill at destination made before the freight bill is issued would obviate a great many overcharge claims, and that it is more important to prevent an overcharge claim than to pay it after the overcharge has been collected. Delays on the part of the station agents to reply to correspondence in connection with overcharge claims resulting in not only embarrassment but in serious delays at this end, are emphasized.

The method of billing company material on deadhead company waybill and the reporting of these waybills is carefully gone into and the importance and the necessity of company freight being thus billed is pointed out, and that destination agent secure the signature of the consignee on the waybill as a receipt for the shipment in question.

They next are shown the method of billing transit shipments, and as this has been a matter that has caused considerable confusion to agents at destination and has resulted in a large number of overcharge claims, it is hoped that with the co-operation of the superintendents and trainmasters this erroneous billing will be more or less eliminated in the future.

The new accounting circulars of the United States Railroad Administration, setting forth accounting rules and the freight auditors' circulars are gone over and fully discussed where there is any question as to their application.

During an inspection of the freight auditor's office, the cost system and the unit system are fully explained to the students. Their attention is called to the cost system, which enables the freight auditor at all times to know exactly the cost of doing each class of work in his office. They are shown how it is compiled monthly from reports of work performed on which each employe in that office records the time spent on each particular class of work. The benefits of the comparative cost report are shown, which is a gauge upon the ability of the supervisor to secure the maximum results at a minimum expense. The unit reports show the amount of salary paid the clerk, the number of items of each class of work disposed of by the clerk

and the cost per unit compared with the cost per unit in the previous month.

The statistical bureau in the freight auditor's office has been declared by the classes who have visited this office so far, to be one of the most interesting bureaus we have. In the bureau are the Hollerith, key punch, electrical sorting machines, electrical tabulating machines, power sorting machines and power printer tabulators. The method of auditing local waybills, accumulating net ton miles and preparing commodity and miscellaneous reports for statistical purposes through these machines is fully explained and all marvel at the wonder of these operations.

#### **Ticket Auditor's Office.**

The students are next introduced to the ticket auditor's office and in that office demonstration is given of the entire workings of the office, beginning with the point at which the ticket collections are received from conductors in our Conductor's Collection Department. Their attention is directed to the necessity for a correct compilation and the prompt forwarding of conductor's Form 11 report, and the necessity of the co-operation in the handling of tickets on the part of the conductors in order to minimize the work required in that office in sorting and checking the tickets.

Conductors' Accounts Department follows, where the application of the charges against conductors and the clearing of the accounts through remittances is fully explained.

The Train Earnings Department is next, where the method of compiling train earnings is explained and where they are shown the entire operation relative to conductors' reports and their attention especially drawn to the requirements, both as to the necessity of prompt return of reports and prompt remittances by conductors to keep their accounts at a minimum of balance.

In the Local Department the requirements are explained, as to the handling of agents' local reports. The details of making up the reports and the necessity for proper care on the part of agents in balancing such reports and having amounts reported agree with the details carried on balance sheets are fully explained and demonstrated. It is pointed out where this affects the efficiency of that office as relating to distribution of revenue and the debiting and crediting of agent's stock record as well as the efficiency in closing out all figures on the date required.

Interwoven in the work of this department is that of the statistical bureau, and the method of distributing revenues by states and the passengers carried one mile by states, according to the requirements of the various commissions is gone over very carefully, so that they can understand that the accuracy and speed absolutely essential in the compilation of these statistics are entirely dependent upon the promptness of agents in making their reports.

The Ticket Stock Department impresses the necessity of careful and correct reports by agents and that they comply strictly with the instructions for compiling such reports covering tickets.

Following these are the Interline Department, Computing Department and various other essential departments, after which a general discussion obtains for the purpose of bringing out clearly to the class the additional cost that is incurred by the Accounting Department due to the lack of proper co-operation by agents in promptly forwarding their reports to this department.

#### **Auditor of Station Accounts.**

The students then visit the office of the Auditor of Station Accounts, where they are familiarized with the work of the traveling auditors, demurrage inspectors and time inspectors. They are shown how these keep in touch with the conditions at each station on the road, how they report all conditions that come to their attention during the performances of their duties. It is made clear to them that it is the intention of the Accounting Department to have these forces co-operate with them and call to their attention both by letter and orally, when the opportunity affords, all matters that would be of interest to them.

The general subject of station agents' uncollected schedules is thoroughly discussed so as to give them an opportunity to realize the full importance of collecting all moneys due the company at the earliest practical date, as it is through this medium that the funds are afforded with which to pay the operating expense of the property. They are also shown by practical demonstration that if uncollected schedules are cleared promptly that it avoids duplication of work in the agent's office in bringing these items forward.

Practical demonstrations show the necessity of having payrolls prepared correctly and the necessity for sending them in promptly. Attention is directed to the embarrassment occasioned, the difficulties involved when payee's name is not correctly shown on such payrolls or that the amount due and deductions made are not correctly stated, all of which tends to a delay in getting pay checks in the hands of the payee on the authorized date.

#### **Car Accountant's Office.**

The class is introduced on the next day to the first office in which they really come in contact with the more important subjects which they are undertaking the study, and that is the compilation of operating statistical data from the reports coming from each division into the office of the car accountant.

The mail desk is the first to come under inspection, demonstrating how the mail is received in that office, how it is not delayed but handled immediately with the exception that when we have a class going around, we set aside such envelopes that contain mail, especially conductors' wheel reports and interchange reports from the divisions of those superintendents and trainmasters making the visit. This mail is then opened for such divisions in their presence, and as each piece of mail is extracted from its carrier, it is reviewed to ascertain whether or not there has been any delay at the tie-up terminal in

forwarding the wheel reports, and if so, notes are taken of the points where the apparent accumulation occurred.

They review the conductors' reports with a view of finding out whether they are complete in all details, whether the time of arrival and departure and train hours are shown and whether or not the initials of all cars are properly shown, very often indicating that the clerk at the tie-up terminal, if he checked the report did not do a thorough job, for the reason if he had made a proper check, he would have made the correction in the report in accordance with the instructions and shown the initials in all cases correctly.

In some cases, it is found that the narrow portion of the conductors' reports are made up incorrectly, that is, ditto marks are used, so that when the narrow portion of the report is cut into strips the ditto marks do not mean anything to clerk handling same.

The students are then shown how these reports are cut up with our paper cutting machine, and they get a real conception of difficulties encountered due to these narrow portions being marked with ditto marks, after they are separated.

They are then shown how the reports are sorted. This office makes one "sort" of this cut-up strip, separating the foreign cars from the system cars by filing the foreign slips on spindles for the foreign car record books, separating them by the various sections in the books, sometimes two and sometimes three sections. The system cars are sorted on to spindles by the two terminal numbers from 00 to 99. This is usually of great interest to the students, as this sorting is done on three double sorting tables, making six tables in all and on each side of these tables there are two sections, which gives us room for 12 clerks to do the sorting. When all of the reports are legible and conductors and yard clerks are careful in compiling same, our sorting clerks can sort approximately 2,400 or more of these tags per hour. These tags, after being sorted, are picked up by one clerk, that is to say, all system tags ending in 00, and are put on one spindle and are passed to the car record clerk for entering, and so on.

The class is then introduced to the foreign and system car record bureau, where the method of entering car records is explained. We show that entries made in blue ink indicate records taken from conductors' strips, and that entries made in red ink prefixed by letter "D" represent the records from agents' interchange reports of cars delivered to connecting lines, and that entries made in red ink prefixed by letter "R" represent the records taken from connecting lines' agents' reports of cars delivered to us, or from our interchange received reports. We show them what disposition we make of the strips covering foreign cars delivered to connecting lines after entering them into the books, that is to say, we sort these strips by the owner's name and at the end of each day send them to the owning road, they representing the owner's junction records on their cars.

It is shown how much easier it is to enter records on the system cars, for the reason that the car numbers are printed in the books, whereas on the foreign cars that is not done, as it does not follow the same foreign cars are always running on our road, but it does follow that this can be done in connection with system cars, because the numbers do not change.

Next comes the checking bureau, where we check the conductors' reports with dispatchers' registers Form 110. We maintain a schedule in this office showing the dates that the 110 reports for each day in the month are received in that office, and in that way are able to show them we have an accurate gauge on the reports and can say whether or not a superintendent can forward his reports more promptly than he is doing. For example, if Superior Division 110 for the 10th of the month can get into this office on the 12th day of the month and other divisions, headquartered as close to Chicago as the Superior Division, do not make as good a showing, we can show that some divisions do this, and ask for co-operation to get all divisions in line to furnish their reports as quickly as their neighbors, who are apparently the same distance from Chicago as they are.

Whenever the conductors' reports precede the 110 reports to the car accountant's office, or whenever the 110 report is delayed, it is pointed out that it is necessary for the clerks in that office to make a skeleton 110 report, so as not to delay the handling of the conductors' reports. The compiling of the skeleton reports causes additional labor, which could be dispensed with if the 110 reports were handled promptly. After this has been fully explained all readily appreciate the fact and those who have been through the classes take note of these features and advise that they intend to make some improvements in this respect which will tend to reduce the expense of the accounting in this office.

The method of checking in conductors' reports is fully explained. It is demonstrated that the report is received in two parts, the broad and the narrow, and that the stamp is applied to the broad report, showing both broad and narrow reports were received. In case that the narrow report is received and no broad report received, the narrow portion is set aside for the clerk to compile the broad report, or vice versa, as the conditions may be. This, of course, necessitates additional expense in this office, to which attention is directed. The dates the conductors' reports are received in this office are stamped in the upper left hand corner, and a number indicating the clerk who checks the report in is also applied at the same time date is applied. The conductors' reports are then checked against the 110 reports, and here is where we have the most difficulty. Invariably it is found that there are discrepancies between the conductors' reports and the 110 report: the conductor does not show train out of same station the dispatcher does; the

conductor does not show train tied up at the same station the dispatcher does, or they do not show the same engine number, and the result is we do not know in this office when we receive wheel reports that do not correspond with the 110 reports, whether there has been an omission on the 110 report or not, or whether or not we are short a wheel report for the run as shown on the 110 report, with which we cannot match our conductors' report. These discrepancies cause more or less confusion and so much correspondence between the various offices, and most important of all, additional accounting expense in getting the reports corrected and in proper shape.

It is pointed out that if there are any runs indicated on the 110 reports for which our records do not show that we received conductors' reports, that we send tracers to the superintendents calling attention to the fact, but before doing this, we make a thorough check in this office to find out whether that report was allowed to get into the file without being checked off. In fact we make a double check of this so as to avoid any unnecessary tracing, and any time we trace for a conductor's report we are positive the report is not in this office.

The students are then taken to the various desks where the 105 reports are reviewed as to the tonnage. It is pointed out that we have an experience table in this office showing the average load per car for the various commodities for the last two years. A clerk reviewing the 105 reports makes use of this experience table to see that there are no wide variations as between the tonnage as shown by conductors and experience chart, and if there are any, questions are raised about the tonnage as shown on the conductors' reports.

They are then shown how the conductors' reports are sorted in division order, maintaining separation of freight, mixed, work and passenger trains. After being sorted in division order these reports are then sorted into run order, bradded together with a slip on the top showing the class of service the train is in, which is then forwarded to the statistician, for use in compiling operating statistics.

This about completes the tour in the office of the car accountant and at the close of the class, the students are shown that we are making a very strict study of the interchange reports, also the on-hand reports as furnished by the agents on the last day of the month on Form 284, and the daily on-hand reports, Forms 146 and 147, explaining to them that we are experiencing difficulty with their agents in the rendition of these reports.

It is explained just how much it is costing us a month to complete our records on account of the short interchange reports, and that this large expenditure could be materially reduced if proper supervision was applied and correct interchange reports and inventory of cars on hand as of the last day of the month were rendered.

*To Be Concluded.*

### The News Gatherers Meet.

The Milwaukee News Gatherers (those of the "Steel Trail" sector of our magazine) had their long-discussed get-together in La Crosse, Wisconsin, on Sunday, August 3rd. About twenty were there, and all of those who did not attend are hereby informed that they missed a fine time. The correspondents gathered in the lobby of the Hotel Stoddard during the forenoon and got nicely acquainted before the real affairs of the day came on, i. e., the "eats" and the automobile drive in the afternoon. Of course, there was a business meeting, but who recalls mere business meetings when there were so many pretty girls to look at and so many interesting men to listen to.

The private dining room in the hotel was handsomely decorated and the guests were seated at two long tables. A photographer was on hand to take a group picture, a copy of which should have been in this magazine, but the editor says none has arrived, and at this writing, it is too late to include it in this number. After dinner, the president, G. E. Sampson, called for order, and introduced "One T. P.," the vice-president of the club. It is hardly necessary to stop here to say that "T. P." is Major T. P. Horton, late of the Second Battalion, 13th Engineers, and now Trainmaster Horton of the Kansas City Division. When we first formed his acquaintance, he was one of the bright, particular stars of the correspondents' colyum. Major Horton knew, of course, that everyone there wanted to hear about his experiences overseas, so he talked a little while in a general way of the work of the regiment—but like all of the returned soldiers, he had nothing to say of his own special work during the twenty-two months that he spent in Uncle Sam's service, and there were many things he could have told out of his personal experiences that would have occasioned some thrills to his hearers.

Mrs. Nora B. Sill and the editor, Mrs. Kendall, were the other speakers. Mrs. Sill expressed the wish that the next meeting might be held in the west, and the editor thanked the correspondents for the cordial support they gave the magazine and the good work they were doing.

President Sampson read a letter from Vice-President Sewall, regretting his inability to be present at the luncheon, and sending his best wishes to the News Gatherers. Mr. Sewall, up to the time of the Federal Railroad Administration, was sponsor for the magazine, always was greatly concerned in its welfare and still takes a deep interest in the publication.

The question of a change in the rules was taken up, the suggestion being made that instead of the previous initiation fee and annual dues, that a correspondent for the magazine, upon his appointment by the editor, automatically becomes a member of the News Gatherers' Club. That there should be no fee and that any correspondent attending the get-togethers should pay the price of his plate at the annual luncheon. This was put

in the form of a motion by Mr. O'Malley of Milwaukee and seconded by Mr. Basche of Green Bay. Carried. The election of officers resulted in the re-election of President G. E. Sampson, the election of Charles A. Wright of Dubuque as vice-president, Ruby Eckman, treasurer, and Nora B. Sill, secretary. The place of meeting next year was left to be determined later. A vote of thanks was given to Miss Edith Gates of LaCrosse for the assistance she had rendered the club in stenographic work during the past year.

At the conclusion of the business, the club adjourned to the waiting autos and went for a long drive over the wonderful little city and its beautiful surroundings. The drive was by courtesy of the owners of the autos, all railroad men, and the club desires to extend its most cordial thanks to them all for the splendid outing.

#### Idaho Division. Bill.

A. L. Gifford was called to Albany last month by serious illness of his mother, but is now back in the office. Al. says that the "East" in summer is a fine place—to keep away from. His position was filled by W. J. Fitzgerald, of Seattle.

E. K. Stedman, better known as "Sted," is back from his fishing trip, and other than saying that the fishing was "fine," is "mum" on the subject. Wonder whether Sted experienced a shortage of "bait" referred to in last issue.

Claude Mitchell has returned from his farm minus all the watermelons, pumpkins, cabbages, corn and other various fruits he promised to bring us.

Joe Nordquist is getting ready to move to Seattle to become roadmaster's clerk in S. O. Wilson's office. We will all miss Joe, and his funny stories, too.

J. J. Murphy, superintendent of Deer Lodge, Montana, was in the office today. As Mr. Murphy "sits" well over six feet and is built like a mountain, he would have been the logical opponent for Willard had Dempsey not been successful.

J. R. Clarke recently invested in some cherries and sugar, etc., with the intention of providing "punch" when "company comes." He now styles it as "KICK," and plans to sell it as *chloroform*. It has the same effect.

Frank Tewell, who saw the same recipe, says he has some very fine vinegar.

"Bill Shelle, former timekeeper here and late of Mobridge, S. D., is back with us again.

When the O. W. R. & N. Line held their picnic last month we were their guests, and were given a royal reception.

The first event of the day was a five-inning ball game between the O. W. and C. M. & St. P. in which the O. W. won 1 to 0. The game resembled a "ganning bee," as each side tried to outdo the other in striking out. Each team had 12 players strike out, and it was only to end the game that O. W. was allowed to score.

The hero of the day was Charley White, of the O. W. While in swimming one of the O. W. girls very inconveniently fainted, and Charley unhesitatingly went to her rescue. He managed to get her in to shore safely, but thoroughly exhausted himself doing so, with the result that he swallowed about three-fourths of the lake. He deserves a great deal of credit for his act, as he is not a very strong swimmer, but risked his life (and nearly lost it) to save another.

J. T. Sleavin, our chief clerk, is planning on taking a vacation "as soon as his work is caught up." That's a common expression in a railroad office, isn't it?

Jimmie Kearnes is just like cider now a-days—sweet until it begins working.

Dave Myler, operator, is selling stock (on the side) in a "co-operative" bank. Wish he would tell us how to make a fortune also.

Prentice Warner says his Maxwell has been acting very nice as long as he leaves it in the garage.

Herb Moody always goes swimming at night. Think he does it so's we won't see that one foot is on the bottom. Herb really swims, though.

#### The S. M. East in Limerick. O. J. B.

(For proper pronunciation of the station names see Brakemen Schrader and Bizowsky.)

The first station that we here present  
Is the beautiful village Lacrescent;  
Foreman Theodore Post,  
Claims this as his roost;  
And that the surroundings are pleasant.

If I say that we're prosperous in Hokah,  
You'd probably think I'm a Jokah;  
But look at the cash,  
Our people can flash;  
And rolls of bills that would choke ya.

The next station on is Mound Prairie.  
Elmer Houghton informs us so airy;  
And every one knows,  
That what he says goes;  
So why any voice to contrary.

The natives of dear old Houston,  
Are fine when you once get used to 'em;  
The people are thrifty,  
Their houses look nifty;  
Let's all get behind them and boost 'em.

At Money Creek there must be money,  
As sure there are wild flowers and honey;  
The station is small,  
No pretence at all;  
For a flag station, this isn't funny.

Twenty Three gets to Rushford at noon.  
And it doesn't seem any too soon;  
Dinner baskets are there,  
Full of grub I declare;  
And a knife and a fork and a spoon.

Peterson may not be great,  
As you look at a map of the state;  
But that doesn't matter,  
Just list to the clatter;  
Of teams hauling carloads of freight.

If ever you should be aillin'  
Just go for a visit to Whalan;  
The glorious air,  
Will tone up your hair;  
And cure you from any bad failin'

At Lanesboro the bluffs look imposing.  
As close on the town they are nosing;  
This fine beauty spot,  
Cannot soon be forgot;  
Where the Root river valley is closing.

Now Isinours the home of Burnett,  
Here's a man that we're glad to have met;  
Just like some old Izzy,  
He always keeps busy;  
But we never have known him to sweat.

Arrived at the village of Fountain,  
We have come to the top of the mountain:  
Wide prairie one sees,  
And soft cooling breeze;  
And a drink may be had at the fountain.

(To be continued.)

#### Construction Notes.

##### Guyline.

L. Wylie, who served at first lieutenant with the aviation corps, has been released from service and has returned to the electrification department. H. S. Peck, who is still in service, is due to get back in a few days. It will almost be like old times to see so many of the boys back on the job again.

H. W. Williams, has gone east on a months visit, combining business with pleasure.

J. C. Berg, has been appointed material checker, vice J. M. Weinstock, resigned.

L. P. Lynch, has left the service of the electrification department, to take a position with the operating department, as chief carpenter, with headquarters at St. Maries. Here's wishing you the best of success, J. P.

Vacations seem to be in order these days. Mrs. Guenther spent pleasant two weeks at home and Mrs. Dahlen took a trip up to Alaska.

R. J. Hettinger has returned to Chicago.



## United States Railroad Administration Washington Information

On August 7, 1919, Director General Hines, wrote the following letter to B. M. Jewell, acting president of the Executive Council of the Railway Employees Department of the American Federation of Labor:

"I enclose a letter I have just received from the President relative to the wage matter. It is obvious that it is of the highest importance, not only to the interest of the public, but in the interest of the employees themselves, that they shall immediately return to work. The situation having been clarified by the definite indication that Congress does not wish to take action in the premises, the Railroad Administration stands ready to take up the wages question on its merits with the duly accredited international officers and their authorized committee as soon as the employees return to work."

### President Writes to Director General.

The letter from the President, referred to by Mr. Hines in his communication to Mr. Jewell, is as follows:

"I am just in receipt of a letter from Senator Albert B. Cummins, Chairman of the Senate Committee on Interstate Commerce, which sets me free to deal as I think best with the difficult question of the wages of certain classes of railway employees and I take advantage of the occasion to write you this letter, in order that I may, both in the public interest and in the interest of the railway employees themselves, make the present situation as clear and definite as possible. I thought it my duty to lay the question in its present pressing form before the Committee of the Senate, because I thought that I should not act upon this matter within the brief interval of government control remaining, without their acquiescence and approval. Senator Cummins' letter, which speaks the unanimous judgment of the Committee, leaves me free, and indeed imposes upon me the duty to act."

### The Real Situation.

"The question of the wages of railroad shopmen was submitted, you will remember, to the Board of Railroad Wages and Working Conditions of the Railroad Administration last February, but was not reported upon by the Board until the 16th of July. The delay was unavoidable because the Board was continuously engaged in dealing with several wage matters affecting classes of employees who had not previously received consideration. The Board now having apprised us of its inability, at any rate for the time being, to agree upon recommendations, it is clearly our duty to proceed with the matter in the hope of disposing of it."

### Will Confer with Authorized Representatives.

"You are therefore authorized to say to the railroad shop employees that the question of wages they have raised will be taken up and considered on its merits by the Director General in conference with their duly accredited representatives. I hope that you will make it clear to the men concerned that the Railroad Administration cannot deal with problems of this sort, or with any problems affecting the men, except through the duly chosen international officers of the regularly constituted organizations and their authorized committee. Matters of so various a nature and affecting so many men cannot be dealt with except in this way. Any action which brings the authority of the authorized representatives of the organizations into question or discredits it must interfere with, if not prevent action altogether. The chief obstacle to a decision has been created by the men themselves. They have gone out on strike and repudiated the authority of their officers at the very moment when they were urging action in regard to their interests."

### Men Struck Without Authority.

"You will remember that a conference be-

tween yourself and the authorized representatives of the men was arranged, at the instance of those representatives, for July 28th to discuss the wage question of a national agreement, but before this conference took place or could take place, local bodies of the railway shopmen took action looking toward a strike on the first of August. As a result of this action, various strikes actually took place before there was an opportunity to act in a satisfactory or conclusive way with respect to the wages. In the presence of these strikes and the repudiation of the authority of the representatives of the organization concerned, there can be no consideration of the matter in controversy. Until the employees return to work and again recognize the authority of their own organizations, the whole matter must be at a stand still."

### Government to Deal Fairly with Men.

"When Federal control of the railroads began, the Railroad Administration accepted existing agreements between the shopmen's organizations and the several railroad companies, and by agreement machinery was created for handling the grievances of the shopmen's organizations of all the railways, whether they had theretofore had the benefit of definite agreements or not. There can be no question, therefore, of the readiness of the Government to deal in a spirit of fairness and by regular methods with any matters the men may bring to their attention."

### Strike Delaying Reduction in Living Costs.

"Concerted and very careful consideration is being given by the entire Government to the question of reducing the high cost of living. I need hardly point out how intimately and directly this matter affects every individual in the nation, and if transportation is interrupted, it will be impossible to solve it. This is a time when every employee of the railways should help to make the processes of transportation more easy and economical rather than less, and employees who are on strike are deliberately delaying a settlement of their wage problem and of their standard of living. They should promptly return to work, and I hope that you will urge upon their representatives the immediate necessity for their doing so."

### To Negotiate Only With Authorized Officers.

In response to a request from former Senator J. Hamilton Lewis, of Illinois, that he deal directly with local representatives of striking shopmen, Director General Hines, sent this message to Mr. Lewis, under date of Aug. 13th:

"Your telegram August ninth. I deeply appreciate your interest, but I cannot consistently comply with the suggestion to deal directly with the local representatives. The Railroad Administration cannot deal with these problems except through the duly chosen international officers of the regularly constituted organizations and their authorized committee. The Railroad Administration has pursued a consistent policy in this respect and has dealt with these duly chosen representatives from the beginning of Federal control. The strikes which have taken place have not been authorized according to the laws of the shopmen's organizations with which at all times the Railroad Administration has dealt and these strikes have had the effect of repudiating the established organizations and of bringing the consideration of the matter to a standstill. The President himself has fully adopted the policy above explained and I am convinced that it is the only policy which can be successfully pursued with justice to the employees and to the government alike."

### Director General Writes to the President.

On July 30, 1919, Walker D. Hines, Director General of Railroads, wrote to President Wilson, as follows:

"Several months ago the railroad shop employees asked for an increase in wages. The matter was



considered by the Railroad Administration's Board of Wages and Working Conditions, which is composed of three representatives of labor and three representatives of the railroad management. This board was unable to agree and therefore took no action as a board, but on July 16 I received two reports from members of the board, one from the three labor members recommending a general increase in wages (for example, increasing the wages of machinists from 68 cents per hour to 80 cents per hour and proportionately increasing the wages of other classes of shop employees), and another report from the three management members recommending against any general increase in wages, although recommending certain readjustments of the wages of some classes of the employees.

"The position of the labor members of the board is that the wages of railroad shopmen are substantially below the wages paid similar classes of employees in the navy yards, arsenals and shipyards, and in many industrial enterprises in the principal cities of the country, and that substantial increases in the wages in the shipyards and outside industrial enterprises have taken place since the wages of the shop employees were established in the summer of 1913, and that the cost of living has been, and is, steadily rising. The position of the management members on the board is that the wages of shop employees are not properly comparable with the wages of non-railroad employees cited by the employees and their representatives and that these latter industries have differentiating conditions which account for the high wages paid by them, and that a further wage increase at this time would simply begin a new cycle in the increased cost of living which would not benefit the employees. They urge instead, the adoption of effective methods of reducing the cost of living; but they add that unless some action can be taken within a reasonable time to accomplish this result they see no alternative but to continue the wage cycle increases with corresponding increased cycles of living costs.

"On July 28th a conference was begun in accordance with an arrangement made on July 8 between the representatives of the Railroad Administration and representatives of the shop employees. At this conference the representatives of the employees made it plain to my associates that their members expected, and believed that they were entitled to a substantial increase in wages, retroactive to January 1, 1919, and that the state of unrest was so great that it was of the highest importance that a definite answer be given on the wage matter without delay. These representatives expressed the same views to me yesterday.

"The earnest insistence that immediate action be taken to equalize wages with the rapid increase in the cost of living is not confined to the shop employees.

"The representatives of the Railroad Administration have had assurances from representatives of practically all classes of employees that the continuance in the increases in the cost of living would necessarily involve very substantial increases in wages, and that any increases in wages given to any one class of railroad employees would necessitate corresponding increases to all other classes of railroad employees.

"The situation thus presented involves the following considerations:

"We have received the most positive assurances that any general increases to shop employees will result in demands for corresponding increases to every other class of railroad employees. The situation, therefore, cannot be viewed except as a whole for the entire 2,000,000 railroad employees. Viewing it as a whole, every increase of 1 cent per hour means an increase of \$50,000,000 per year in operating expenses for straight time, with a substantial addition for necessary overtime. An increase of 12 cents per hour as asked for by the shop employees would, if applied to all employees, mean (including necessary overtime) an increase of probably \$800,000,000 per year in operating expenses.

"While you may find it expedient to use the temporary rate-making power, which was conferred upon you as a war emergency during Federal control, to prevent the continuance of the deficit now being incurred, which grows out of increases in wages and prices due to the war, you would not, in my opinion, be justified in regarding that rate-making power as a sufficient war-

rant for making still additional increases in rates for the purpose of paying still additional increases in wages to be established under existing peace conditions, and to be controlling as the wage basis in the future.

"The question presented for an additional increase in wages, whether the total amount be \$800,000,000 or any proportion of that sum, is a peace-time question between the entire American public on the one hand and the two million railroad employees and the members of their families on the other hand. It is a question which I do not believe the Executive ought to undertake to decide unless specific authority is conferred upon him for the express purpose of deciding it.

"When I announced last March the increases in wages for the employees in train and engine service I stated that they completed the war cycle of wage increases.

"The receipt of the observations of the members of the board with reference to the shop employees, the hearings now in progress before the board with reference to the Brotherhood of Railroad Trainmen, the conferences I have had in the last three days with the representatives of the shop employees and the conferences which my associates and I have been having recently with the representatives of practically all classes of railroad labor with reference to the menace in the continued increase in the cost of living, force me to the definite conclusion that the problem is too great and has too much permanent significance to the American public as well as to railroad labor to admit of its being decided through the exercise of the war emergency powers of the Federal control act and which are subject to the limitations and embarrassments above pointed out. I feel that the developments have now reached the point where the situation has taken a sufficiently concrete form to serve as the basis for a positive recommendation.

"I therefore respectfully recommend that Congress be asked promptly to adopt legislation providing a properly constituted body on which the public and labor will be adequately represented, and which will be empowered to pass on these and all railroad wage problems, but not on rules and working conditions (because the latter cannot be satisfactorily separated from the current handling of railroad operations and therefore should continue to be dealt with by the Railroad Administration). Such legislation should also provide that if wage increases shall be decided upon it shall be mandatory upon the rate-making body to provide, where necessary, increased rates to take care of the resulting increases in the cost of operating the railroads.

"I do not think that we can properly deal with this great problem without a full recognition of the fact that the cost of living is rapidly rising and that every month that passes promises to impair still further the purchasing power of the existing wages of railroad employees unless the rise in the cost of living can be successfully restrained (as I earnestly hope in the general public interest it can speedily be). I therefore further recommend that Congress be asked to provide in any such legislation that any increases in railroad wages which may be made by the tribunal constituted for that purpose shall be made effective as of August 1, 1919, to such extent as that tribunal may regard reasonable and proper in order to give railroad employees from that date the benefit which the tribunal may think they were then entitled to. In this way the delay necessarily incident to the creation of such tribunal and its action will not be prejudicial to the fair interests of the railroad employees."

#### President Writes Congress.

In forwarding a copy of Mr. Hines' letter to the Committee on Interstate and Foreign Commerce of the House of Representatives, President Wilson wrote:

"I take the liberty of enclosing a copy of a letter which I have just received from Walker D. Hines, the director-general of railroads, and which I am sure you will agree with me in thinking contains matter for very serious thought and for action also.

"May I not say that I concur in the suggestions which Mr. Hines makes in the two concluding paragraphs of his letter?

"I hope that it will be possible for your committee to consider and recommend legislation which will provide a body of the proper constitution, authorized to investigate and determine all

questions concerning the wages of railway employees, and which will also make the decisions of that body mandatory upon the rate-making body and provide, when necessary, increased rates to cover any recommended increases in wages and, therefore, in the cost of operating the railroads.

"In view also of the indisputable facts with regard to the increased cost of living. In concur in Mr. Hines' suggestion that the legislation undertaken should authorize the body thus set up to make its findings with regard to wage increases retroactive to the first of August, 1919, at any rate to the extent that that tribunal may regard reasonable and proper, in order to give real relief to the employees concerned.

"I need not, I am sure, urge upon you the importance of this matter, which seems vital from more than one point of view, and I hope that you will think this form of action the proper and necessary one."

#### Reply From Senator Cummins.

Senator Cummins, chairman of the Senate Committee on Interstate Commerce, replied to a communication from President Wilson similar to the foregoing, on August 7, as follows:

"The committee recognizes the gravity of the situation and earnestly desires to co-operate with you in bringing about the proper solution of the difficult problems which confront the country. It feels, however, that Congress has already given you complete and plenary authority to deal with the existing situation and that additional legislation at this time can add nothing whatever to your power in the premises.

#### Says Director Has Power.

"The director-general can fix the wages of all men employed in the transportation service, and it seems to be clear that it is for him to say whether the compensation of these men should or should not be increased. He has all the available information which can possibly be secured, and it is the view of the committee that he should act in accordance with the public interest and his own judgment. He can be advised upon the subject by any board or tribunal which you may select for that purpose.

"The director-general has also the absolute right to initiate rate for transportation and can advance or lower them, as he may think necessary or wise, to meet the requirements of the transportation systems in his charge, and moreover he can put new rates into effect whenever, in his judgment, they should become effective.

"At the present time the Interstate Commerce Commission has not the authority to suspend for examination or approval the rates initiated by the director-general; but, even if the act which lately passed the Senate and which has not yet passed the House, shall become a law and the authority of the Interstate Commerce Commission to suspend rates is restored, it will be true that the director-general must initiate the rates, and it is entirely impossible to believe that the commission would suspend rates that are necessary in order to pay any increased wages of railway operatives.

#### Now Working On Plan.

"The committee is now diligently engaged in the preparation of a bill for the general reorganization of our system of regulation and control. One common phase of the many plans which have been submitted relates to the further direction which ought to be given to the Interstate Commerce Commission for its guidance in determining the reasonableness of rates. Upon that phase of the subject diverse opinions have been developed, and it is thought to be unwise to bring forward for action by Congress any further legislation in that respect until it can be associated with the general plan of reorganization.

"If the committee felt that there was any lack of power on your part or on the part of the director-general, it would be quick to act, but, inasmuch as it can perceive no want of authority, it has reached the conclusion that no additional legislation is required to meet the particular emergency which you have pointed out."

#### Vocational Training.

The federal government has created a Federal Board for Vocational Education.

The purpose is to provide vocational education in the trades and industries and in agriculture, and an appropriation by the government is available for such work.

The value of vocational training for mechanics and apprentices in railroad shops has been recognized by many railroads, which have established schools for the training of such men.

It is the desire of the Railroad Administration not only to assist and encourage such training where established but also to extend the system to roads which have not established such schools, and it is believed that this can best be accomplished by co-operation between the Railroad Administration and the Federal Board for Vocational Education.

Mr. Hines advises that it is, therefore, desired that the different railroads under control of the Railroad Administration co-operate with the Federal Board for Vocational Education in the establishment of part-time schools for railroad shop apprentices and others who come within the scope of the act. Where it is found necessary in order to facilitate this work, railroads will be authorized on request to fit up suitable study or class rooms and to pay apprentices at their usual rate for the time spent in attending such schools.

Apprentices will be required to attend not less than 208 hours per year.

Complete information concerning the establishment of these schools may be obtained from Frank McManamy, assistant director of the Division of Operation, Washington.

In the preparation of a course of study due attention is to be given to meet the needs of railway shop employees, and such subjects as shop practice involving the manipulation of machines used in general repair and construction work and to related science, mathematics and drawings are to be fully provided for.

It is not the intention to interfere with any established system of vocational training—and many of the roads have splendid organizations for such work—but rather to give them the great advantages afforded by the government through the Federal Board for Vocational Education. It will be but a means of still further aiding ambitious young men through their apprenticeships.

#### No-Accident Drive to Begin October 18.

In a letter to the Regional Directors, Walker D. Hines, director-general of railroads calls attention to the fact that the Safety Section of the U. S. Railroad Administration has decided to hold the "National Railroad Accident Prevention Drive" for a period of two weeks, beginning October 18, and ending October 31, 1919.

#### Succeeds Judge Payne as General Counsel.

E. Marvin Underwood was appointed General Counsel of the U. S. Railroad Administration, effective August 15, succeeding Judge John Barton Payne, resigned to become Chairman of the U. S. Shipping Board.



Operator D. J. Crowe and Machinist M. McDonald, Perry, Iowa.

# Safety First

*A. W. Smallen, General Chairman*

## Confidence and Criticism.

Both are necessary to accomplish results in accident prevention or in any other feature of efficient production.

Confidence that accidents can be prevented by applying standard methods and principles; confidence in men, that by cautioning them in a helpful spirit and setting them a good example, they can be made safe men; confidence in yourself as a Safety Booster.

Criticism—fair criticism—of the careless man, together with a kindly suggestion as to how he can do his work more carefully and efficiently; criticism of yourself if you set a bad example, or if you allow a man to be injured by failing to caution him.

If your criticism is fair and if you give praise where praise is deserved, men will have confidence in you, and you will have confidence in yourself. If your criticism is unfair, confidence is destroyed.

In judging a man, remember that all are human and liable to make mistakes. Criticize kindly the mistake based on ignorance or thoughtlessness—the first time; criticize severely the mistake based on deliberate recklessness, or repeated in spite of previous warning.

Fair criticism brings confidence. Confidence brings efficiency and safety.

**Safety First.**  
*G. E. Sampson.*

Having prepared two papers on this subject within the last few months and having been asked to prepare another one for this meeting, you will kindly overlook the fact, should I get close to some of the ideas that I may have spoken of in one of the former papers. But the question is such a vast one, and one on which so much, not only can be said, but should be said, it makes it easy to prepare something along this line without repeating.

Safety First, is a logical idea, which should be given careful consideration from every viewpoint. It is not a new idea, but dates back to ancient times. Self preservation existed when our first ancestors tried to shield themselves from harm after having violated an order. Today, we have the same idea of Safety under the caption of Safety First, which only means learning to place the self preservation idea ahead of violation, thereby eliminating in most of cases the violation. Safety First means just what the two words imply, that our first and most important duty is to know that the course we are about to pursue is the safest one possible for us to take. Being doubly sure of this we should then proceed keeping the idea of Safety first in our minds. It is only a matter of education which every one of us should acquire and having once formed the habit of taking care of ourselves and keeping away from the improper, unsafe methods of performing our work we will not only have done a great deal toward keeping ourselves away from dangerous conditions, but also we will have made the conditions around our co-workers also more safe for them. On the other hand, if we are careless, we not only endanger our own lives, but also the lives of our co-workers. I recall an instance, where a foreman of a crew who were loading rail by hand had to take one certain man off the crew, because of the indifferent, careless way in which he performed his work. The foreman could plainly see that this

one careless man was apt to injure several other men beside himself at any moment. Safety First demanded his removal and the foreman took the safe course.

One cannot add up a column of figures correctly and be conversing with another party at the same time, neither can a man give car signals to an engineer, 25 car lengths away and expect to give the engineer the right idea as to how close he is coming to the place he wishes to stop at, if he is trying to count at the same time the number of girls in the sight seeing car that is just passing. One of the most important features of Safety is to keep our minds ever on our work, in other words, follow the old adage, "Work, when you work and play when you play." Another adage goes, "Be sure you are right and then go ahead." A new version of that would read, "Be sure you are right and then proceed with Safety."

My personal opinion of the man who will scoff at the Safety First move that is on foot today is that he should be put on a Safety First committee and requested to watch for and report unsafe conditions in the territory traveled by him and that he prepare at least two papers on "Prevention of Accidents," during his year of service on the committee. This, in my opinion, will convince the most skeptical person that there is much more in this move than any of us have as yet been able to get out of it.

Employees non-accident week proved a great success on our division and the fact that nearly every employee one met reminded him of the carefulness needed by every one to help us put it over is no doubt greatly responsible for our success. If that week could only be repeated for 52 weeks every man would get the habit of reminding his co-workers the same way and in that way we never would be able to lose sight of the big idea Safety First.

## LaCrosse Division Safety Meeting, Held at Portage, July 16th, 1919.

Those present were: D. E. Rossiter, A. J. Hansenbalg, C. E. Larson, M. F. Smith, J. J. Little, P. F. Mitchell, P. H. Madden, E. O. Buffmire, U. R. Hagman, F. Hauer, G. E. Sampson, T. C. Murphy, Frank Sheehan, J. Kopacek, W. J. Walthers, August Thurler, F. J. Bolting, W. S. Bratt, Car Foreman A. Z. Taylor, LaCrosse, was a visitor.

Meeting conducted by Chairman, D. E. Rossiter.

Minutes of last meeting read by W. S. Bratt, District Safety Inspector.

Items not finally acted upon last meeting: Mr. Sampson reported that he has been informed that the switch on the down town track at Sparta is a dangerous condition account of being close to bridge and no platform along side of bridge. (Referred to division carpenter.)

Mr. Walthers stated that the trees and bushes between Elm Grove and E. Elm Grove should be cut down to a good clearance. (Taken up with roadmaster.)

Mr. Walther also called attention to the old crossing bell starter at the cross over and at the house track switch at Columbus which is in the way of freight crews doing switching at that point, and suggested that same be removed. (Taken up with signal department.)

Mr. Sampson suggested that a Hayes deraill be placed on east end of stock track at Mauston. (To be given consideration.)

Mr. Madden stated that the walk on bridge 428, east of Sparta is not high enough, and suggested raising the walk on north side of bridge to a level with the top of abutment. (De-cost.)

Mr. Tearney reported that a great many engines are equipped with shaker bars so long that if the bar slips fireman is liable to serious

injury of face or head. Suggested that shaker bar be limited not to exceed shoulder height of average man. (Referred to mechanical department.)

Paper read by Mr. Sampson on Safety First: Mr. Sampson will prepare a paper for the next meeting.

Mr. Bratt read a communication received from Mr. Smullen in which he stated he had recently noted two serious accidents caused by station employes leaving baggage trucks too close to track. (Necessary bulletin instructions issued to engineers.)

Also that there have been several injuries of late caused by engineers working their injectors while passing station platforms, and suggested that this be discussed every Safety First Meeting. (Taken up and discussed by committee.)

Mr. Bratt also stated that accidents to trespassers is on the increase, also grade crossing accidents, and asked that the committee make some suggestions or take some action to stop these accidents. (Taken up and discussed by committee.)

Mr. Bratt stated that for "No Accident Week," the figures show in the southern district 9 injured, none killed; middle district 8 injured, none killed; northern district 8 injured, none killed; Puget Sound lines 7 injured, one killed.

The Chairman read a letter received from Committeeman Walthers under date of July 8th containing the following suggestions:

Called attention to the fact that at Wauwatosa station an opening has been made in the Company's fence and public is crossing over tracks instead of using highway crossing, which creates a dangerous condition. Roadmaster reported fence repaired, but an opening was again made. (Taken up with police officer at Milwaukee.)

Suggested having planks laid between and at the north and south side of the culvert just west of the switch and the culvert east of the switch

Suggested having planks laid between and at Brookfield. (Taken up with division carpenter.)

Suggested placing switch lights on all facing point switches that lead off passing tracks. A light still wanted on eastward siding at Columbus and westward siding at Wauwatosa. (Taken up with roadmaster.)

Suggested removing cables that lead across track at Pawling's ice house west of Pewaukee station, as same does not clear men on top of cars. Also to have hunting post repaired at this ice house. (Matter of cables taken up with Agt. at Pewaukee.)

Suggested placing derail on east end of stock track at Columbus. (This already put in.)

Suggested placing a walk about four feet wide and eight feet long on north and south end of bridge  $\frac{3}{4}$  miles east of Columbus. (This ordered done.)

The following suggestions were made at the meeting:

Mr. Sheeley reported passenger trains discharging passengers before train is properly spotted. Suggested engineer should not move train without giving signal. (Bulletin instructions issued.)

Mr. Sampson inquired as to the condition of westward main track east of Brookfield where new work has been done. It was stated this is not satisfactory as sufficient room has not been provided for trainmen to walk along side of train and inspect same. (Under investigation.)

Mr. Sampson reported that switch lights at New Lisbon are not being given proper attention; that globes and lenses are more or less smoked. (Referred to roadmaster.)

Mr. Sampson suggested that the operator at Tunnel City should stand outside of shanty when trains are passing and see staff when same is thrown off. (Under investigation.)

Mr. Sampson reported noticing head room switch east of Kilbourn not locked, and lock apparently broken. (Referred to roadmaster.)

Mr. Walthers suggested placing derail on stub track east of Oconomowoc. (Taken up with roadmaster.)

Mr. Little reported that the boys selling ice cream cones in trains at Watertown Junction, and Portage are liable to injury due to the

fact that they remain on the train until same is well under way. Mr. Madden stated same condition existing at New Lisbon. (Taken up with Van-Noy Interstate News Co.)

Mr. Little also reported violation of rules in the matter of pushing cars ahead of freight trains between stations. (Bulletin issued.)

Mr. Hagman reported noticing people standing are passing. Suggested they be kept off the track. are passing. suggested they be kept off the track. (Taken up with roadmasters.)

Mr. Hagman also reported noticing a man riding on the pilot of the engine of an eastward train. (Necessary bulletin instructions issued.)

Chairman stated that the Get Together Club at LaCrosse had asked for the removal of the overhead bridge or run-way which had been built at that point for the purpose of moving the acetylene welder across the tracks. It was the desire of the committee that this should not be done. Mr. Madden also suggested that same be lengthened to about 8 ft. in order to make it a more substantial construction. (Taken up with Get Together Club at LaCrosse.)

Mr. Walthers reported light fallen off of switch stand at the east end of Columbus track at Watertown Junction. (Referred to roadmaster.)

Mr. Walthers suggested that the railroad crossing gates at Watertown Junction should be made to operate more nearly vertical in order to provide proper clearance. (Taken up with division carpenter.)

Mr. Hasenbalg reported noticing two places on the division where the high tension wires of Southern Wis. Power Co. cross the right of way, and suggested that some kind of protection be provided where these wires cross the right of way. Suggested construction consisting of a cable with fastenings holding the wire for a distance of four or five feet, and in the event the power wire broke the cable would afford support. (Taken up with signal department.)

Report on "No Accident" week given by Chairman who reported that three accidents had occurred on the Division during that time, one of which, being a trespasser, did not come within the scope of the requirements.

#### Dubuque Division Safety Meeting, Held at Dubuque, July 24th, 1919.

Those present were: W. M. Thurber, J. A. McNulty, R. R. Stockwell, E. J. Crawford, R. E. Nichols, W. Brown, W. J. Whalen, J. J. Lanin, J. G. Rehm, L. B. Beckwith, E. J. Strong, F. C. Potterveld, M. Boleyn, E. Horniny, Jr. Visitors were: H. A. Cameron, J. P. Whelan, S. N. Baird, O. C. Anderson, Edw. Young.

W. M. Thurber, chairman.

J. F. Kane, secretary.

Upon roll call, 25 members answered present, leaving the following four members absent:

H. A. Hargraves, trainmaster, account in Chicago on company business.

C. A. Kennedy, general car foreman.

J. H. Bell, roundhouse foreman, absent from city on vacation.

Mat. O'Halloran, boilermaker, account illness.

There were also five visitors present.

Minutes of the previous meeting were read and duly approved.

Items submitted at the previous meeting were reported acted on as follows:

Items 57 and 96—Mr. Nichols of B. & B. Department stated material is on ground and work would be done as soon as force can get to it.

Item 116—Will haul in sand and begin work within two or three days.

Item 117—Mr. Nichols stated this work would be done as soon as possible.

Item 122—Truck ordered, but not received.

Item 131—Mr. Thurber stated there is some question as to whether or not this derail is necessary and he would investigate further to see whether the company would be justified in putting it in, and would take up with Chicago.

Item 137—Situation same as Item 131.

Items 139 and 140—Mr. Nichols reported they had been unable to get to this work, but would do so as soon as possible.

Item 143—Estimate as to expense has been submitted to Chicago office, but authority to proceed with work has not been received.

Item 160—Derrail has been ordered but not received. This is place where derrail is very necessary.

Item 164—Mr. Horning stated change in this water tank had been made on valve only and not on spout, and the tank would not work properly unless let pipe down. Mr. Nichols will investigate personally.

Item 173—Nothing done relative to these lights and the matter is referred to C. A. Kennedy and M. Parkinson.

Item 175—Corrected.

Item 178—Letter from Mr. Silcox was read, stating jacks have been ordered, and as soon as received, Mr. McGregor will get supply.

Item 181—Corrected.

Item 183—This matter was taken up and it was reported that agent is doing the best he can and the matter is remedied as far as possible.

Item 185—Mr. McNulty stated nothing had been done as yet, as they were short of pipe.

Item 187—Mr. Boleyn stated there was no improvement in whistles, and there would be no improvement until they have better valves.

Item 188—Letters from Mr. Hargraves and Mr. O'Leary were read, showing that there had been no further complaint and that the matter has been taken up with those concerned.

Item 189—Mr. Thurber stated four Western Union gangs will remove all poles within short time.

Items 191 and 192—These matters have been taken care of.

Item 194—Mr. Whelan stated this was about 75 per cent completed; need more material, and as soon as received work will be finished.

Item 195—Corrected.

Item 196—Mr. Lanin stated the trees in question are on private property and the section foreman will see the owner as soon as possible to get permission to cut the branches.

Item 197—Mr. Lanin will have the trees in question trimmed.

Item 198—Mr. Nichols stated this matter would be taken care of when they commence work at the engine house.

Items 199 and 200—Corrected.

Item 201—Referred to R. E. Nichols for immediate attention.

Items 202, 203, 204, 206, 207, 208 and 209—Corrected.

Item 210—Report was made by the committee appointed by Mr. Thurber to investigate the matter of brakemen's lanterns, and Mr. McCauley stated there had been no further complaint and lanterns were evidently O. K. Mr. Kohler stated the greatest trouble was that the men leave oil in lanterns too long and it gets stale and the wicks harden and won't take up the oil. Men fill the lamps after they have burned only about three hours instead of burning oil out. In other words, the lanterns should be properly taken care of. Wicks should be trimmed carefully and the lanterns should not be filled more than three-fourths full, as lamp gives more satisfaction if a little air space is left in it.

Mr. Boleyn stated instructions should be issued to men who fill lamps on engines that the lanterns should be cleaned out occasionally.

Mr. Thurber stated a check of engines would be made to see if the day and night signals are kept in condition. Mr. Boleyn stated there is no place to keep lamps, as the boxes are full of coal and rubbish of all kinds and the engine crews cannot keep lamps clean. The matter was referred to Mr. McNulty, and Mr. Boleyn and Mr. Horning were instructed to report at next meeting as to whether there is any improvement.

Item 212—Mr. Hargrave issued bulletin and talked to as many of the trainmen as he could on the subject, and it is expected there will be no further complaint.

Item 213—Mr. Parkinson advised in a letter that he had taken this matter up for correction. Mr. Rehm and Mr. Beckwith stated they had not noticed any cars with wires projecting, as complained in this item, for the past week or two.

Item 214—Mr. Nichols stated this work had not been done; would be taken care of during coming week.

Item 215—Mr. Thurber stated these ladders are standard and no change will be made at this time. T. J. Burns stated if the ladders are standard they are very poor. Mr. Nichols advised he be-

lieved they were the old style ladder and that the new style is wider. He also stated he had requisition in to make light wooden ladder and paint it and put it up to give more slant. Mr. Thurber suggested trying this out.

Item 216—Corrected.

Item 217—Mr. McNulty advised they had two G-7 engines and intended to put footboards on them, but the engines have been taken to Sioux City Division now and two B-4 engines regularly assigned to the Dubuque Division, and it is the intention to provide them with footboards.

Item 218—Mr. Kohler reported that there had been no trouble with car doors during the past two weeks. J. P. Whelan stated that they had had a good many cars with bad doors and had noticed no improvement. Mr. Kenney stated the Milwaukee cars are all right, but the foreign cars coming in, as a rule, have doors that it is impossible to open and close. Referred to Car Department.

Item 221—Mr. Beckwith stated he had checked this matter up and found only two cases when Johnston avenue was obstructed in thirty-one days, viz.: On July 2d, 1917, Freeman, pulled over crossing at 12:45 p. m. and cleared at 12:54 p. m., a matter of nine minutes, and on July 22d, extra 6307, Chaloupka, with 85 cars, blocked crossing at 12:47 until 12:53, or six minutes, which should show that the instructions are being observed.

Item 222—Corrected.

Item 223—New stake was received at Waupeton, but there is no ring on it. Mr. Horning stated the ring in old stake was just the thing, and suggested fixing up the new stake with the old ring. This was referred to J. J. Lanin for attention.

Item 224—Mr. Stockwell reported matter of bulletin board was all arranged for when they get new bulletin book. Chief Clerk Cameron stated new bulletin book had just been received.

#### New Suggestions.

E. W. Horning, Jr.—Water tank at Turkey River not improved and firemen all want to go to Guttenberg for water. (Mr. Nichols stated he would personally look after it. This is Item 164 brought up at meeting of June 26th.)

Mr. Horning—Fireman on No. 8 some days ago was injured by sliding door on tank box. When engine is jarred, doors come out and there should be some kind of bolt to keep doors tight. Mr. McNulty stated Mr. Strong made inspection of the particular door which caused accident on engine 3004, and stated if tank box would be kept closed, door would be tight enough to stay closed. Mr. Horning stated it was his opinion that door should have some fastening so that it could not come out even if left open. (Referred to J. A. McNulty.)

Mr. Horning—Some of the engineers working at South Junction would like to have a clearance post or something put along track there to tell where they are at. River track on river side has cars on it and if there is anybody pulling over crossing going the other way, can't tell where they are at, as it is right on curve. It was stated there was not room to place post. (Mr. Lanin and Mr. Thurber will investigate and see what can be done.)

Mr. Horning—Two engines double-headed into Savanna not long ago and one was new engine. Engineer wanted to stop somewhere down the line—could get enough air through hose to charge trains, but not enough to stop with. Hoses seem too long or too closely connected; always kink up and can hardly couple them. Don't know whether fault is in pipes or what it is. Mr. Stockwell stated he had noticed it and had taken up with superintendent of air brakes and asked for permission to change piping and bring the air pipe that comes down on right side of draw bar on pilot of engine and place on left side. Had reply that superintendent, himself, had taken up twice in last year, but up to that time had no permission to make change. He advised to make no change until we were notified from Mr. Brennan's office. (Referred to J. A. McNulty.)

Mr. Horning—On the question of double-heading light engines: "It is awful to couple air on second engine following light engine, and in this kind of weather, if engineer looks out, he is liable to have his eyes put out." Discussion followed covering objections to putting smaller engines behind. Mr. McNulty stated the only objection to putting small engine ahead was in



regard to air pump and that air pump would supply them if properly connected up. Mr. Kohler stated that during hot weather air hose will get spongy. Mr. Thurber stated he would consider the proposition further and try to have something to report at next meeting.

We are finding quite a few switch lights out—no oil in them. (Referred to J. J. Lanin.)

C. H. McCauley—Suggested change in light at crossing at Dubuque shops yard office. Shade should be lowered so that man at head of train will not get glare. (Referred to J. A. McNulty.)

Roy Campbell—Would like to have three switch lights on 10, 12 and 13 in material yard, North McGregor. Difficult to work in dark. (Referred to W. J. Whalen.)

Mr. Campbell—Should have bumping block in back of power plant, North McGregor. (Referred to W. J. Whalen.)

J. J. Reilhan—Condition of telegraph line has been brought up at several meetings, but there is no improvement. Train wire 71 has never been good wire from the day it was first strung. The wire is absolutely unsafe the way it is working at present. Main trouble is east of Dubuque. If in adjustment with Dubuque and offices north of Dubuque, get along fairly well, but as soon as get adjustment with some station east of Dubuque, everything is off. The way wire is working at present, I don't think it is safe. It doesn't give the train dispatcher a square deal, and doesn't give the operator a square deal. Suggestion was made to cut wire at Dubuque and have dispatcher work two sets, but even that would be better than it is at present. Another way would be to use 72 as a train wire. Some action must be taken. Mr. Crawford stated 72 has been used once in awhile, and that there is something radically wrong with 71 and has been for some years. Mr. Reilhan stated the battery at Savanna feeds four wires from 8 a. m. to 4 p. m., and test was made by giving independent battery at Savanna, and that made quite an improvement, but when Mr. Patterson got hold of it, the battery had to be cut off. Mr. Crawford stated there is more trouble during the day than at night. Most trouble from 8 a. m. to 4 p. m. Mr. Thurber stated he would take the matter up again with Mr. Patterson and have somebody sent out to make another test.

S. Culver—Read letter concerning several cars of company coal which were overloaded, perhaps not in actual weight, but because coal was stacked up on sides in such manner that it would not take much bumping to throw it off.

Mr. Culver also complained about station platform, North McGregor. Both ends of platform are pretty badly worn and need repair. (Referred to R. E. Nichols.)

Mr. Culver—Acetyline tank used in roundhouse should have another set of gauges, so that they could be changed about once a week and tested. (Referred to E. J. Strong.)

J. Kenney—Platform, Dubuque freight house, should be extended about five feet on the south end, and on the north end should be extended from the freight house to curb. Freight is too congested and the ground is wasted there, anyhow. (Referred to R. E. Nichols.)

Mr. Kenney—Would like to have truck boards furnished with hook on end, so that it will not be necessary to nail strips on floor of cars. This would save both time and nails. J. P. Whalen stated these boards are made of iron and the matter should therefore be referred to the blacksmith department.

Jo. Kohler—Men on Waukon branch complained of weeds around crossing in pulling off storage track.

G. J. Hatzenbuehler—Having trouble with switch locks at Dubuque Shops repair yard. Found switch lock gone Wednesday morning and could not find it. That is the first lock that has been gone for three or four months. Switch is used only by yard crews, and White Lines go up there with bad orders. Mr. Beckwith stated he took up with both crews and they stated the last time they used it was at 10 o'clock, and they locked the switch.

M. Whalen—Section men should be provided with better handcars that will make a little better speed; needed especially because they don't blow whistles on engines any more, and when train

comes along it is hard to get car to a good place to get off track ahead of train. Had advice from motor car inspector that he was testing out ball bearing cars.

Considerable discussion followed as to necessity of blowing whistles at every curve. Mr. Boleyn stated it was impossible for engineer to blow whistles at every curve, as he would have his hand on the rope all the time. Mr. Thurber considered this a serious proposition, and instructed that it was very necessary that whistles be blown frequently. (The matter of handcars was referred to J. A. McNulty.)

Mr. Whalen—The chisels furnished men are not of good quality and can't cut the rail and break off with one blow of mail. (Referred to J. A. McNulty.)

E. J. Crawford—"Would like to ask Conductor Kohler at what place on division would it work to advantage and avoid delay to have No. 94 hold the main line at meeting points?" Mr. Kohler stated he would like to have this done at Reno and Lansing.

M. Boleyn—At North McGregor, the walk to roundhouse is very poor. If this walk were filled in from switch to coal shed with cinders that will pack, would have a better walk. The sand that is there will never pack and make any kind of a walk. Mr. Thurber stated this had been looked over quite a number of times, and that it is all right to provide walk between tracks for employees, but don't want to do anything to encourage the public travelling over those tracks more than they do now. It might be all right to put some cinders on outgoing roundhouse track. (Referred to E. J. Strong.)

Mr. Boleyn—Should have some good kind of pulley for bell cord in engines that lead over to engineer's side; something that won't cut the rope. As it is now, there isn't an engine that has bell cord leading to engineer's side, and very often it is necessary for engineer to pull bell, and it is impossible to do it without getting off the seat and going on fireman's side. The cords that are furnished are made of very good material. New cords will break sometimes in one trip; where it goes through the cab, it wears through. Should be made of something strong; cable, or something of that kind, that can be fastened on engineer's side. (Referred to J. A. McNulty.)

W. J. Whalen—Chains and locks should be furnished for all station trucks. At McGregor, the other day, Wells Fargo truck blew out on the track. Blocks are not sufficient, as people sit about on trucks, and blocks are liable to be moved. Mr. Thurber stated this would be taken up with express company and where they have expressman, to see that trucks are properly fastened.

R. R. Stockwell stated he agreed with Mr. Whalen on the whistling proposition, and also agreed with Engineers Boleyn and Horning that whistles pull hard and it would be almost a physical impossibility for an engineer to whistle for each curve on the Dubuque Division, as Dubuque Division is like no other division on the Milwaukee System on account of the curves, and that he picked the places on both sides of track and wondered where men would unload handcar on short notice. He thought the engineers should make special effort to do a little more whistling. Mr. Stockwell stated everything possible had been done to get Crosby whistle valve attached, but so far have been unsuccessful. As to bell cord, Mr. Stockwell stated the he personally was on one trip where a new bell cord wore out after pulling three times, and in his opinion if good pulleys cannot be had, it would be better not to run bell cord over on engineer's side at all.

Edward Young, chief boiler inspector, spoke briefly on the necessity of co-operation of the various departments in the interests of Safety First, to bring about desired results. Employees don't seem to realize things are being done for their benefit. He stated there has been an epidemic of squirt hose accidents and that the majority of accidents are due to improper inspection, and where inspection was made, the work not being properly done. He pointed out the necessity of having engines properly inspected, and stated that the law takes switch engines out of service once each month, if the roundhouse foreman or the master mechanic fail to take it out, and the engine should be held for sufficient length of

time to have all the necessary work properly done, and the superintendent, traveling engineer and everybody that has anything to do with operating of trains should be patient when these engines are held for inspection.

J. F. Kane stated that at the afternoon meeting of the car shop safety committee, it was reported that a very serious accident was narrowly avoided at the crossing just east of the water tank, Dubuque Shops, in switching cars, coupling onto cars with nobody on car. Bumped into car to make coupling, missed and car bumped into a man with wheel barrow and it was miraculous that he was not killed. Mr. Thurber instructed Yardmaster Beckwith to have foreman concerned and his helpers report at superintendent's office at 4:30 p. m., July 26th.

Mr. Kane also called attention to report of Mr. Smullen covering injury caused by station employees leaving baggage truck too close to track and truck was struck by train coming in. This is a matter agents and safety first committeemen should watch closely, as well as the matter of working injectors while passing station platforms. He also gave statistics covering no accident week, showing that the "No Accident" campaign was a great success, and urged that the same efforts be made to prevent accidents at all times as were made during "No Accident" week.

S. Culver reported that the first aid cabinet at McGregor roundhouse lacks supplies, as it has nothing in it but a bottle of turpentine. Cabinet should be equipped and have lock placed on it, and a key given to both day roundhouse foreman and night roundhouse foreman. The first aid kit in the Car Department also needs supplies. Mr. Kane stated he would see that this is done.

Mr. Culver also reported that a machinist, while drilling a hole in cast iron, had his eye injured by some of the cast iron dust flying into it. It was necessary to take him to the company physician. Physician, undoubtedly by mistake, put collodian into man's eye, and machinist had to be removed to hospital at Dubuque for treatment, and he was off about ten days. Matter should be investigated.

T. J. Burns—Referring to question of changing switch stands in front of depot, Dubuque. Instructions have been issued to use switch stand without target at places where switch lights are maintained. Would like to know whether in this case switch stand with or without target should be installed. Mr. Thurber stated he would give decision later.

Superintendent Thurber then gave a short talk, advising the committeemen to keep pegging away in their efforts in connection with Safety First and not to become discouraged, as it is the persistent fellow who wins out.

The matter of Loss and Damage was then discussed and Agent J. P. Whelan was called upon and gave an interesting talk, stating that Dubuque station has made a very satisfactory showing for the month of June. Mr. Baird, division freight agent, spoke about the importance of shipments being properly packed and marked. Mr. Thurber stated Dubuque freight house was complimented by Chicago office for taking an interest in the instructions issued and carrying them out and would like to have that compliment for every agent on the division.

Mr. Kohler stated that relative to marking the principal trouble seems to be with Twin City cars. These houses put three or four names on shipments and it is necessary to turn box over six or seven times to find the name on it. He also reported that trainmen have trouble with big Pennsylvania cars that have steel doors, which are very hard to close.

J. J. Rellihan stated that, as to the matter of refusing shipments without being properly packed or marked, since the instructions were so severe, he found it created a better feeling with the shippers if the freight was not refused and he therefore decided the best way was to fix up such shipments himself, and he provided himself with plane, tags, etc., and when necessary defaced the old marks and retagged shipments.

He also stated that in his opinion more money is paid by the railroad company for loss and damage on grain than any other commodity, due mostly to leaks in cars. From his observation, it was mostly foreign cars that leaked, and the

Milwaukee Railroad, in his opinion, is at fault for this, as they have not been furnishing long enough grain boards. Boards furnished are all right for Milwaukee cars, but not long enough for foreign cars. Mr. Thurber stated a supply of extra long grain boards has been ordered and the agents will be notified.

E. W. Horning, Jr., reported that the engines equipped with long narrow fire boxes are too hard to handle on the Dubuque Division, as they are too hard on the firemen, especially going around curves. Have been trying to get along with them, but find it a pretty hard matter, and cannot do the business with them that is done with other engines. Mr. Thurber stated he would see what could be done.

Meeting adjourned at 9:45 p. m., until the next regular meeting, August 28th.

#### Southern Minnesota Division Safety Meeting, Held at Austin, July 7th, 1919.

Those present were: E. A. Meyer, F. J. Holmes, W. H. Cobb, P. L. Mullen, A. M. Lawrence, W. Walsh, F. F. Puskow, F. J. Harmacy, Geo. Haseltine, Albert Hesler, James Shay, Jens Arneson, H. Herzog. Visitors were: A. S. Willoughby, S. A. Eddy, W. Beckel, J. E. Ober, W. H. Baker, Special Adjuster: H. A. Wunderlich, N. T. Evenson, Geo. Smith, J. J. Earley, J. J. Graf, Matt Lang, F. M. Valentine, F. B. Higbee and Mayor Hirsch, of Austin.

#### Minutes of the Last Meeting Read by Division Safety Inspector W. H. Cobb and Discussed.

Meeting conducted by E. A. Meyer.

Acted upon at previous meetings:

R. Taylor—Rams in drop pits, Austin, should have extended heads placed on them so that the head would go up between the eccentrics and do away with using the false head on the ram in dropping wheels. (Referred to General Safety Committee, as present rams are standard.)

Joe Schmelzer—Stone culvert 199 is caved in. (Material has been ordered to make repairs.)

Geo. Haseltine—Should have light on coal shed at Wells, and between sand house and roundhouse at Jackson. (Plans are being made and lights should be installed soon.)

H. Herzog—Insufficient fire protection around shops at Austin. Switch engines should be instructed to stop long enough for men to get across track with fire hose cart, when fire whistle blows. Men refusing to turn out since the bonus allowance of one hour has been discontinued. (Switch crews have been instructed to stop when whistle blows. Mr. Cobb will take up with Mr. Smullen and see what can be done about allowance of time to men for practice.)

R. Taylor—Nothing in the first aid kit at Austin for relief of burns. (Mr. Cobb will have this remedied.)

R. Taylor—We are badly in need of some heavy jacks in Austin shops. Jacks now in use are too light for the heavy power. Will not hold the weight. Are dangerous. (Mr. Mullen advises Mr. Brennan had promised to furnish the jacks. Mr. Cobb will also take up the matter.)

R. Taylor—The abutment at end of house between 10 and 11 stalls and between 5 and 6 stalls in Austin roundhouse is shaky and should be torn down, and if necessary put a timber in its place. Liable to fall down. (B. & B. crew started the work June 2, 1919.)

J. J. Earley—Merchandise platform at Albert Lea too far from the track. Necessary to use too long run boards. (Old platform cannot be repaired. Will make a requisition for a new platform.)

R. Taylor—The goggles furnished to men in shop are not popular, on account too much metal. Suggest a goggle that fastens with a rubber band and have a cloth lining to protect the face. (Mr. Cobb reports that majority of C. M. & St. P. employees recommend adopting this style as a standard, after giving all kinds of makes a fair trial.)

R. Taylor—Ram in stall 17 in Austin roundhouse in poor condition. Should be replaced. (Corrected.)

George Haseltine—Shed located on north side of house track, just west of cross over at Allen, is too close to track. (Shed is too close. Owners have been notified to move it to give proper clearance. Track cannot be moved.)



George Haseltine—Spout on second elevator east of street crossing at Jackson too close to track. (Owners promise to remove the obstruction.)

F. J. Harmacy—Three throw stub switch on east end of passing track at Fountain cannot be thrown during hot weather, on account of rails binding. (Roadmaster Luskow will put in split switch points in place of them.)

F. J. Harmacy—Station platform at Peterson unsafe, on account of plank and timber being badly decayed. (The matter of renewing this platform has been taken up several times, but authority to do the work has not been received. Platform is beyond repair. Matter will be taken up again.)

Harry Howard—(Card)—Rung in ladder leading to water tank at Austin is loose in one end, and ladder needs inspection for other defects. (Repaired.)

There were some telephone wires at Hokah which were too close to passing cars. (Wires removed.)

F. J. Harmacy—That roadmasters notify section men when freight trains are passing to step farther away from the track than they are now in the habit of doing. (Roadmasters will be so requested to instruct their foremen.)

F. J. Harmacy—That the Safety Committee take up with someone that cars carrying poles on double loads be chained together and that chain on lock block be disconnected. (Rules now call for such loads to be chained together. Safety appliance rules do not permit chain to be disconnected.)

George Haseltine—Suggest that trees on line east of Rushford be trimmed so as not to be liable to cause injury to passengers or trainmen. (Roadmaster was notified to correct same.)

George Haseltine—That side track east of depot at Fountain is too close to warehouse, and suggest that track be moved farther away from warehouses so as to avoid any liability of train crews being struck by protruding spouts, etc. (Will be investigated.)

George Haseltine—Suggest placing a semaphore west of Isinours to show train crew of east-bound trains whether or not the main track is clear. (Committee of three, F. B. Higbee, S. C. Sorensen and F. J. Harmacy, appointed to investigate and report at next meeting.)

James Shay—Finds that there are several water tank spouts that are not being properly shoved back into place after trainmen are through using same. (Bulletin issued calling attention to Rule 1038.)

James Shay—The crossing gates at Mankato have loose weights hanging by wires. Suggest that these weights be bolted on instead of fastened with wires, because wires are liable to wear out and allow the weights to drop on people passing by. (Weights should be hung on end constructed for that purpose. Gatemen are employed by the C., St. P., M. & O. Superintendent will be requested to instruct his men.)

James Shay—Noticed that at the water tank at Matawan there was a leakage of water, owing perhaps to chips and foreign matter getting into the valves. Suggest men give the rope an extra pull to dislodge all foreign matter so valve will close properly. (Bulletin issued to enginemen to do so.)

F. J. Harmacy—Reported that water tanks are not safe to climb up to when making connections for showering hogs. Suggest a platform be built so men could get up to the tank without danger of slipping and falling. (This matter to be looked into.)

Albert Hessler—Noticed that the guide rods holding the weights at water tank at Huntley throw the weights out of line. (B. & B. Department will correct.)

Albert Hessler—The blow-off box at Jackson is not high enough. (B. & B. Department will correct.)

Henry Herzog—Suggest that a new place be provided to house the lockers of enginemen, which should be kept out of the roundhouse, so as to avoid liability of accidents. (Will be investigated.)

Henry Herzog—Suggest that hose cart house be turned so men responding to fire calls will not meet with an accident by running into a telephone pole in the near vicinity. (Will be investigated.)

Talk on Safety First and report on "No Accident Week" given by W. H. Cobb, district safety inspector.

Talk by J. J. Earley on freight damages and claims.

#### Miles City Shops Safety Meeting Held at Miles City, July 14th, 1919.

Those present were: M. J. Hogan, C. E. Brook, J. E. Little, James Maguire, W. F. McGrath, George Dougherty, Cyrus Pope, E. F. Palmer, Chas. Jacobson, D. B. Rivers. Visitors were: O. A. Coltrin, Mr. Bell, Regional Supervisor of Safety.

The meeting was called to order by Mr. C. E. Brook, division master mechanic, at Miles City, Montana, June 14th, 1919.

The minutes of the previous meeting were read by Mr. M. F. Hogan, District Safety Inspector, and same were adopted as read.

Items not finally acted on at previous meetings:

Building be temporarily erected for repairing gas engines alone. (Awaiting A. F. E.)

Matter of ventilation in blacksmith shop. (Authority not received.)

Mr. McGrath stated that there should be a representative in the Hospital Association. (Matter referred to Mr. Smallen.)

Mr. Little suggested that the drop pit in back shop be widened at least 1 ft. He stated that a man came very near having his foot cut off there recently. (Taken up with Mr. Warnock and an electric hoist to be installed.)

Mr. Maguire recommended that a concrete floor be built in bottom of drop pit in roundhouse. (To be taken care of by the B. & B. department as soon as possible.)

Mr. Paeth stated that the fire hydrants and carts were not numbered. (Hydrants have been painted but not numbered. Will be taken care of.)

Mr. McGrath suggested that concrete basin holding hot water from blowoff line be renewed. (Concrete basins are being renewed and to be completed in a few days.)

Track at oil house should be straightened. (Mr. Hogan to take this up with Supt.)

Mr. Coltrin brought up the matter of having water tanks out on the road in order to put out fire in cars. (Mr. Hogan to take this matter up with Supt.)

Mr. Rivers pointed out the difficulty of fire carts getting to the fires on account of pathways being blocked. (Mr. Little advised that reels are being made to be placed around the shops.)

Mr. Pope stated that the ladders and horses in boiler shop were in very bad condition and new horses could be made with old flues. (The new horses being made.)

Mr. Dougherty brought up the matter of men jumping on and off trains and stated that switching should be stopped at noon time. (Mr. Hogan advised he has taken up with the Supt. and bulletins have been issued to this effect.)

Mr. Dougherty stated that handles on hammers and other tools were loose and should be soaked in water over night. (Corrected.)

Mr. Dougherty asked to have pipe machine in blacksmith shop moved on account of flues being piled up and blocking the way. (Mr. Little advised this would be taken care of.)

Mr. McGrath spoke of the danger of piling bull rings so high as they were liable to fall down. (No action taken as yet but Mr. Rivers advised this matter would be attended to.)

Mr. Little stated that some of the fire plugs were defective account valve being broken off. (This was taken up with B. & B. dept. but they repaired the wrong ones. Mr. Brook stated he would have them repair the right ones.)

Mr. Little advised that platform where car wheels are piled is weak and liable to break down. (This platform is being repaired.)

Mr. Palmer spoke of the lack of fire protection in the car yard. (The reels are being made at present and the matter of fire protection attended to.)

Mr. Palmer also stated that there was no fire protection at the ice house. (A temporary fire line has been laid.)

Mr. Rivers suggested that an automatic fire extinguisher be placed at the oil house and also in wood mill. (Not done as yet.)

Mr. Little recommended that another night watchman be put on to do nothing but patrol the shops. (This is to be taken care of as soon as can find the right man for this work.)

Mr. Pope stated that there were several low places in the blacksmith shop and same should be filled in. (This is being attended to.)

## At Home

### Whither?

What are we coming to? Men dressmakers, girls! Yes, right here in New York, and I am told they plan a raid on Chicago, and maybe on Seattle. You can't tell. Not tailors, you understand, not the men who have for years and years been building tailored suits for women. Oh, no! Real, honest-to-goodness dressmakers, with "temperament," 'n everything. Yes, I heard a few days ago that a real he-modiste had invaded the quiet residential district where I am at home, and so I fared forth to run him to earth. He was "going out by the day," if you'll believe me, and when I located him in the home of a friend, I boldly walked up and demanded entrance. My friend looked just a bit subdued, but the light of the pathfinder was in her eye, and I knew emancipation for men was at last in the hands of the plain pee-pul.

Did she have a man-dressmaker? Ssh,—yes; but he was a sensitive creature, just over from Paree, and while she didn't say it right out, I could see that she was afraid my raw, untutored manners would frighten this delicate organism. But she consented to show me some of his handiwork. Oh, had I the pen of a wizard, that I might approach a description of the be-e-u-tiful creation that she brought out from behind the closed door, where the newcromancer was working his spells and turning plain, matter-of-fact, tangible stuff into dreams. It is a positive sacrilege to say that the gown was of navy-blue taffeta, but that would be the term, if we weren't floating on clouds. It had a long tunic that came round to the front and was laid back in a broad facing that was covered with embroidery in black. Hand work, if you please, clear from hem to shoulder, for the tunic and bodice were in one. Wonderful scrolls and intricate designs they were, while around the top of the hem on tunic and skirt was a broad band of the finest black silk darning, made up of innumerable rows set closely together. The vestee, was the new shade of red, which my friend cautioned me not to call red, and it, too, had the same wonderful embroidery in black, while the bodice, was further embellished with some embroidery, done in the same shade that you can't call red, with the same effective knots dotted about in the black. This same effect was produced on the sleeve, which was another dream in itself. It had the flowing line above the wrist, on the under side, while from the top of the sleeve there emanated a tight-fitting flare-cuff down to the hand, and open at the back. Then I was shown a wonderful broad-cloth skirt in oyster white, with some darning in a medium gray silk, and the most ravishing embroidered pockets I ever saw. There was an organdy in a very pale gray, over yellow with embroidery in pale blue and yellow and lacey draperies that looked

like angels wings. There were gingham frocks, not like anything I ever saw before, because they had originality and character: and some georgette waists in the making, and a white satin sports skirt with quantities of fine darning on pockets, belt and around the hem. Well, it was like the 15th of August in the Rue de Rivoli, but my friend assured me, that if she had money enough to "let him go," there would be a state of revolution on that avenue. Expensive? Well, of course, an artist—you know.

### Make Over and Make Over, and Then—

It's going to be an easy matter to make over the old frocks and buy just enough of something new to make panels, or tunics or sleeves, or anything of which you happen to be short. What I am trying to say is that it seems to promise a season of combining materials, which is heaven-sent, for if we had to pay present prices for all new material, and then the children all had to have new things for school, where would mother and the big girls arrive. There will be plaids and checks to make up with plain stuffs and that helps out a lot. The skirts will be from six to eight inches from the floor and "they" say we women are to have hips again. Not really, you know, but paniers and draperies that hang on the hips and make you look plump, but the skirts will be narrow, so if you want to be real peg-toppy, you can try this mode, but you must remember that, above and below the paniers, you must be very straight up and down.

### Some Good Things to Eat.

**New England Breakfast Doughnuts.** One teaspoon of salt, two teaspoons sugar, teaspoon melted lard, two tablespoons flour. Pour over this mixture, one-half cup of boiling water and beat hard. Add one cup of cold water, one quarter of a cake compressed yeast, and flour enough to make a soft dough. Beat this very hard, but it should not be stiff enough to knead. Set to rise over night. In the morning, turn the dough on a warmed board, roll out gently, cut in strips, and fasten ends together to make a circle. Let stand, until the fat is smoking hot and fry. These are delicious with coffee and are an excellent saver of butter.

**Egg Cutlets.** Make a cream sauce of one tablespoon of butter, two tablespoons of flour, salt and pepper, and one cup of milk. Add three chopped hard-boiled eggs, one tablespoon of chopped parsley and one teaspoon of onion juice. Let stand until cold, then form in cakes, dip in beaten egg and cracker dust and fry in deep fat. Serve with tomato sauce.

**Potato Puffs.** Two cups cold mashed potatoes, tablespoon butter, two eggs, salt and pepper. Beat potatoes, the whites of the eggs, butter and seasoning together. Form into small balls, dip into beaten egg yolks, roll in cracker dust and saute pork or beef drippings.

A short note has just been received from our former contracting freight agent, Walter Eber-sole, now local agent at Eau Claire, Wis., enclosing a picture of his little son, showing his latest catch, a ten-pound fish. He is getting along fine and business is good. He sends his regards to all.

## Special Commendation

C. & M. Division Brakeman I. Rhode, has been specially commended for watchfulness, discovering fire on the roof of pay car 21200 at Corliss, July 18th. Such attention to the company's interests is greatly appreciated.

K. C. Division Brakeman F. Harker, has been specially commended for watchfulness, discovering a bent axle under an oil car on 2164, June 11th, when he met the train at Harris. He immediately notified the conductor, who located the defect, thus preventing further damage. It was good work, and much appreciated.

Section Foreman Jim Ryan, Minnesota City, has been specially commended for discovery of dragging brake rigging on C. & E. I. car 88906, train 92, June 21st. He promptly notified the train crew who stopped the train and removed the beam, preventing a possible accident. Credit has been given him in the roster.

Inspectors Adam Martin and Christ Greenwald, Milwaukee terminals, have received special commendation for close attention to duty, inspecting train at Milwaukee, when they discovered loose wheels on each end of axle, under sleeper Minikahda, and taking proper action to have the car set out. This indicates thorough work and credit has been given them in the roster.

Car Inspector Jos. Berger, Milwaukee terminals, has received special commendation for closely inspecting train and while on the north side of a train in Milwaukee depot, discovering that a south wheel on sleeping car Wyoming, was loose. Notice was given and the car set out. Credit has been given Mr. Berger in the service roster.

Foreman F. Grieb, Milwaukee terminals, has received special commendation for discovery of broken brake beam on C. & E. I. car 85454, June 26th, while train was moving on the main line east of Burnham bridge. Prompt action in getting the train stopped and the beam removed prevented a possible accident.

J. Langan, engine foreman, John Hanlon, helper, and Wm. Clough, helper, Chicago terminals, have received special commendation account interest shown in performance of duties, on the occasion of the fire at the Peoples Gas company shed, Chicago, July 7th, at which time they did fine work in removing a string of cars, saving the company a considerable loss. Such interest and efforts are greatly appreciated by the management.

Foreman Wm. McComb, Chicago terminals, has received special commendation for co-operation with the police department in the inspection of cars. It is gratifying to know that employees are displaying such zeal in the company's interests and in the discharge of their duties.

Car Foreman Alfred Strand, Butte, Montana, has received a letter of commendation for watchfulness, discovering a dragging brake beam under P. & R. car 14384. He promptly notified the rear brakeman on the train, which was stopped and the damage repaired. This no doubt saved a costly derailment.

Lawrence Nowak, James E. Dunphy, Jos. Loderhaus and Harry E. Sure, Milwaukee terminals, have received a letter of commendation for discovering N. P. car 24541, in bad order, on C. & M. Division train 63, July 10th. This timely discovery undoubtedly prevented a serious derailment. Attention to the welfare of the service, such as displayed on this occasion is greatly appreciated. The car was promptly switched out of the train, with no further damage and little delay.

Dubuque Division Conductor Geo. Belknap, has been specially commended for watchfulness on train 66, July 5th, discovering seven inches broken out of a rail one and a half miles east of Smiths. Conductor Belknap promptly dropped off his flagman to flag No. 8, thereby probably averting an accident.

S. C. & D. Division Conductor J. R. Bankson, has been specially commended for his attention to duties and the company's interests, re-railing coach in train No. 6, half mile north of Akron,

July 17th. Conductor Bankson, made extraordinary efforts to get the work done as quick as possible assuming supervision and proceeding with all dispatch.

P. du C. Division Engineer J. J. Brady, has been specially commended for close watchfulness, discovering something wrong on train 503, between Twin Bluffs and Richland Center, July 26th. Train was promptly stopped and a heavy iron brake beam found dragging under St. P. car 78230. This close attention and prompt action no doubt averted a serious derailment.

Columbia Division Conductor Koper, Engineer Rekdahl, Fireman Browning, Brakeman Newman, M. D. Murphy and Modeland, have been specially commended for their efforts in promptly extinguishing a fire discovered by them on Columbia River bridge, July 11th. Their loyal service and prompt action no doubt saved that part of the bridge, and a subsequent tieup of traffic.

S. C. & D. Division Conductor W. F. Wright, Engineer T. Kirby and Fireman C. Little, have received special commendation for their prompt action and efficient help in putting out fire discovered on bridge near Charter Oak, Iowa.

Conductor J. Bryant, received a letter of commendation and credit, in the roster for his assistance rendered in getting a fast train over the road on July 26th. The fireman took sick at Tama and Mr. Bryant fired the engine until a relief man was sent from Perry.

Conductor Fred Bolender received a letter of commendation and credit in the roster for the discovery and prompt action taken, when a brake shoe was found in a guard rail and guard rail broken at Dedham on the morning of July 7th.

Engineer Frank Wicheal, received a letter of commendation on account of watchfulness and prompt action in notifying a conductor and the train dispatcher of a broken oil box under T. & P. car 10034, in east bound extra, Costello conductor, on July 10th. Mr. Wicheal was standing on the platform as the train was passing the station at Perry, and noticed this defect.

### Celebrates His 92nd Birthday.

Friends of John C. Fox, and they are everywhere on the Milwaukee system will rejoice to know that he celebrated his 92nd birthday at his home in Janesville, Wis., on July 29th. Mr. Fox enjoys excellent health, lives quietly with his wife and daughter and spends much time in reading, keeping in touch with the affairs of the day. Mr. Fox, is the oldest living employe of the Milwaukee, having been in the company's service since 1851, when he began to work laying rails on the Waukesha & Mississippi railroad, from Waukesha to Eagle, Wis. No veteran of the Milwaukee, has a wider acquaintance or is more generally respected than "Johnnie Fox," and all his friends unite in extending congratulations and best wishes for his continued good health.

### Atkins Storeroom Items.

Where is Maud?

Oscar French and bride returned on Tuesday evening from their honeymoon trip to Lake Okoboji.

James Harris, 2d trick storekeeper, is taking a vacation till September 1 and will visit his mother in Oklahoma.

Mrs. L. L. McKim and children are visiting Mrs. McKim's father, James Dedman, Decatur, Illinois. Mack looks lonesome.

Curtis Sharp is the new clerk in the storekeeper's office.

Some recent changes have been made in the arrangement of the entrance to the storeroom and when the office is completed will be a much needed improvement.

Lloyd Johnson of Atkins and Kenneth Neblung of Marion are two new employes in the storeroom.

# SUGAR 5c LB.

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

**Flour \$8.36** Per Barrel

(One of Our Leaders)

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

**Sugar \$5.00** Per 100 lbs.

(One of Our Leaders)

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

## Here is Our Plan

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

### Trial Order

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

1 Catalogue Retail Price \$3.21 Our Price \$1.99 Free

**You Save \$1.22**

**Our Guarantee** Your money returned in full if you are not more than pleased

We are the Originators—Others are imitators. You take no chances dealing with this old reliable Concern

**Cole-Conrad Co.**

Dept. B. F. 2215 Ogden Ave., Chicago, Ill.

The Oldest Exclusive Mail Order Grocery House in America

### OTHER BIG BARGAINS IN OUR CATALOGUE

Uneeda Biscuits, 12 packages.....	40 cents
Quaker Oats, 6 large packages.....	36 cents

### AND OTHER BIG BARGAINS

**Remember** we send no catalogue unless we receive your trial order. We sell the trial order complete only and no part of same. Nor do we sell any article mentioned in this advertisement separately. We reserve the right to return any money tendered in payment of goods contrary to our selling plan. *Rush your trial order at once, and get our catalogue and commence saving big money on your groceries.*

### Order Blank

COLE-CONRAD CO.,

Dept B. F., 2215 Ogden Ave., Chicago.

Gentlemen: Enclosed please find \$1.99, for which send me Bargain Grocery Order No. B. F. and include free your catalogue showing your big Grocery Bargains, it being understood and agreed if I am not perfectly satisfied that I can return the goods and you will at once return my money.

Name .....

Address .....

City ..... State.....

Express Office.....

## On the Steel Trail

### MOTORIZING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division via Roy Junction.

Nora B. Sill.

Back again right side up and now I know what they all look like and they all know what I look like, which is worse an' we we had our picture took an' everything. An' there was a lot of good eats an' Mr. Sampson made a speech an' I made a speech and Mr. Horton made one an' I made one an' the lady Editor talked an' I talked, all I could for others breaking in all the time. Say you should see the lady editor's desk. Ye Gods that's where it's all blue pencilled just like this is going to be if I don't stop raving.

Engineer Everett got the idea in his head that the country roads are built on the same plan as the R. M. Division so when he started out for Petoski Hot Springs he drove straight ahead and stepped on the gas. The fellow on the motorcycle was hurt pretty bad and Mr. Everett had a few ribs bent but is about again. He said he thought he was on double track and forgot his meets, but never again.

Miss Francis Peacock, daughter of Agent at Martinsdale, will leave soon for a visit in New Mexico with her sister. She expects to visit in California for a few weeks on her return home. She works in a bank, is how she can do all this.

Mrs. Harry Hamp, wife of Conductor Hamp, and little daughters left for a visit with home folks in Minnesota Sunday evening, August 10th. If Harry could see all that high corn growing, he would go there too.

Mrs. Westbrook, wife of Brakeman Westbrook, is out of the hospital at Three Forks where she has been for some time quite ill. Her health is very much improved.

Mrs. Ralph Spayde who also has been in the local hospital has again returned home after several weeks of illness. Every one is glad to see her out again.

Mrs. H. C. Rector, wife of our popular agent (paid ad) at Three Forks, accompanied by her son and two small daughters is visiting in Wis. Harry looks pretty lean but whether it's worrying over the dryness of the state and weather, or because he don't get his meals regular was unable to be found out in the few hours I stopped over in the fair city. Accompanied by Ralph Kimberling (who worked for him? I did) H. C. R. left on a freight train to see the ball game in Butte and got there to see the last inning. (of the ball game).

The scribe of the R. M. stopped over a day to see if her job was still there and if they could handle everything without her assistance and found out they could very well indeed so she went away right quick again. Also that former Ass't Supt. A. O. Vietch has been transferred to Moberg and our new boss is Mr. H. L. Wiltrout, don't I remember Sted connected with this name somewhere? J. J. Murphy has returned to the Missoula Division after many years as Supt. of the Rocky Mountain, and I think everyone regrets to see him go although all are glad to welcome J. P. Phalen in his place.

W. B. Bradley who has been working second trick at Three Forks has accepted a position on the Anaconda Standard and is relieved by Mr. Moore who has been working as operator at Lennep and Sappington for a while.

Brakeman Carlson deadheaded to Shawmut on eighteen Sunday night. Don't they have the funniest arrangement there at Harlowton for handling their crews. I understand the local crews aren't allowed inside the city limits until time for them to be called—they lead such a hard life they are sleepy all the time must be the reason they never know when they come to the end of a run.

Jack Troupe is dead, the sad news reached us Sunday and also a long letter from the government asking if his widow is living. Poor Jack

he was such a good and popular fellow, too, and here he is a Mormon or something and we never suspected it in the world, with him walking around with boxes of flowers under his arm, too. He looks perfectly all right and happy, but he must be dead because the United States government says so.

Walter Lindsey of Two Dot and family and Mr. and Mrs. Schlier, of Josephine; Mr. and Mrs. McGill and Janney and Jack Devora, of Eustis, were all Yellowstone park visitors this month.

B. H. Perlick of the Railway Exchange "column" says the girls in his office go shopping and then won't let him see what there is in the packages when they get back. The mean things. I should think he could almost tell by the shape and size of the packages after awhile.

"One T. P." is real good looking and I sat right beside him at the party but his wife was there and had her eye on me every minute so what chance was there. Besides that 'Izzetta' person who made one big hit with every one, myself included, kept her eye on me from the other side so I didn't learn any French to speak of. I know we will look nice in the magazine though, for I was looking at Mr. Horton and he was looking at a pile of coal out side the window.

What do you know about our Malden lady, Miss Hopper, coming all the way from there to stay a day and Sted not showing up at all. Maybe if we go west next time he will allow us to gaze on him however.

Where have I heard that "What's in a name stuff—" They named a street and hotel after me in LaCrosse and I was only there one day. Also there is hardly any body who can remember my last name, which makes me feel bad; but not so bad as when I had to grind all the beef steak for the Editor's cat, and you remember that sixteen quarts she said she had, well I looked in the cellar and it was blueberries. Wasn't that a shame after all my fond hopes.

Also something else before I leave you after struggling thru this for which I thank you, there simply isn't any speed shown any where on the railroad until the powerful electric locomotive takes the train on the Rocky Mountain Division (sounds of great astonishment from all other divilsons at this untrue and unladylike remark). Anyway that's what I heard, but after we get them, well just watch the wheels go round then, up to date and bring them right in on time. Some of the folks back there will want to come out and see for themselves now.

### Freight Auditor's Office.

O. W. Reinert.

George Walchon has returned from overseas and is now assisting in the Statistical Bureau.

Chas. Gaul has left us and is now spending his time among the South Water Street Merchants.

Carl Ekenberg is back from gay Paree.

Anyone wishing to know how much ties and collars have gone up in the last year would do well by consulting Ted Kluzewski.

Ed. May has returned from his vacation and informs us that he visited all our beautiful parks. "Wedding Bells."

Miss Martha Fenger of the Statistical Bureau changed her name on August, 19, to Mrs. Ganslosh, following in line with Helen Muenchon, Pearl White, and Jeanette Redell. If this keeps up, the Statistical Bureau will have to change its name to the Matrimonial Bureau.

Jim Buster has returned from his vacation, spending his time and money in Canada. From reports the Prince of Wales did not have anything on him.

Ed. Brietinbach is now working for the Federal Government being located at Cincinnati, O.

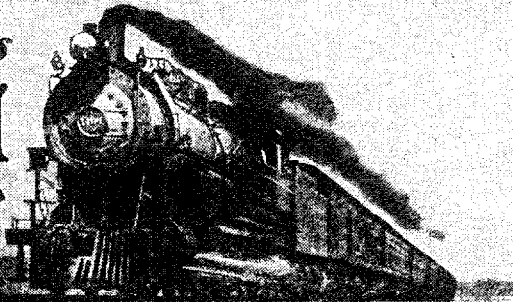
For some good fish stories, see William P. Heuel; he spent his vacation at State Line, Michigan and he sure has some good ones.

William F. Miller, head of the Interline



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Here are 68 Engineers, Conductors and Railroad Men—every one an expert—representing practically every railroad in this country—men who know the priceless value of time, and realize that the faithful performance of their duties depends upon the accuracy of their Watches, which must be correct to the minutest measure of a minute. They are so well pleased with their "Santa Fe Special" Watches that they voluntarily sent us their Photographs and wrote letters expressing their appreciation of this splendid time-piece. We have hundreds of such letters—wish we could publish them all. They all strongly endorse our Watches, our Prices and the Liberal Easy Payment Plan which makes it possible now for every man to own the best Watch in the world.



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one of these 5,000 "Santa Fe Specials" on my Cut-Prof-It Plan. My Free Watch Book illustrates newest

styles in Engraved Cases. Write for it today.

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(Home of the Great Santa Fe Railway)

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I have set aside 5,000 "Santa Fe Specials" and "Bunn Specials" on which I have Cut the Price to ABSOLUTELY ROCK BOTTOM. I propose to quickly distribute these Watches to 5,000 men in different communities—men, who, like these men, will tell their friends of this remarkable Watch Value. I know that every Watch sold on this Cut-Prof-It Plan will sell another at the regular price. Will you be one to join my 5,000 Watch Club? and wear one of these beautiful Watches?

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A letter, postcard or this coupon will bring My Free Watch Book  
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Please send me your Free Watch Book with the understanding that this request does not obligate me in any way.

Name, \_\_\_\_\_

Address, \_\_\_\_\_

State, \_\_\_\_\_

Bureau, who has postponed his vacation until after the accounts were out, will take a well earned rest the latter part of the month.

William F. Eberhardt has spent two weeks vacation at Minocqua, Wisconsin. He reports a very pleasant time, in addition to a few good fish stories, which puts him in a class with William P. Heuel.

Wm. J. Gauzer, Assistant Bureau Head of the Interline Bureau, has returned from his vacation and to the unfortunates, who are not having a week off, Bill imparts the consoling tidings, that you feel worse when you return, than you felt before you went away. Always something to be thankful for Bill.

Charles Schultze, of the Interline Bureau is not expecting to take a vacation this year. Charles says that now nothing could compare with one wonderful time he had in Kentucky some years ago. Charles insists that there is more truth than poetry in the old saying "Memory is the Only Friend that Grief Can Call It's Own."

Louis W. Merkel, of the Tracing Bureau, has returned from a Western trip which he regards as a belated wedding tour. The war prevented the original trip, but when at the end of two years of married life, a Jackie goes on his Honeymoon, we know that "A Sailor's Wife a Sailor's Joy Shall Be."

#### Wisconsin Valley Division Notes.

*Lilly Ann.*

What am I offered for baby?  
"A rope of diamonds?" Nay,  
If your brilliants were larger and brighter  
Than the stars in the milky way,  
Would they ever be half so precious  
As the light of those lustrous eyes,  
Still full of the heavenly glory  
They brought from beyond the skies.

Betty Jane Billington arrived at the home of Mr. and Mrs. W. R. Billington on July 13th.

Mr. and Mrs. O. W. Larson are visiting with friends and relatives at Minneapolis and Duluth.

Mr. Otto Krueger and family are enjoying a vacation which they are spending at Beaver Dam and Plymouth, Wis.

Warehouse Foreman Frank Voeltzke and wife are visiting at Minneapolis.

Mrs. E. M. DeLong and son, Charles, went to Chicago where the latter will receive medical treatments.

John Brown and Gardner Keeney enjoyed a fishing trip to Minocqua. They claim they caught an eighteen pound Muskey, but—who knows, still we could not doubt their word.

Mr. G. Boehm and N. A. O'Bey spent Sunday with their families at Tomahawk.

Miss Pearl Gorman spent a few days outing at Hazelhurst. Miss Eva Malone filled the vacancy during her absence.

Dispatcher Henry Vachreau has returned from his two weeks' vacation. Part of the time was spent camping at Wild Cat Lake, which was much enjoyed, and he also visited with relatives at Neopit. Edmond and Mary Vachreau accompanied him to Neopit.

Joseph Conrad visited with his family at the home of Mr. and Mrs. Ed. Callahan.

B. H. McNany, chairman of the examiner's board, gave instructions on the standard code of rule for the operators, and also examined other employees on the standard rules during the past week.

William Kasten and Leo Ziebell had the misfortune of coming in contact with poison ivy, while repairing a car. They were laid up for about a week, and do not feel that they care for a repetition of the experience.

Warehouse Man Harry Klos, who has been ill for sometime, has resumed duty, and we hope he has fully recovered, and that he will be able to remain on duty permanently.

Otto Fullmer, division accountant, and family decided they would take a little trip on the yellow cars, so they started out over the Chicago & Northwestern road. Everything went smooth until the conductor called "Marathon City," when Otto suddenly decided that the Milwaukee road was after all, the only road to travel on, and get anywhere, so he piled his wife and children off, took the next train back, rushed over to a taxi and arrived down to the passenger station just in time to board No. 6. Of course, he had to rearrange a few of his plans, but, anyway, he claims the trip was made at ease and they arrived at Sparta

where they were met by Mr. Fullmer's parents who fished them to Elroy, where they spent a few days. They all report a very enjoyable time, and Otto looked so rested and care free upon his return to the office. Another proof of "A change does anyone good."

Mr. and Mrs. Thomas Callahan are spending a month visiting at Malden, Washington, Oregon, Seattle and other places. They expect to be home the latter part of the month.

Helen and Mildred Conklin spent a few days at Chicago shopping and visit with friends.

Miss Lulu Schneider is visiting with relatives at Milwaukee.

Dakota, to spend some time with relatives. Lake.

Edna Manthey is visiting with relatives at Star Lake.

Ted Schrake is visiting at Chicago. The girls insist on knowing the reason why Ted makes such frequent trips to the city.

Leonard Hunziker has returned from Pewaukee where he spent part of his vacation.

Harry Zander went to Green Bay to visit with friends and relatives.

Miss Euphia Kennedy left for Andover, South Dakota to spend some time with relatives.

Leo Paradise went to Chicago to visit with relatives and shop.

Miss Geneva Dunn has gone to Wessington Springs for her health. We hope she will be much benefited by the change.

Eric Gherke has been making several trips to Minocqua and Merrill in the interests of the company, and personal interests too, we understand.

Conductor Thomas Moran has been enjoying a month's vacation.

Mr. and Mrs. W. C. Milne and family have recently returned from a trip through eastern Canada, where they visited with Mr. Milne's parents.

Mr. Gordon McNutt, recently released from the 13th Engineers has secured a position with Armour and Company at Milwaukee. He is very much taken up with the city and likes the working conditions. We hope he can soon make a trip up this way, for it is not considered nice to stay away too long. Is it?

Theodore Debye, of Rudolph passed away recently after a short illness. Mr. Debye is a son-in-law of Peter Akey. The division extends sympathy to the family.

We have had a bumper berry crop up around this part of the country, blueberries, raspberries, and black berries. The trains have been crowded with berry pickers every day, and there has been hundreds of quarts of berries picked every day.

Mrs. Louis Wandall, of Kaukauna visited with her daughter, Mrs. Harvey Case, at Wausau.

#### Iowa Division (East) and Calmar Line.

*J. L. Raymond.*

Operator Percy A. Parmenter has been elected President of the Poland China Swine Breeders Association of Linn County. Percy is doing his best to see that the world has an opportunity to get its share of pork and beans.

Earl E. Edwards and family enjoyed a ten days' outing at Lake Okoboji.

Miss Alice Brotmarkle spent two weeks vacation visiting in Denver and Seattle.

Mr. and Mrs. William Holdorf spent ten days visiting at Okauchee Lake, Wis.

M. Warner has been appointed agent at Teeds Grove.

Mr. and Mrs. Aruthur DeGarmo spent two weeks visiting in Missouri, Oklahoma and Kansas.

Mr. and Mrs. Frank Keith, Mr. and Mrs. W. E. Smith and Mr. and Mrs. Oscar French enjoyed a week's outing at Lake Okoboji.

Agent N. J. Edwards and family spent a couple of days visiting at Marion during the Firemen's Tournament July 29th and 30th. Mr. Edwards is a member of the Firemen's Department of Toronto. They were successful in winning several good cash prizes in the contests.

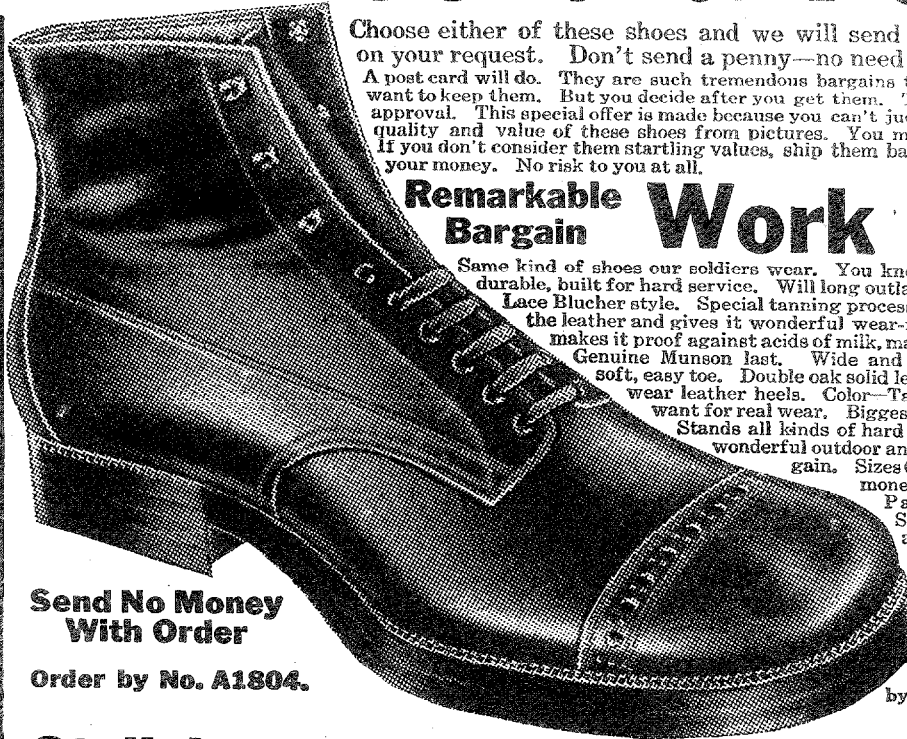
Agents A. J. Gibson of Dixon, W. E. Owens of Long Grove and M. B. Leonard of Waucoma were away on vacations.

Miss Hannah Johnson, stenographer in Supt. Marshall's office, spent a month's vacation visiting in Los Angeles and Fort Defiance, Arizona.

Engineer Harry Conger and family of Moberg, S. D., spent ten days at Marion. They came to attend the funeral of Mr. Conger's mother, Mrs. William Conger, who passed away at the home



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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.

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Pay 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**

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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.

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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.

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Morton & Co.**

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No. A1510**

**Send No  
Money  
With Order**

of her daughter, Mrs. L. C. Smith, at Minneapolis, July 25th. The remains were brought to Marlon for interment. The family has the sympathy of many friends in this locality in their bereavement.

J. W. Barnoske and his extra gang are at work taking up a number of old tracks in Marlon Yard.

Mrs. J. J. Benson passed away at Savanna, August 11th. She was the widow of Engineer J. J. Benson, who died some years ago. Engineers L. K. Owens and A. M. Johnson are sons-in-law. The magazine, on behalf of the employees of this division, extend deepest sympathy to the bereaved families.

Miss Marcella Maher is a new addition to the clerical force in the Superintendent's Office.

O. F. Davis has been taking an enforced vacation on account of hay fever.

Mr. and Mrs. B. C. Sears have been away three weeks, visiting relatives in Massachusetts and Maryland.

J. P. Cronemiller spent several weeks visiting in Bemidji, Minn., F. L. Pierce relieving him.

Engineer L. E. Howell and wife have been taking a vacation, visiting Niagara Falls and other Eastern points.

During July and August the Eastern Division had a very heavy fruit business.

Percy Parmenter was passing around a fine brand of cigars. What was the occasion? A fine new son made his appearance August 13th. Congratulations to Mr. and Mrs. Parmenter.

Mrs. S. M. Kink and children are visiting her parents at Mason City, Ia.

Miss Idell Fullerton is back at her desk. She has been nursing a pet tooth.

John Brodenberger says you ought to hear the Perry roundhouse band. We are willing.

E. W. Crain, our yardmaster, helped the soldier boys celebrate at Perry, but could not get any free coughnuts as he was not in uniform. Wm. Ryan relieved him in his absence.

A. E. Young and E. W. Griffiths each made us an official visit this week.

Freddie Welter, Dick Times and John Reeley, machinists, complete the force at the C., M. & St. Paul roundhouse at Cedar Rapids.

Jens Cook, carsmith, and Walter Lake are using their persuasive powers on the boilers in the Power House since the men were laid off in the Car Dept.

Ask R. E. Brouard about the big mosquitoes at Arlington, when he was a "bo" learning his trade. "Bruce" says they were some big and murderous.

Dr. Frank Skinner, company surgeon, has returned from his vacation, camping at the Northern Lakes.

#### R. & S. W. Items.

*M. J. Cavey.*

H. E. Correll, former trainmaster on the R. & S. W. and now Supt. on the C. R. I. & P. Ry. between Kansas City and St. Louis, visited with relatives and friends at Savanna and he is looking fine.

John Voltz, news agent on 9 and 30, has been laid up with blood poison in his hand.

After serving as agent for the C. M. & St. P. Ry. since Feb. 5th, 1884, Miss S. C. Glnaine has sent in her resignation to take effect July 31st. Miss Glnaine entered the employ of the Milwaukee road when sixteen years old, attending school for one year after entering the railroad service, her sister aiding her in the work during that time. She has also held the office of postmistress for twenty years, she being assistant to her father until she reached her majority when she took the office herself and held it until rural delivery came into prominence. Miss Glnaine has always worked for the interest of the company and also for the patrons to the best of her ability. In response to her resignation she has received letters from her superior officers telling of her faithful service which are prized most highly by her. Miss Glnaine comes of a family of railroad people. Her late father working as section laborer and later section foreman for over a period of forty years. She also has three brothers in railroad service. The following toast from her, "Long live and flourish the good old C. M. & St. P."

Conductor Muckerheide has been assigned to runs No. 65 and 64 between Milwaukee and Freeport. "Muck" is bringing these trains in on time

both ways, due to the speedy pair of "Colts" he has.

Conductor John Rosenow was running two days last month. Johnnie is getting his punch polished so he will be prepared in case a passenger job shows up.

Conductor Mallock relieved T. J. McCarty on the way freight for two weeks. Understand T. J. is spending these hot days in Milwaukee. We wonder if the "Old Timer" has something buried there.

Conductor J. N. Kelly is on No. 47 and 48 in place of Conductor Matson who is having a vacation.

The Misses Ruth Hall and Clara Bollinger, and Mrs. Leon Chase are spending two weeks camping. It is alright, but—

Miss Marie Bollinger, Supts. office and Leon Chase, Aurora, Ill., were quietly married in Chicago, July 9th. Congratulations, Marie.

Miss Beryl Rossman, roadmaster's clerk has been camping for two weeks. Beryl, likes bathing very much, but thinks the boys are "Awfully mean," for ducking her, after just paying \$1.50 to a special hair dresser at Delavan.

Way freights 95 and 96 have hard sledding these days. Conductor R. J. Windy Brown from the Rockford branch has been on the job, pulled into Corliss other night too late to get under the wire; understand he got cold feet and would not stay there to take 95 back, but took the arco route to dear old Janesville. Bones Kennedy made a few trips, Wobig blew him, and is going to show Ted how to run a way freight.

Brakeman Mark Murphy has given up the idea raising wild geese as he thinks the rats steal the eggs, and has gone to dealing in white cats. By the way, he is pushing them into Elkhorn from Chicago it won't be long before it will be safe for him to go into the goose business again.

M. J. Sherry, for years a brakeman on the R. & S. W., and also worked as baggageman at Delavan, passed away at his home in that city after a long illness caused from effects of the "flu."

The Sunday Delavan Lake run has been extended to Beloit; which is appreciated very much by those along the line wishing to spend Sunday in Beloit, Rockford or Janesville.

General Manager J. T. Gillick, W. H. Penfield and Supt. E. W. Morrison made an inspection tour over the Division in business car Walworth on train No. 30, July 25th.

#### News from the S. C. & D. Division.

*"Tip."*

Sorry the news from the S. C. & D. was missing last month, but vacations only come once a year.

Mr. C. H. Buford has been appointed Superintendent of the S. C. & D. Division, Mr. M. J. Larson having been promoted to the position of Special Representative of the General Manager. It is regretted that Mr. Larson is to leave our division, and we extend our best wishes. Mr. Larson was presented with a diamond ring by his former associates which represents a lasting token of their esteem. We were glad to see Mr. Buford again, and am sure he will have the co-operation of all.

Roy G. Anderson, chief clerk at the Sioux City freight house has resigned. B. J. Mitchell is his successor.

W. S. Opperud, C. W. Hickey, Ed. Crevier, Harold Peters, J. T. Ayliward and A. R. Lineback have returned from the service. They are all looking fine, and we welcome them home.

A. Erickson, lineman has left for Canada to enjoy a two weeks vacation.

Machinist Joe Palmer and wife are on an extended trip to the Pacific Coast.

The Milwaukee Baseball team is improving and won their first game from the Hawkeye Truck Co.

Conductor J. E. Crews has been appointed conductor on the Running Water Line with headquarters at Running Water. Wonder how Buck will stand it to be away from the bright lights.

We are very sorry that we omitted mentioning the fact that Brakeman B. M. Talcott got married a few months ago. We thank him for the candy and promise the next time he gets married to report it promptly.

W. L. Schmitz formerly conductor on the H. &

D. Division has been appointed assistant trainmaster on the S. C. & D.

Miss Aileen Dillon has returned from a vacation trip to Colorado points.

Mr. Geo. Anderson and Emil Gilbertson went fishing last week at Lake Andes. We have it on good authority the trip was a success.

Conductor Paddy Moran has been spending a month at Lake Madison, and is all colored up.

George West, porter on business car 5808 got married July 28th. Congratulations, George.

Roy Larson, our traveling freight inspector, spent Tuesday evening in Yankton again this week.

Elsie Brevik has returned from her vacation spent at Ames, Ia.

Conductor W. H. Lane is laid up with rheumatism. We hope he will soon be around again.

Ed. Eckert returned from France August 9th. Hasn't called on us yet, but we hear he is glad to get back.

Machinist apprentice Louie Cohen is doing dynamo work, transferring from a helper job.

Miss Gladys Reeves from the freight house expects to spend her vacation at Lake Okoboji starting the 18th.

Conductor A. M. Hilburn is away on his wedding trip. Congratulations.

A. B. Steffan went to Omaha recently to meet his wife who has been traveling in the West. She did not know Art when the meeting took place due to the fishing trip while his wife was away. Art is somewhat tanned up.

Engineer Fred Thomas who recently returned from White Salmon, Wis., where he has located his family on his fruit farm is running between Madison and Flandreau.

It is reported that Elver Lee Athon finally did make one or two trips.

Waldo Christy is having a vacation and spending it on his farm in South Dakota.

Conductor C. E. Wheeler is still at the pit at Fairview and turning out all the gravel that can be handled. You are the boy, Carl. We sure need the gravel and you are sure doing the business with the assistance of your pals up in that hot old pit.

Lewis Reams has a new automobile. Undersand his wife will not let him operate the machine. Lew likes to joy ride.

F. J. Feeley, is now working out of Sioux City for a vacation. Wonder how Frank can stand it to stay off of that west local. No pianos, threshing machines and binder twine to handle.

Just recently Conductor C. J. Keane broke his collar bone and is now convalescing. Charlie was trying to do a good turn for Conductor Holt by picking his cherries for him on account of Mr. Holt being sick and not able to climb the trees, resulting in a fall.

Wm. McCalmon is taking the run on the Armour Line, and has moved to Tripp.

Some of the girls from the superintendent's office spent last Sunday in Des Moines. I'll say we had a good time.

Conductor T. N. Calligan is still handling the fire with his old wheel burner, but we do think that this is about as hot as it will ever get for Tim.

B. J. Small has recently been on a work train on the west end, and as this work was continued, C. G. Vollmer ordered the work train to the east end. Bert kicked over the traces. No east end for Bert, unless last resort.

J. T. Blackney has been wearing the brass lately.

Adjuster T. Orville Withers is in town. So is Tom Glynn.

Following from Sioux Falls:

We are indeed glad to hear of M. J. Larson's promotion, and wish to extend to him our very best wishes.

Improvements at Jackson, Minn., Roundhouse.

Dear Editor:

In the editorial column of our much favored magazine, I have been watching for some write up about Jackson, Minnesota. Not finding what I looked for, I thought I would send a note letting you know that the Jackson roundhouse is still on the map, and is smoothly following its course of activities.

Gradually we are getting to the front with modern facilities, among them, a new mechanical

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coal shed, also a large new wash out pump and many other improvements.

But what is all important to our men just now, is our splendidly modern shower bath, which has taken the place of the old arrangement.

This has been planned, and entirely constructed and made by our popular clerk, Nels Lee, during his time before or after office hours.

He is a serious believer in sanitary conditions, and has spent both energy and time in improving those conditions. His theories of improvement are daily backed up by his general care of the office, which is surely an example of system, and neatness, energy and ability of this kind, should be recognized and it is earnestly hoped that in due time, his reward will come to him.

There are many kinds of clerks, but not every clerk is a public health worker.

Respectfully,  
OLIVER BROWN.  
R. H. F. Jackson.

#### Dubuque Division.

*J. J. Reilhan.*

Engineers Mike Galvin and John Fuerst, who have been in service in France, have recently returned, and are again employed on this division.

Agent Ed Bock of New Albin, took a two weeks' vacation last month and took a western trip, which he enjoyed very much. Mr. Hilliker, a new man on this division, had charge of the station during his absence.

Joseph Hargraves, Northern Division conductor, and father of Trainmaster Hargraves, spent a few days last month in Dubuque with his son. He also made a trip over this division and got acquainted with a good many of the men.

Switchman Frank Barker, of Dubuque, is the proud father of a baby girl. Congratulations.

Mrs. E. J. Crawford and daughter Ruth, stenographer in the chief dispatcher's office, left for Tacoma, Wash., for a few weeks' visit with relatives. They will also visit other points on their return trip.

Clinton Young, of Harmony, Minn., has been appointed section foreman on section 38 on the Waukon branch.

Operator Manley Thompson, of the dispatcher's office, was laid up a few days last month on account of sickness.

"Mac" admits that the storms washing out the spot posts annoyed him quite a bit, but if they ever quit making fine cut chewing tobacco, old "Hump" will miss it more than the boys did their beer.

"Jed" Taylor, a Northern Division conductor, made Trainmaster Hargraves a visit during the past month. He had the good luck to be on No. 4 out of North McGregor 30 minutes late, and while making the trip to Dubuque his only wish was that he could get off and get back to the old Northern Division.

Conductor Walter Hartley and wife are rejoicing over the arrival of a new baby boy at their home in Dubuque, July 15th.

Operator Johnnie Degnan took a vacation from duty as second trick operator at Guttenberg. A new man named Johnson, worked there while he was away, but he must have blew when Jack got back.

Baggage man Jim Donald is on his annual vacation. Wesley Kinder is handling the cream cans and baggage while Jim is robbing the river of all the bass in the vicinity of Savanna.

Martin Whalen's extra gang has been removed from the Preston Line to a spur between Lansing and Kains, where they will be employed surfacing tracks.

Agent B. A. Towle, of Lansing, was taken to LaCrosse where an operation was performed for some intestinal trouble. He is getting along slowly at the present time, and it may be quite a while before he will be able to resume work. The station has been bulletined temporarily, and while no appointment has yet been made, Mr. Hilliker is the boss in charge.

Operator M. R. Chrisman, of Cameron, has a bid in for a month's leave of absence. It seems everyone wants to go at the same time, and our extra operators are all working.

Baggage man Sam Hess, who was injured last February, has not yet been able to resume work. Just at present he is in Chicago taking treatments.

Conductor Geo. Belknap and family are taking a real trip, leaving the first of August for a visit in California and other points of interest en route.

G. W. Howley, former chief clerk in the superintendent's office, has returned from the army. Have not learned yet what he intends to do, but he will very likely go back to the position he vacated before enlisting.

Conductor Dave Laury is taking a few weeks' vacation. Geo. Hibbard, who is holding down one on the north end way freights is relieving him, and Lou Dunham is back on the old job.

Conductor Geo. Kunz, who has been off the road for several years, had an operation performed last month which restored his speech. It seems that when he was braking on the Soo Line, before coming to this line he had an accident by striking an overhead bridge, which the doctors figured was the cause of his trouble. "Rosy's" many friends hope that he will soon be in shape so that he can resume work on the road.

Agent Ed Hurley is taking a two weeks' vacation. Operator Sam McClave is in charge of the station and Operator Wilson is working third trick.

Agent T. M. Hogan, of McGregor, spent a few days in the Twin Cities with relatives. Vic Drumb ran the station, and Frank Bartholomew, the crack first baseman of the McGregor baseball team, and cashier in the State Bank, worked the second trick.

#### Prairie du Chien Notes (West End).

*H. R. Mayville.*

Mrs. A. M. Rogers spent August 1st at Lone Rock, visiting relatives.

Mr. Kline, chief clerk to division master mechanic, was a Milwaukee visitor recently.

The Liberty Bonds are now beginning to come in, and it might be well to say, that anyone looking for their bonds should see Mr. Conlin at the freight office.

A. J. Edmonds, former roundhouse foreman, now located at Mason City, was a Madison visitor July 27th and 28th.

Frank McGilligan, assistant maintenance clerk in the general office, resigned to accept a position with a Detroit concern. Although we are sorry to see Frank go, we trust his new position will be better and wish him success.

Chas. Fergeson, former baggageman at West Madison Station, has been promoted to assistant maintenance clerk in the general office in place of Frank McGilligan, resigned.

Wm. D. Meuer, of Madison, has accepted the position as baggageman at West Madison, taking the place of Chas. Fergeson, promoted. Mr. Meuer comes to us with considerable experience in railroading, having worked for the C. & N. W. Ry. in various capacities before joining our forces.

We are told by good authority that Miss Lillian Qualman, bill and voucher clerk at the general office, will spend her vacation at Pawaukee Lake.

C. E. Kenney, former chief clerk in general office during Mr. Kloetzner's absence, spent Sunday, August 10th, at Madison. Mr. Kenney is now with Superintendent Rupp of the Northern Division with headquarters at Milwaukee.

R. E. Sizer, trainmaster, and H. T. Dersch, traveling engineer, Prairie du Chien Division, are now at Janesville endeavoring to keep moving during the machinists' strike.

Miss Gladys Swenson, trainmaster's clerk, was hostess at a watermelon party on July 23rd. Those present were Lillian Qualman, Helen Haberman, Bernice Buehler, Margaret Crandall, Florence Bischel, Hazel Linstead and Myrtle Trochell. Everyone enjoyed themselves immensely and all agreed that Miss Swenson is a wonderful hostess.

Mr. Bowan, assistant to Mr. Bradshaw, was a Madison visitor July 23rd.

Otto Kloetzner has again resumed his duties as chief clerk, after spending an extended vacation through the south and the west.

All clerks in the superintendent's office are planning their vacation trip. I suppose among other things we will hear some real fish stories.

Miss Helen Haberman spent the day at the Dells, on July 26th.

Miss Lillian Qualman still makes her week-end trips to Milwaukee and return.

The girls of the superintendent's office at Madison had a picnic supper at Vilas Park Tuesday, August 5th. Those present were Miss Flor-

ence Allander of Clintonville, as guest of honor, the Misses Gladys Swenson, Bernice Buehler, Florence Bischof, Myrtle Trochell, Hazel Linstead, Helen Haberman, and Lillian Qualman. After the big spread the time was spent in taking pictures, drinking POP and watching the monkeys. They SAY that some of the girls even rode on the teeter totters. Oh! horror! All had a "perfectly wonderful" time and didn't get home until—it was dark.

#### Illinois Division Notes.

*Mabel Johnson.*

July 20th, Superintendent L. T. Johnston left Savanna to take up his work as superintendent of the Superior Division at Green Bay, Wis. Mr. Johnston's going away causes much regret to all the employees on the Illinois Division, and in appreciation of his untiring efforts for efficiency, bettered conditions, and good fellowship while on the division, a beautiful diamond ring, traveling bag, and three boxes of Harvester cigars were presented to him, expressing in a measure, the high esteem held for him. The best wishes of the Illinois Division employees go with Mr. Johnston in his new field, and know that he will secure and maintain the loyal support of the Superior Division. Mrs. Johnston and daughter Elizabeth, went to their new home August 11th.

Apology is offered from your correspondent in that she did not represent the Illinois Division at the big M. N. G. Club meeting held at LaCrosse, Wis., Sunday, August 3rd. No doubt they had a "big time" and some "spicy" magazine ideas obtained. Sorry I could not make it, but maybe there will be a "next time."

Mrs. N. Fickess and son Allan, daughter of Baggageman Walter Dyer, returned to her home in Muskegon, Mich., after visiting relatives in Savanna.

Some more of the Home Guards have returned: Passenger Brakeman John Anderson, Brakeman G. F. Wilson, Brakeman L. J. Morris, called at the trainmaster's office recently, and are again on the division, having been honorably discharged from military service.

Congratulations extended; a daughter was born

to Conductor H. E. Stork and wife, July 8th; also a daughter to Division Accountant P. J. Donahue and wife, August 12th, at Savanna, and a son to Conductor and Mrs. L. L. Goble.

The news of the injury to Conductor T. E. Lyons was received with much regret to his many friends on the division. While in the act of boarding his caboose, missed his footing and went partially under the wheels, passing over and severing the right foot, also sustaining other injuries. At this writing, we have word that Conductor Lyons is doing well as can be expected, and no internal injuries found. All hope for his speedy recovery.

J. J. Connors of Dubuque, passed through Savanna, August 13th, on his way to Perry to attend the funeral of a friend.

Miss Mary Schunder returned from her vacation (?) during which time she had her tonsils removed at a Clinton, Iowa, hospital. Mum's the word for a while though, and no superfluous conversation.

Fireman H. Wilson has recently returned from overseas and is being greeted by his friends on the division.

Conductor and Mrs. Floyd Smith, accompanied by Mrs. Smith's mother, Mrs. Martha Meyers, have gone to Canada on their vacation to visit relatives.

Sympathy is extended to Machinist John Benson and wife, Savanna, in their recent bereavement of the loss of Mr. Benson's mother, Mrs. Sarah Benson.

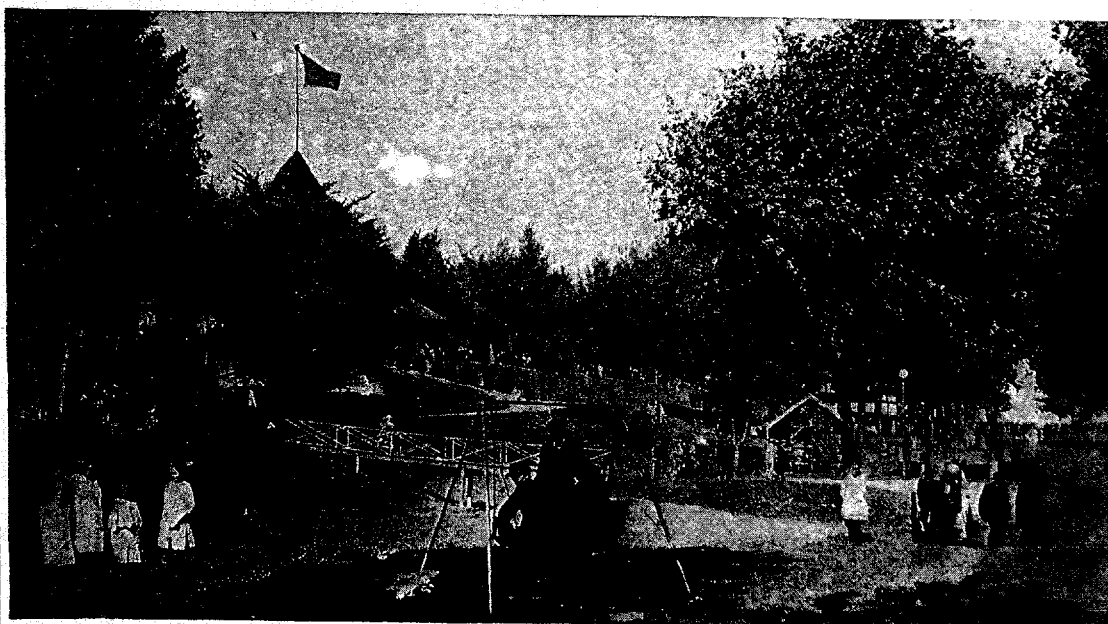
A very sad accident happened August 5th at the Savanna coal shed, when Switch Tender Melvin Buckley was instantly killed by a coal car passing over him. Sympathy is extended to the relatives from friends on the division.

Vacations are the chief topics of the day.

Miss Hazel Des Parois, chief clerk in roundhouse office, spent her vacation at Quincy, Ill.

Agnes Taylor, timekeeper in division master mechanic's office, had a delightful week at Olwein, Ia., although I believe she did miss her car rides.

Roundhouse Foreman Slater and wife, attended the Fireman's Tournament at Marion, and visited with friends a few days.



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NEW YORK



Engineer Gus Wieneke has moved his family from Marion to Savanna.

Miss Margaret McGrail spent her vacation in Denver and Colorado Springs sight seeing. She says it is the first real vacation she has ever had. She so disliked the idea of returning to work that she stayed on the sleeper instead of getting off at Savanna. When the conductor discovered this he insisted she get off at Kittredge and take the next train back to Savanna. As none of her friends met her at Kittredge she went up to the tower and the operator gave her a magazine story about being stranded on the ocean. She spent the early morning hours sitting on the tower steps reading until No. 53 picked her up and brought her back to Savanna.

Lee Nellis, machinist at Savanna roundhouse, visited relatives in Detroit, Mich., a few days.

#### Davis Junction Notes.

Helper Floyd Sowers and wife, Davis Junction, are at Lake Wauconda, Ill. Hope they are enjoying their stay at the lake. Mrs. Sowers expects to leave soon for New York City.

We are glad to welcome back to Davis Junction Monroe McKay and wife. "Mun" was formerly employed on the rip track.

E. L. Hamer, a former R. S. W. conductor, moved his family into the new hotel at Davis Junction, recently purchased by him from C. B. Rice. Extensive remodeling has greatly improved the building.

Miss Hazel Atchison, a member of our Davis Junction office force, is enjoying a three weeks' vacation. Mrs. Mildred Reigart of Rockford is substituting.

Our general operator, Paul Hildebrand, expects to leave us soon and take a position for the C., M. & St. P. R. R. at Rockford, Ill. Sorry to see you go, Paul.

#### Notes From Davenport, Iowa.

J. J. Flannigan, yardmaster, has resumed his work after spending a vacation of two weeks in Sioux Falls and other points in South Dakota.

Wm. E. Frank, chief clerk, spent Saturday and

Sunday, August 9th and 10th, in Prairie du Chien, Wis.

J. Riddell, chief clerk in the commercial office, has just returned from his vacation, having gone to Detroit, Niagara Falls, Buffalo, Cleveland and other eastern points.

Miss G. Britt, stenographer, has returned from her vacation, having gone to Chicago.

All those having returned from their vacations, report having had a very fine time and are ready for another year of hard labor.

Miss Bertha K. Wulf, bill clerk, is wearing a brand new diamond on the third finger of her left hand. Wonder who the lucky man is? Just ask Billie.

The checker fiends are still at it. Regular game on every noon. Up to date, Wm. E. Parkins, our efficient claim clerk, seems to be the champion.

We welcome Miss Viola Baker to our staff, who has accepted the vacancy in Mr. Wilson's office.

Margaret seems to be full of joy and pep these days. Wonder why?

Regret very much that we will only have Edna with us for two more months.

O. H. Wilson, city freight and passenger agent, is enjoying a visit from his son Harold, who is in the navy, at present stationed at Hampton Roads, Va., and also his daughter Lucille, who is attending school at St. Louis.

Miss K. Brennan is looking forward to her vacation next week.

Wm. Glorfield, operator, is still practicing shorthand.

Harry, don't you think you would enjoy rowing, if you had company?

One of our cashier's cries—"Got somethin' t' eat?"

The next collection to be taken up in the office, will be for the purpose of securing a vest pocket city directory for W. E. Parkins, so that he will be able to locate the different streets when making inspections.

#### I. & M. Division.

John Schultz.

Brakemen Jap Schroeber and Henry Heslip are

# I Earned \$2200.00 IN FOUR MONTHS

## This is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight

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

## I Must Have 500 Men

to fill these places within the next 60 days

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

Sign the coupon and mail it today, or send a post card or letter.

M. HAYWOOD,  
Pres.

HAYWOOD TIRE & EQUIPMENT CO.

1214 Capitol Avenue,  
INDIANAPOLIS, IND.

M. HAYWOOD, Pres.

Haywood Tire & Equipment Co.  
1214 Capitol Avenue,  
Indianapolis, Ind.

DEAR SIR:—Please send me your book on Haywood Tire Repair Plant's and full particulars on your National Tire Repair Service and details of your FREE school of tire repairing.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_



back at work after many strenuous railroading days with the army in France. Jap don't seem to have changed very much; can't say if it's for better or worse.

Baggageman Theo. Huninker is on the sick list. Last reports are that he is doing fine.

Word has been received that Baldy Creelman, former switchman at Austin Yards, is now in Russia with the American forces.

Mr. George, agent at Lyie, is booming around the country on his vacation, visiting places too numerous to mention.

We congratulate Maynard Washburn on his appointment as car foreman at Madison, S. D.

David Twombly, car foreman for 31 years at Austin Yards has been retired on a pension. David has worked for the company 40 years in all. Those who are acquainted with Dave and also others know that it has been years of faithful service and he is well deserving the pension.

Now I am off for my vacation and expect to see Sted and a few of the others. I have sent a petition to the shopmen to keep enough trains going so I can get back again.

#### Signal Department Bubbles, Lines East.

"Suds."

A. F. Alexander and A. T. Breecher were in recently to confer with J. C. Mill. Archie didn't have much to offer from the north, but Breech says he can use another clerk at Savanna.

Vacation time is here and the boys are taking turns going to the lake. Eugene Forrester put in a strenuous week at Pewaukee. Elmer Muckerheide is somewhere in the northern part of the state, camping and fishing. The boys all left their usual order for fish but to date no fish have arrived.

Pink Porter dropped in on his way to Chicago the other day, to say hello. Pink has put on considerable avoirdupois since he got back to Milwaukee.

Quite a number of the boys with their wives visited the Dells the past month. Those making the trip were Mr. and Mrs. E. J. Leahy, Mr. and Mrs. H. W. Chevalier, Mr. and Mrs. J. H. Dunn. Herb Rose of I. F. Gillan's office was also among those who made the trip but he had no wife with him. Give him time, he hasn't had that tennis racket long enough.

Charlie Mattes and family spent their vacation in the northern part of the state. Charlie says they picked 105 quarts of blue berries, besides quite a number of quarts of raspberries, which will help to reduce the H. C. of L. next winter.

Neal Simpson and H. Wood went up on the Wisconsin Valley Division and picked about 30 quarts of blue berries. Getting the berries is fine, but, Oh that aching back and those sore legs the next week.

Otto Olsen has stepped out of his line of business a little, but seems to be making some headway. He has been appointed by a committee of ladies at Hartland to inquire into the price of a pipe organ with a view of buying one for a church in his old home town. Otto always was popular with the ladies.

Louie Gerhardt, Asst. Sig. Supervisor at Chicago, was up lately on a business trip. Louie's new title didn't seem to change his personality any.

Our only lady stenographer, Margaret Bullis, is contemplating a lengthy trip to Seattle and Vancouver. No doubt in the near future we'll have a wonderful tale to give the readers about the wild grandeur and beautifully exquisite (does that sound feminine enough?) scenery of those great western states. Margaret is quite a cartoonist also.

Might have something to offer a little later about Neal and a certain young lady around the terminal building. At present will keep it dark.

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

Painter Andrew Mathison and his crew of decorators have been beautifying depots and station buildings on the M. & B. Line. There is much improvement in the appearance at these stations, where they applied the brush with added tint to local color.

John Felt has been appointed roundhouse foreman at Madison, vice Mr. Donnelly, resigned, to seek employment elsewhere. This is not his first employment at Madison round house, and he has a large number of friends from his former resi-

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GARMENT**

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BOSTON, MASS.



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of  
DETROIT, MICHIGAN

has especially designed policies covering accident and sickness separately or combined for Railroad men in all branches of service. **Prompt claim settlements.** Over \$27,200,000 paid in claims to thousands of satisfied policy holders. Ask our agent or write the Company.

**RAILROAD DEPARTMENT**

H. C. CONLEY, Supt.

dence here. Mr. Mullen is to be congratulated in his good fortune of having secured Mr. Felt for this position.

Dud Simpson has returned to the position as ticket clerk at Madison, after several months with the A. E. F. in France. Dud still shows his old time skill in handling the work in that office.

Brakeman Guy Winesburg and Machinist John Lang have returned from service in U. S. army and expect to resume work shortly. We all join in expressing our feeling that it sure looks good to see your old familiar faces, and see your smiles.

Section Foreman Toney Jenkins, at Hartfield, is away on a visit with friends in Chicago being relieved by Section Foreman Fred Patro.

Mrs. Alfred Kyllus, wife of Baggageman Kyllus, underwent a serious operation at a local hospital recently. She is reported much improved at this writing.

Mrs. B. Johnson, agent at Naples, was a Madison visitor a few days ago.

F. M. Washburn has been appointed car foreman in charge of car shops at Madison. Mr. Washburn was with the U. S. army in France where he saw seventeen months of front line service. Before entering the service of Uncle Sam he was employed on the I. & M. Division at Austin.

N. Sorenson, section foreman at Wessington Springs, has resigned that position to go into business for himself at Hills, Minn., the vacancy having been filled by Section Foreman George Moe.

Dick Hopkins, former cashier at Madison, recently visited here on his way home to Rapid City, S. D. Dick was with the American forces in Russia and the entertainment which was provided, compared with our South Dakota breezes.

The Safety First Picnic held at Lake Herman Park, Wednesday, August 6th, was a great success. All employees at Madison and the S. M. west were in attendance. The weather was ideal through the entire day, and the arrangement committee is to be complimented on choosing this site and the entertainment which was provided. The Madison Municipal Band furnished music through the afternoon and evening, and the Rialto orchestra played in the dance pavilion through the evening, young and old alike partook of the privilege of dancing. A splendid program of field sports, including many well matched races and other closely contested athletic feats between employees in the various departments, were featured prizes furnished by business men of Madison were awarded the winners. The wives of the railroad men of Madison served a sumptuous supper for visiting officials and other invited guests. W. H. Cobb of Minneapolis, district Safety First inspector, made a short address on the safety first work and sought to impress on the ladies—mothers, wives, sisters and daughters—the aid they could give the safety first movement by constantly cautioning their men to do their work with care to avoid needless accidents. After supper the water sports on the swimming beach were conducted by Hubert Nellis and Prof. Atherton. Several clever swimming contests and boat races were maneuvered. The big feature of the day was a ball game between the Madison Safety First team and Winfred. It was a close and exciting contest, in which the Safety First team secured four runs and Winfred two. We regret not having been able to secure all of the names of employees representing the railroad men on the Safety First team but each and every one played his position with the skill of a professional.

Relief Dispatcher S. Johnson is working a trick in the dispatcher's office at Madison while the local men are enjoying their regular vacations.

Bernie Halverson has been appointed agent at Winfred station. Mr. Halverson is an S. M. employee, who recently returned from service in U. S. army.

The boys who demonstrated so well the fact that they can play ball by walking away with the Safety First picnic game are now eagerly awaiting a chance at the army and navy recruiting team, which is touring this country.

#### Deer Lodge Shop Notes.

##### "Patsy."

G. T. Spaulding has been temporarily assigned to the coast as instructor to engineers, prior to electrifying. A special instruction car has been fitted out for this purpose. Thomas McFarlane came to Deer Lodge and is acting as travel-

ing engineer on the Missoula Division, taking Mr. McAvoy's place, while Mr. McAvoy is taking Mr. Spaulding's place on the Rocky Mountain Division.

Herbert Rusch has returned to his old position at Deer Lodge, after being released from the navy.

H. E. Byram recently made an inspection trip through the Deer Lodge Shops, on his westward journey.

The forest fires have caused some anxiety on account of their close proximity to the electrified line. However, no damage has been reported.

Superintendent J. P. Phelan, is now located at Deer Lodge, in place of J. J. Murphy, who has been assigned to other duties. This is not Mr. Phelan's first service at Deer Lodge as a railroad man, as he used to formerly be here under the late Supt. F. E. Willard.

Mrs. L. G. Talbot, wife of electrician, Deer Lodge shops, who some time ago was called to the coast account of the death of her sister, has returned to Deer Lodge with one of her young nieces.

Mr. and Mrs. E. Sears and daughter recently motored to Livingston to meet Mrs. Sears' mother, brother, his wife and son, Mrs. Henry Sears, Arthur Sears and wife and son, of Cassopolis, Mich. From Livingston the party motored through the Yellowstone Park and report having had a very enjoyable trip.

We hear considerable discussion of co-operative store being organized by the employees of the Milwaukee at Deer Lodge, in order to reduce the present H. C. of L. Here's hoping they succeed in their efforts.

Miss Mary Ader and Miss Annie Goldie of the Superintendent's office force left for their vacation to Seattle and other coast cities.

Mrs. C. S. Daniels, and daughter Helen, left for Seattle, Portland and San Francisco recently.

Betz, we thought you knew we belonged to the good old U. S. A., and not Canada?

B. L. and H. S., I claim are some typewriter repairers.

Oh, Nora B.! Where have you been? We missed you last month.

Wow! help! murder! etc. No gentle reader, it is not the Bolshevik, or anything of the sort, only a harmless (rattle) snake laid around the corner of the Josephine substation. The wild yells proceed from the gentleman who goes to work at 12 midnight. It seems the region surrounding Josephine substation is infested with rattlers and it is unsafe to go even a short distance in the evening without a flash light. Mrs. Schlyer when returning from a ranch near by had killed a rattler, and thinking to put the fear of the "Old Nick" into someone, she proceeded to fix the snake around the corner of the station. It looked very lifelike, and as if was about to spring, and when the gentleman in question came around the corner, flashing his light he spied the snake and it surely produced the desired effect.

Missoula Division Engineer R. J. Kingsnorth recently returned from Seattle with a classy new automobile, a Stearns, I believe.

Mrs. C. R. Hopkins, wife of machinist, Deer Lodge shops, and daughters, Alice and Cynthia, recently returned from a trip through the Yellowstone Park.

Mrs. Roy Cleveland has returned from the East. I understand she is to go to Ellensburg, Wash., soon to join her husband, who has been appointed trainmaster of that district. Mr. Cleveland was formerly trainmaster on the Trans-Missouri Division.

Walter C. Marshall has returned to the shop as armature winder. He formerly held a position as foreman of the substation maintenance crew. Mr. R. W. Smith has taken Mr. Marshall's place. Mr. Smith having recently returned from the service across the pond.

Machinist Sam Hulben is taking his vacation.

R. M. Division Engineer A. J. Buchen is trying out his new Winton Six, by taking a trip through the park. Mrs. Buchen, Mr. and Mrs. W. E. Douglas, and daughter Dorothy are also members of the party.

Missoula Division Engineer W. R. Jones has returned from France. He was with one of the railway engineers regiments. Mrs. Jones recently went East, expecting to meet him, but missed him and is now returning west.

R. M. Division Engineer L. J. Leveque and R.

M. Division Fireman A. E. Ford are also among those having recently returned from the service.

Mr. and Mrs. Roscoe Bozarth recently returned to Deer Lodge, where Mr. Bozarth is employed as machinist.

Mr. Schmitz, of the Deer Lodge Car Department is building a very pretty new bungalow on the west side.

Blacksmith Foreman J. W. Nichols and daughter Louise, are making an extended trip to the eastern states. They expect to visit New York, Washington, D. C. and other eastern cities.

The American Institution of Engineers recently visited Deer Lodge, in charge of Edwin B. Kattie, electrical engineer, of the New York Central Railroad. They had been investigating the electrification on the New York Central, and the party seemed to be much pleased with the operating of this electrified system. The party was entertained by Mayor Conley at his summer home at Irwin Lake.

I wonder what Dick Wende means by a "Hot Box Detective."

#### Railway Exchange News.

*B. H. Perlick.*

We wish to correct a most serious error, which occurred in the August issue of our magazine. It has been stated that Miss Hazel Merrill, track maintenance department, enjoyed herself immensely with friends at Austin. How absurd! Surely, it was a mistake. Permit us to inform Miss Merrill's friends that it was not Austin but Boston. You know, the bean town. It will behoove us to pay more attention to names of places in the future, as mistakes of this nature, leave false impressions on the minds of our readers. As in this case, it will be noted, the young lady took a trip in quite the opposite direction and very much farther, too, than was your first impression. Sincere apologies, Miss Merrill. You can rest assured that we will stretch the next one to even matters.

"Speed" Hopf arrived at the office one morning entirely out of breath. Bill Bowe, anxious to do what he could, inquired of "Speed" what the trouble was. It seems that someone aimed a small machine gun at him on his way to work that morning, resulting in "Speed" increasing his speed instead of lessening it. Had it not been that he worked on the twelfth floor in the Railway Exchange Building he would have been still speeding.

Has it ever occurred to anyone that Jim Flynn, who has formerly been with the A. E. F. is now with the A. F. E's? What's the difference, Jim?

Frances Johnson and Nellie Ayers visited Nellie's aunt in Yakima, Wash., recently. They also stopped at Seattle, Tacoma, and also to Mt. Ranier. Touching the high spots seems to be the custom this season.

Florence Fredricks made another trip to Killbourn the other day. Think, or say what you will, we know more about it but—send S. E. for more information.

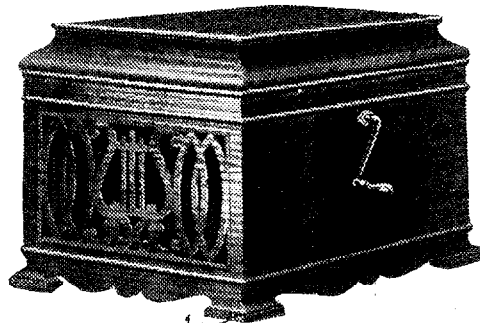
Walter A. Dietz, during the hot summer evenings, invariably can be located at the Clarendon Beach. This information may be of some benefit, in case it is desired that Walter help out at the office some evening. Incidentally, a new book has just been put on the market, "The Morning after the Marshmallow Toast." We are not positive that too much marshmallows was the cause of two of the young ladies being absent on different occasions—but Mr. Dietz alone holds the key to the mystery. He says it was so early he met the milkman, but not the same one who found the damaged tennis racquet.

An air of mystery surrounds the actions of our friend Granger Smith. We don't understand it all. Some say that he gets no more letters and calls from Joliet. Everyone is asking how you did it, Granger?

First it was a diamond ring, and now, since her absence, it is one of the other kind. Miss Dorothy Bushnell, file clerk, has informed us that, since her return from her vacation, she has made several changes. The most important is her name, which is now Mrs. Rabe. Best wishes from your friends to both.

After waiting patiently four years, Roy Dougherty finally got a new tooth.

We almost forgot to mention the fact that John Hayden is now performing the duties of messenger in General Manager Gillick's office.



## 10 Cents a Day Pays for this Symphonola

Plays all records, Victor, Columbia, Edison, Pathe, Little Wonder, Emerson. Take a year to pay, after 30 days' trial. Compare its tone for clearness, volume, with more costly instruments. Return at our expense if it fails to make good. Ask today for the

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

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C. M. R. S. P.

The circus has come to town. Sounds original, doesn't it? Afternoon and evening performances are being held and everyone who can spare the time is making it his business to see it.

Josephine Lavelle of General Superintendent Weidenhamer's office has returned from her vacation. She reports having had a very good time. Looks as though she hadn't gotten the rest she sought.

#### Wooden Shoe Doings. "Mitch."

C. H. Buford, our superintendent, has been transferred to Sioux City, Iowa. He was liked by all who knew him and leaves the old "Wooden Shoe" with the best wishes of all.

L. T. Johnston of the Illinois Division has been appointed Superintendent of the Superior Division.

A special train of 45 cars of Idaho cattle was handled over this division the other day making a record run from Milwaukee to Channing, Mich. The stock was consigned to the Hagenbarth Ranch, at Ralph, Mich. Hagenbarth is the largest wool grower in the United States, with large ranches in Idaho and Michigan. Several more trains of stock are to be shipped to the Michigan ranch.

John Handlen, a former store room employe, has returned from eighteen months overseas duty and is again working for Desire Maes.

Clarence Jacobsen, chief clerk to General Car Foreman M. P. Conrey, has resigned his position.

Miss Evan Tennis is working on a special report in Division Storkeeper Desire Maes' office.

Fred Krug, chief clerk to Master Mechanic H. J. Culbertson, has been wearing a smile lately. Someone said that Fred received a substantial increase of the "long green."

Machinists Bill Karn, Clarence Haupt, Louis Hogan and Harry Hogan, have returned after being absent for two years, while working for Uncle Sam in France.

Mr. Thomas Brendermuhl is now chief clerk to Chief Dispatcher E. E. Peeters in place of John Denien. John is back on the varnished cars and is flagging Nos. 9 and 10.

The brakemen's roll of honor list has been reduced quite a bit in the last couple of weeks due to the fact that, George Blaney, Bill Miller, Leo Burns, Fred Bregger, Harry (Swift) Hargren, Cyril Mogan, "Al" Cowie and Leland Worthing have all returned after fighting for two years in France.

Clarence Delacencerle is back wrestling baggage, after doing his bit for the old U. S. A.

Engineer C. W. Fogle, has accepted the Appleton Branch extra job, which he received by bulletin.

Fireman Jake Basten has reported for work after a vacation of about four months.

Conductor John Graham of Hilbert Junction is working on 2 and 3 on the main line for a few weeks.

Brakemen Harry Meggars and Tony Schmlar of Hilbert Junction, have laid off and are going to spend the next two months in Canada.

Engineer Lindner, was given a case of peas at Adell, at Plymouth the "hind" brakeman came up to the engine and took peas back to the caboose, at Green Bay, the conductor took peas home—Al did not get a can and he is trying to figure out who the peas really belonged to in the first place.

The enginemen's list at Green Bay has been getting quite a bit larger of late, due to the return of Engineers Heinie Franzen, Jay Thorpe, Billy Smith, Eddie Foster, Henry Swandsen, Leslie McMillan and Cliff Huetter. Cliff was traveling fireman in France and it must have agreed with him as he only weighs 265. I don't think, however, they fed him pie over there, because the morning of his return he walked into a cafe and this is what he said, "Give me a pie and a glass of milk."

#### News from Milwaukee. "O'Malley"

A woman is always as old as she looks; a man as old as he acts—but what we were going to say is, that our friend W. H. (Little Willie) Smith is some chicken inspector. Bill was one of the self-appointed judges of feminine beauty in the bathing suit parade at Waukesha Beach during the big

picnic held by the Gimble Bros.' department store at that resort recently. But don't you worry, Bill, we know that you are a good judge and can prove it by John O'Connor, the jolly conductor on the West Allis Limited.

Yardman O. V. Anspach is one of the lonesome summer bachelors here—Mrs. Anspach and the kiddies are visiting relatives in Ohio. Oscar says he is getting tired of being alone and he is going to join them soon.

Yardmaster Max Dahlke (Silent Max) is on his vacation "somewhere in the U. S. A.," but as usual Max says nothing. Another one of our "silent ones," General Yardmaster W. G. Breckenridge, has hidden himself from observation for two weeks. This calls for a rearrangement of the entire official family. A. J. Knerien is filling the shoes of Mr. Breckenridge, and doing it well; F. C. Stubbe is the lord of all he surveys from 6 p. m. to 6 a. m., and the old reliable relief yardmaster, C. M. Strubeis, is holding down the first trick, directing the movements in the terminal.

There has been put into operation a new system of carding for this terminal. The cards are all the same size, 4x6 inches, each district having a distinctive color for that particular district, a symbol letter for the particular yard in such district, and a line for the name of the consignee. To illustrate: All cars for the Chestnut street line are printed in black, with large 2-inch symbol letters, "C. S.," for Chestnut street; "N. M." for North Milwaukee, "G" for Gibson, and a line for the name of the consignee. It is a noticeable fact that this system is greatly reducing the mistakes in switching, also it saves delays where at night a man is compelled to hold his lamp close up to a card to enable him to read final destination. Great credit is due to Bert Miexner, who originated this system, and it is to be hoped that all yard clerks will be especially careful in using the proper card, so that this plan will prove the success that the idea deserves.

We regret to report the illness of W. G. Breckenridge, who has been laid up for the last two weeks. We hope to see you out soon, Bill. Also it is with regret that we report the illness of Yardman Max Kick, who is at the Muirdale Sanitarium. Mr. Kick is suffering with that dread disease, pulmonary tuberculosis. We hope for his recovery. He would be pleased to have some of the boys call and pass a few hours with him.



At the time of this writing the fish are kept busy getting out of the way of the lines of those veterans of the rod and reel, Tony Hammerer, Ted Rogers and Tom Monks. We don't see how that outfit got away for a fish without having Art Reiss in the bunch, but they did. We are sending a picture of the happy family—Reiss, Hammerer and Rogers—showing the results of one morning's work with rod and reel at Briggsville. This is an honest to goodness picture, too, 'cause they told me so.

At last! Now that the back time is all figured up, we again hear from down town, "Thanks, and thanks again." The employees of Superintendent Hoebe's office had a basket picnic a few days ago. Everybody had a wonderful time—eating (not drinking) and being merry. But

# Why Electrical Workers Are Needed.

Consider for a moment what part electricity plays in every-day life, in the comfort, convenience, pleasure and even health of the whole civilized world.

*Think of having to ride in horse cars again—*

*of waiting days for what the telegraph does in a few minutes—*

*of writing a letter every time you now phone—*

*of no automobiles or moving picture shows—*

Electricity takes millions to and from work. Without it the automobile and airplane would be impossible—the telephone and telegraph would be useless. All the civilized world relies on it for light, heat, transportation and communication. In a thousand ways electricity is used in factories, offices and in the homes.

Electricity is almost as essential as the air we breathe. Business would be almost at a standstill if deprived of its energy.

To say that electricity is still in its infancy is no exaggeration. Every day brings into practical use some new method of controlling it, some new device or appliance for using it. In industrial work there are still scores of operations where electricity will be utilized sooner or later. The day is coming when the railroads will entirely replace steam with electricity. Doctors, dentists and scientists are only beginning to realize the possibilities of electrical energy.

These facts merely touch the high spots, yet they prove beyond a doubt that electricity plays a vital part in business, in our individual lives, and that there is unlimited scope for those who make electricity their life work.

The electrical worker provides other men light to work by, the telephone and telegraph to convey their orders, the power to run their machines and transport their goods. He supplies power in the homes to operate washing machines, vacuum cleaners, for ironing, heating and ventilating. In short, it is the electrical worker who makes it possible for the world to live more comfortably, to enjoy more pleasures and to do a bigger, more profitable business.

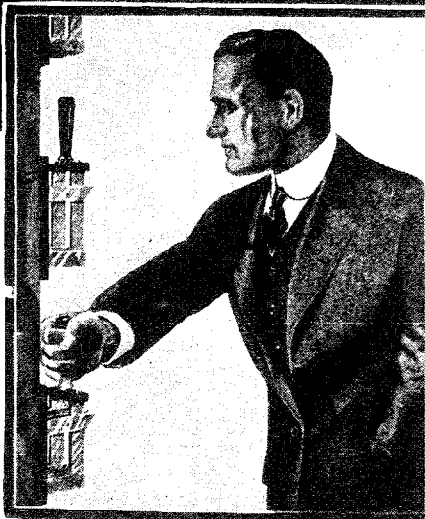
Try to realize just what it would mean if the world were deprived of this wonderful energy and you will have a better idea of its importance and understand why the electrical worker is always needed.

## What Electricity Offers You

Once you have mastered the A-B-C of electricity you are confronted with unlimited opportunities for advancement. You can specialize in extending and perfecting the wonders already accomplished in the field. You may take up those branches of electrical and mechanical work which cover the design and manufacture of electrical apparatus or start in to qualify for a well-paid position in the designing, construction, operating or consulting branches of the electrical engineering profession, and to fit yourself eventually for a position as Distribution, Operating, Testing, Erecting or Designing Engineer.

In the automobile, airplane, telephone and telegraph lines there is also great scope for the trained electrician. Many wonders of electricity have yet to be unfolded—its uses multiplied—and opportunities still greater for those who can qualify.

With all these indisputable facts—things you absolutely know to be true—can you doubt for a moment that in choosing electricity for your lifework you are making a wise choice?



## How You Can Qualify

You don't have to interfere with your present work while qualifying for a good electrical position. The American School can give you just the training you need in your SPARE TIME. Our electrical courses have been specially prepared for home study—are written so you can understand everything quickly—and from your first lesson until you get your Diploma expert instructors coach you. Our training will enable you to get into the game RIGHT.

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"We guarantee at any time during the first year of your enrollment to refund the entire amount paid if, immediately upon the completion of ten examinations, you notify the School that you are not satisfied with your course."

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Dept. G-1146 CHICAGO



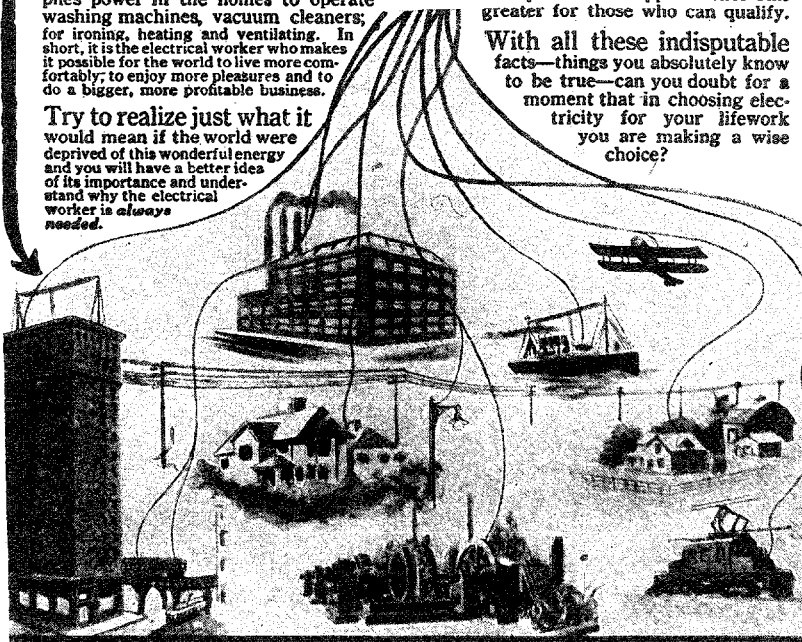
Please send me booklet and tell me how I can fit myself for the positions marked X

**AS**

- |  |                         |
|--|-------------------------|
| ...Electrical Engineer                     | Automobile Repairman    |
| ...Electric Light and Power Superintendent | Airplane Mechanic       |
| ...Hydroelectric Engineer                  | High School Course      |
| ...Wireless Operator                       | Architect               |
| ...Mechanical Engineer                     | Building Contractor     |
| ...Heating and Ventilating Engineer        | Lawyer                  |
| ...Sanitary Engineer                       | Business Manager        |
| ...Master Plumber                          | Certified Pub. Acctant  |
| ...Civil Engineer                          | Bookkeeper              |
| ...Structural Engineer                     | Gen'l Education Course  |
| ...Western Union Course                    | Com. School Branches    |
| ...Telephone Engineer                      | Fire Insurance Adjuster |
| ...Draftsman and Designer                  | Ship Superintendent     |
| ...Automobile Engineer                     | Steam Engineer          |
|  | Stenographer            |

Name.....

Address.....





there are a certain two we will never forgive. It may be nice to be in love, but it is not nice to leave a perfectly nice picnic just after the eats are served and spend the balance of your time with those loved ones. Couldn't you put up with us for just one evening?

By the way, Al, what's the combination to the safe wherein rests the wonderful picture of Cousin crossing the Beautiful Ohio.

Notice the smile on Lillian's face the past few days. Her brother has just returned from overseas. Say "Howdy" to him for all of us, Lillian.

Agnes, even though you are fearfully rushed with work and haven't much time for nonsense, please answer this: "Which do you prefer—Soap Bubbles or the Real Bubbles?"

Al, when is that long delayed box of candy coming? Better speed up a bit, boy, or there's going to be war.

Eleanor, please be careful and watch your step when you and Florence take that trip to New York. You know what is said about the Great White Way.

Helene, Helene, we haven't caught our breath yet. Don't let them jolly you, and we wish you just bushels of happiness.

#### Car Accountant News.

"Nis Hopkins"

Did you answer the roll call? Where?—why at the News Gathers' Convention held at La Crosse. We had a wonderful time, thanks to Mr. Sampson, our president, for his arrangement of our entertainment. We had cats, then went sightseeing in autos that were at our services. Yes, Nora B., T. P. and Miss Hooper were there, also Mrs. Kendall—she said our magazine has been pronounced one of the best types of employee's publication, so it behooves us as correspondents to keep our record there. We also owe it to our editor, who, with untiring efforts, has made it what it is.

Miss Arline Bleimehl, one of our comptometer operators, is wearing a new diamond.

Miss Alice Sauer recently returned from a trip to California. On the way home she met with wrecks, washouts and all sorts of things. Don't

be surprised if the next movie serial to be produced is called "The Adventure of Alice."

One of our young ladies spent her vacation in Denver. She came back all right, but she'll never look the same to us.

B. S. Keller, our chief clerk, has just returned from a rattle snake hunt out west. Claimed he didn't have any luck, not because he was afraid of the snakes, but he thought they were afraid of him. We also understand he had to wire mother for funds. Now, after all that was said, we can't understand why it was necessary to wire for money, but let Keller tell about it—he can tell it so funny.

Irv. Steger of the tracing department was in to see us. He couldn't stay long as he had more important duties to perform. Irv. is now a member of the militia stationed in the riot zone. After giving Irv. the once over, we don't think there'll be any more riots.

Don't say the days of chivalry are o'er, for two damsels in distress found the curly haired agent at La Crosse a true knight, indeed.

Our Mayfair correspondent advises the mysterious cat calls heard through the night have been located, the village sleuth having run down the culprit, who, for an alibi, claimed he was rehearsing a new fish call for cat fish, with a view of breaking his 180 an hour record. How about that "Hill"?

Young Lochinvar came out of the west  
(on Ridgeway avenue)

Frankly to see the girl he likes best,  
And so to reach the great north side  
In Fords and trucks he had to ride.

Ed Hoy decided that Teckla Dompke was a good cook, as well as a record clerk, so—(well, anyway, Ed always does use good judgment.

Judging from the pictures Bertha Comberger took on her vacation we'll get the announcement soon.

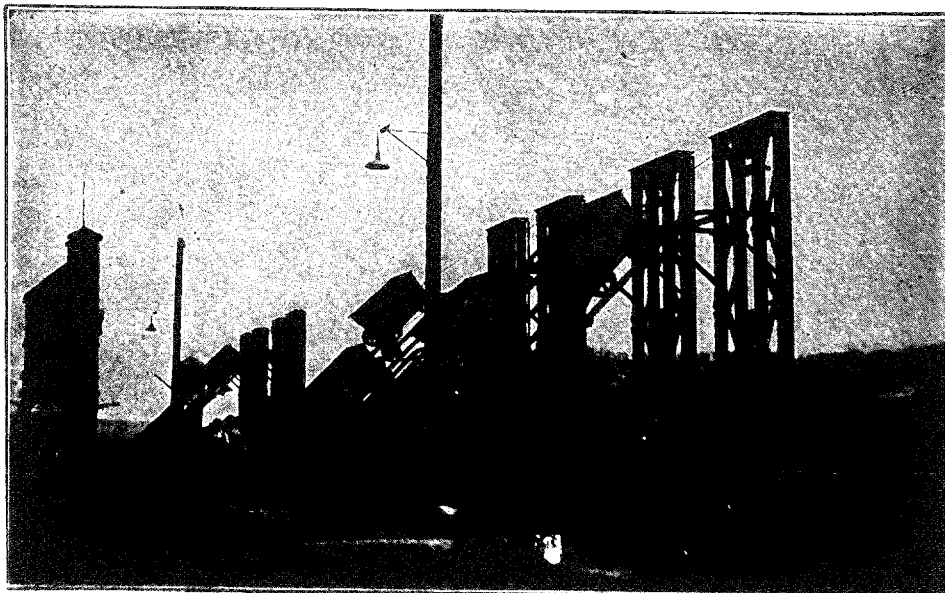
News Both Old and New From Dubuque Shops.  
Charles A. Wright.

We have a twilight baseball league in Dubuque, consisting of eight semi-professional ball teams.

## Sixty Thousand Men for Uncle Sam

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

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



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Many of the players have played professional baseball in other leagues. The eight teams are composed of the best talent taken from eight of our leading industrial establishments of Dubuque. The names of the teams are as follows, being named after the shops or factory in which the players are employed: The Farley & Loetcher Company, Carr Ryder & Adams Company, Boat and Boiler Works, Brunswick-Balke-Collender Company, A. Y. McDonald Company, Corn Belt Packing Company and C. M. & St. P. Shops teams.

The eight teams are contesting for the pennant, which is worth while going after. They have completed the first half of the season's series and also a few games of the second half. Needless to say, the C. M. & St. P. team, under the management of Harry W. Hansen, roundhouse machinist, is on top of the list by a good margin. Harry says that if there is a team anywhere on the system that would like to challenge his team, you will kindly let him know.

Speaking of the M. N. G. Club and our meeting in La Crosse, Wis., August 3rd, I had the most delightful time and believe that all who attended did. The meeting was a complete success, both from a social and a business standpoint. We had a very kind chauffeur and a careful driver, who took up on a sightseeing trip. He spared neither gasoline nor tires to show us the entire city of La Crosse and the surrounding scenery. I had no idea that La Crosse was so beautiful a city.

By the way, Sampson, when are we going to get our back pay?

One of our office girls has been worrying about the H. C. of L. She thought it meant the High Cost of Loving. She may be right at that.

#### Twin City Terminal Division News.

##### "Molly O."

Superintendent G. A. Van Dyke has returned from a trip to Chicago, where he attended the division superintendents' and trainmasters' course in accounting and statistics.

Phil Borncamp, car distributor, is spending his vacation at his home at Lake Minnetonka.

F. J. Ober of the depot ticket office spent Sunday with his family in Duluth.

The hot weather does not affect Tom Ward any, now, since he has that new ice cream suit.

George Sommerfield of the local freight, St. Paul, has gone to the Pacific for a brief vacation.

Charlie Cutts is devoting his vacation time to looking at his flock of chickens. Glad to know where to get a real "spring fry."

Miss Margaret McNamara, recently from Los Angeles, has accepted a position in Division Accountant F. L. Brackett's office.

Timekeeper Earl Covey has resumed work after a week's vacation spent mostly in the classic waters at Lake Minnetonka.

Abe Goldman, one of the World War veterans of the Minneapolis local freight, has been keeping the personnel busy by telling of the bloody battles of the St. Mihiel drive and Argonne Woods, in which his regiment took active part. He claims it was brain work that kept him from being wounded. Mr. Goldman will write a diary of his like in the trenches, and earnestly hopes that it will be published in this magazine.

Room 17 seems to be a mecca for traveling accountants who arrive in Minneapolis sans "kale."

The only casualties reported in this office (local freight) during the war were the marriages of May Henry, Lulu Burns and Agnes Conners.

Mrs. Conner's husband returned after fourteen months' service abroad.

Misses Mabel and Ruth Youngberg are feeding the bears out in Glacier National Park during their vacation. In spite of Mabel's absence, Carl still has the same old smile.

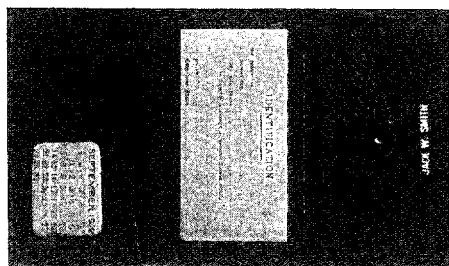
E. G. Pogle is still keeping the boys fat on his "laid while you wait" eggs.

Of the fourteen who enlisted from the Minneapolis local freight office to help win the war, thirteen have returned to their former billets. Henry Rudd is the only absentee.

William Hanson is still enjoying married life, thank you.

This is the T. C. T. Division's first appearance in the magazine since "Eleanor" became Mrs. Tom Brown and deserted the railroad for Montana.

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## Northern Montana Division.

A. B. G.

F. A. Curtis, formerly operator Lewistown yard office, and family have gone to spend the winter in Spokane.

Jas. Jones, engine foreman and family, left for a two weeks motor trip thru Yellow Stone park. Here's wishing him lots of good luck. E. W. Johnson, has charge of the night switch engine during Mr. Jones' absence.

Car Foreman W. J. Retallick, has purchased a new home here in Lewistown.

Frank Wright, has returned from France, and is now back to work in the freight office.

Mrs. Helen Martin, clerk in the ticket office, has gone on her vacation and is visiting with friends in Minneapolis.

Claude M. Brown, formerly cashier Lewistown freight office, returned to Lewistown, on August 1st. Mr. Brown was a member of the 31st R. R. Engineers, and saw thirteen months of service in the A. E. F. Mr. and Mrs. Brown, left on the 5th, for a two weeks' visit with Mr. Brown's folks at Aberdeen, S. D. They will visit St. Paul and Minneapolis, before returning to Lewistown. Mr. Brown will resume work in the freight office, on August 20th as Cashier.

J. C. Martin, was in the Lewistown freight office a few minutes the other day, where he was formerly chief clerk, before entering the army. He saw thirteen months of service in the A. E. F. with the 31st Engineers. "Win" looks as smiling as ever and will return to his old position on August 10th.

Engineer James Crocket, on the Great Falls, Lewistown, passenger run, was married in Great Falls on July 20th. Mr. and Mrs. Crocket will reside in Great Falls. "Congratulations James."

Chas. H. (Kid) Koch, departed on Tuesday, August 5th to spend vacation period around the bright lights in the East. Chas. knocked the gang cold by putting in his appearance just before train time, all dolled up in a new suit, panama hat, 'an everything. The bunch wanted to know if his mother had instructed him how to avoid the pit falls of a great city.

Chief Clerk F. E. (Splatter) Wharton and wife, returned several days ago, from trip to Yellowstone park. Of course, Splatter had a few bear stories to tell, and states that they had a very pleasant trip.

Mrs. Rose Edsall, clerk in Supt's office, departs on the 16th for an extended trip through the West, including Seattle, Spokane and various other points of interest.

Edwin Bailey, of the roadmaster's office is becoming quite a tourist. He has made two trips to Lavina of late, and now anticipates a three days stay in Butte.

Fred Swanson, chief clerk in the general freight and passenger agent's office, spent the 2nd, 3rd and 4th of this month in White Sulphur Springs. Fred says the fishing is fine, but we know of other attractions in White Sulphur.

Bob Frank, one of the main stays of the Lewistown store department, just returned from an extended trip through the East, which included his old home town of Pittsburgh, Penn., where his father and mother reside. Bob says mother's cooking is still up to the standard.

Yep! as the writer anticipated, he's back. For further particulars, ask Sadie.

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

Hardly have enough "Pep" to write a thing this month, and next haven't much to write of or about. All along figured to be at LaCrosse to meet the gang of embryo writers, etc., at the big meeting Aug. 3; but there are too darn many signals and too few to do all this "Motoring Up and Down," so among those absent was "Slim." Not for a minute do I think they missed me, but the others will have so much to write about.

E. Bouchet, formerly crew foreman was in for a visit. He was in the naval aero forces, and since his discharge, has gone into business in Portland.

C. L. Monjay, formerly maintainer on Cedar Falls, now taking care of Doty Interlocking Plant

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on the P. S. & W. H. visited us. Says he wants to get back on the main line.

A recent letter from Royal Richards says he is fine and dandy got out of the hospital and joined his old Company E, of the Sixth Engineers, in the Third Division. At the time the letter was written he was running a locomotive in the occupied zone in Germany, near (just try to pronounce it) Broghbrohl.

Francis Applegate is relieving R. R. Rockwell, as maintainer on Loweth section. R. R. R. is taking a vacation.

No I didn't get the watch yet, R. R. of Tacoma. Thought you were taking up a collection to get one for me, and who the— is T. F. L? Not that I'm interested but just c 2 k, c 2 k. . .

Mr. Smith has been in Montana making a close up inspection of the signals between Harlo and Avery. Mr. Dill is taking him over on the new gas car which launched in time to start. It looks good and rides about the best of any gas car yet, when it goes, but—I'll tell the rest next month.

F. George Mills and wife spent the week end on "The Mountain" didn't hear what sort of a trip they had, but with the combination of George, a new wife and such a place, I know they had some time.

E. T. McPherson, is back on the job at Piedmont, after being off on a vacation. Chas. McPhersons is back at Missoula; he had been to Rochester, with his mother and reports that she is getting along fine.

Last information from C. M. Sweeney maintainer at Gold Creek, was that he and Mrs. S., were still looking at the tall buildings in the east.

Work on the west end, is moving fast and the signals are apt to be ready for service before the motors are.

General Inspector Tyler, has just heaved a big sigh, because he has the crossing gates in service at Tacoma Junction. It seems he had to make about a million miles around the Tide Flats getting all the pieces together. Geo. Ma-

son and Joe Smith, were using some of the pieces to speed up work in the store department, now that the gate is gone we never will be able to get anything.

Thanks for the motor pass, Mr. Reed, but never again will I let your office force in on my affairs, I'm still trying to explain some things.

Just one more, it seems, that the after effects of July 4th, had distorted Welbergs idea of truth and his note about Mike Biddle, being married, was all a dream, anyway. Mike says, he isn't married yet.

Miss Hendricks, stenographer to Mr. Smith, is off on her vacation putting the time in California, with Mrs. Grable (that's N. E. G.) who used to work in the office. Miss Hendricks, said she was coming back even if a lot of the boys in the Ninety First Division did come from California.

#### Iowa Division.

Ruby Eckman.

Passenger Brakeman Lee Tucker, Freight Brakeman W. W. Walroth, F. G. Cummings, Brakeman G. Courtney and Firemen Harold Stoner and Elmer Clothier, have returned from the army and resumed work.

The round house base ball teams have been playing a number of games with other teams at Perry, with very good success.

Firemen Orville Balsbaugh, Conductor Audry Drake, Fireman George Balsbaugh, Percy Salzgeber and Fred Willey, were part of a party, which spent a couple of weeks of July, at the river camping.

Switchman Edward J. Lavell and family, have gone to Washington, expecting to be absent for several weeks.

Engineer M. O'Loughlin and wife, have been visiting with relatives near Seattle and Tacoma, for several weeks. Mr. O'Loughlin's health is such that he is not able to work much of the time.

Dave Johnson and Ben Moore, of the round house force have returned from Kansas City, where they went with the remains of Mr. John-

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son's son. Both men have resumed their work in the round house.

Lt. Donald Rait, son of Engineer W. D. Rait, has received his discharge from the army and has been spending some time at home before resuming his work in New York. Donald, is a construction engineer, and held a fine position before his enlistment. He has promise of work with the same company, as soon as he desires.

Fireman Fred Willey, was taken very sick on the road the latter part of July. He was brought to Perry, and was under the care of a trained nurse for some time. After he was able to be up, he went to his mother's home in Delmar Junction.

The Milwaukee round house band was engaged to play for the big home coming festivities, arranged for August 12th in Perry. The boys received many compliments on their work.

Mrs. Dell Cartwright, wife of car repairer, has been seriously ill for several weeks.

Charles Lutze of the car department, accompanied by his family visited in Rockford the latter part of July.

Switchman Paul Rhodes, has resumed work after a several weeks lay off on account of an injury sustained, while he was helping to lift a buggy.

Mrs. O. A. Williams and children, family of the new round house foreman at Perry, arrived from Ashland, Kentucky the latter part of July, to make Perry their home.

Orin Lutze, of the round house force, who spent twenty months on the Princess Matoika, has received his discharge and has resumed work at the round house.

Engineer J. T. Deland, one of the oldest engineers on the Iowa Division, died at the Mayo hospital in Rochester, Minn., on August 10th. Engineer Deland has been with the company for forty years. The last few years his health has been such that he was not able to work, but he was about the street, until a couple weeks before his death, when he went to Rochester to consult the Mayos. His wife was with him when he died. Funeral services were held in Perry, August 14th and burial was made in Florence, Nebraska.

C. E. Evitts round house foreman's clerk, who was a delegate to the B. of L. F. convention in Colorado, has resumed his work at the round house.

Engineer Henry Hansjosten has been spending a couple weeks at Colorado Springs.

Louis Anfinson and family, who spent six weeks in June and July in northern Iowa and Minnesota, returned home and Mr. Anfinson has resumed his work on the steam derrick.

Engineer E. C. Hullerman purchased a fine new home in Perry the fore part of July, taking possession immediately.

Conductor Harold McElroy and wife, are the parents of a new daughter born the latter part of July.

James Council of the round house force was unable to work for two or three weeks on account of a dislocated shoulder. On August 13th, Albert Council, of the B. and B. force, a member of the same family, dislocated his hip when a skid with which he was loading some piling slipped, causing him to fall a distance of about nine feet. His injury was such that he was taken to the hospital.

Mr. and Mrs. J. W. Moore, Harry Hansen and James Hansen, all went to Buffalo, New York, the latter part of July. While there, Mrs. Moore was taken sick and had to submit to an operation at one of the hospitals. Her husband, father and brother returned to Perry and resumed work, August 5th. Mr. Moore will go for her in a few weeks, when she is able to make the trip home.

Leo Frost, of the round house force while cranking his Ford received a broken arm.

Engineer S. A. Trine, wife and daughter Esther, spent a very pleasant two weeks with relatives in Bagley, Wisconsin.

Lyle Hulsizer and Miss Goldie Ellery of Marshalltown, were married the fore part of July at Marshalltown. They took a two weeks wedding trip to Salt Lake City, Denver, and other western cities. After their return, Lyle resumed work as operator at Ferguson, where he had purchased a home and started housekeeping.

Lt. Paul Anderson, received his discharge from the army and spent a couple weeks in Perry visit-

ing with his father Andy Anderson, of the bridge and building department and his brother-in-law Charles Swift, engineer.

A wedding, which took place a few weeks ago, caused Conductor A. J. Gregg to acquire a son-in-law. His daughter, Mary, was married to Leon McCauley, of the Co. Bluffs force. Leon was formerly a fireman and brakeman on the Iowa Division.

Train dispatcher A. J. Elder and wife, of Soo City, were in Perry the fore part of August, on their way to Boston and New York, where they will spend their vacation. A. J. is night chief at Soo City.

Miss Catherine Hardy, daughter of Engineer George Hardy, has been spending a few weeks with relatives and friends in Montana and North Dakota.

Abe Wisner, of the Perry round house force returned the fore part of Aug. from a visit in Texarkana, Tex.

A. Borg, coal shed foreman, Joe Kirkwood, engineer, Arthur Borg, engineer, and George Ford, conductor, with their families spent a couple weeks of July at the lakes in northern Iowa.

Engineer John Rolleston, one of the oldest engineers on the Iowa Division, died at his home in Perry, the latter part of July. Mr. Rolleston's health had been failing for some time although it was only a few months ago that he gave up his work on the road. Burial was made at Perry.

#### River Division Nothings.

"Bell."

August 13th, today. Honest! All day long, too. And that reminds me of the old, old saying, "Time and tide waits for no man," and if I don't hop to and let my River Division "moose" loose so it can get to the Editor by the 14th, River Division readers will be out of luck—so here goes:

Who'd a thunk it? Our boys are getting interested in farm products. Engineer William Woerner looks forward to a bumper corn crop and Brakeman Karl Stuetzel expected a furlough to dig potatoes. However, the tall potato he was especially interested in "few de patch" and Karl has to stretch a leg to keep pace with a Traveling Carnival, the ranks of which said potato has joined. Tell us more about the "Human Potato," Karl, and maybe we'll see the show when it comes our way.



Soft Zepher Winds or Sunshine Sprender, or both? Now guess who?

We sing to music and dance to music, and we've even heard of students typewriting to the tune of "Yankee Doodle," but Brakeman John O'Boyle has a more practical use for music. With the tink, tink of his old banjo, he charms the fish right out of the water. Sure, and he usually has to charter a box car or two to assist him in getting his catch home.

The River Division sees Chief Dispatcher M. T. Skewes bobbing up and down its shiny length of rail nowadays. The Y. W. W. A. Camp near Lake City is kind of interesting at that, isn't it Empty?

Mrs. "Vermin" Castle is reforming a couple of our co-workers. Gust Holmberg and Russell Ris-

berg, stenographer and office boy, respectively, in the superintendent's office, are learning fancy works on their light fantastic toes (in plain English, the art of dancing). But don't worry! They say they'll have nothing to do with the scandalous "Shimmie," and they mean it, too.

Boneheads! Well, no; I wouldn't call 'em that. They know what they want to say, but seem to be at a loss for words to express what they mean. What am I raving about now, did you say? Well, I'll instantly relieve your suspense. I'm speaking of the locomotive firemen returning from military service. They're having a mighty hard wrestle with the Standard Rule Examination. 'Taint any old bum with a lot of brawn can hold down the job. It takes brains as well as brawn, for they've got to pass the same examination as brakemen, train baggagemen and flagmen, including the eye, ear and nose test, and the test of the balance of their mechanism. They're all likely looking lads, too, and well worth saving from ostracism, so, girls, get busy and do some necessary ex-war work. Get the boys over their backwardness and loosen up their vocal chords or there'll be just so many more "old maids" in this world. Now who'll volunteer?

Dana Wheeler, chief timekeeper, gets back on the job in a day or two. Has had to take a vacation for several months on account of poor health, but there's twice as much of him as there was before, so there won't be much left of the job after he tackles it.

Mike Ahern, assistant timekeeper, made a hurry-up sightseeing trip to Mobridge, S. Dak., August 9th to 12th. "Some country, but there's no place like home," says Mike.

Speaking of timekeepers, reminds me of the timebook one of our foremen along the line sent in. He sure is kept busy picking up "Love Spots," and he expects to get paid for it, too.

Warning! Wear blinders when approaching the Mississippi River bridge at La Crosse. Said bridge is shining with a brand new coat of paint.

The homes of Accountant T. L. Tadson and Chief Dispatcher M. T. Skewes were this month visited by new baby girls. One in each case, if you please, and both little callers decided to make it a permanent stay.

Second trick telegrapher, "Sandy" Dickson, at River Junction has resumed work after a siege of blood poisoning in the arm. He was relieved by A. V. Junken during his absence.

Second trick operator, E. E. Smith, at Bridge Switch has returned from a trip to Seattle. Tom Keegan and Frank Anderson took his place while he was imbibing scenery.

Ask Conductor Harry Painter who is catching the largest fish in the East Channel of the Mississippi River at La Crosse.

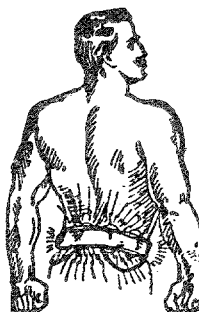
Conductor G. H. Frost is credited with preventing what might have been a serious accident. The rear trucks broke from a smoking car in a Chicago to Minneapolis passenger train recently, threatening to throw the car and three following coaches into the ditch. The conductor's quick leap for the bell cord at the first sign of the loosened trucks saved the day. Special Notice: Mr. Frost is a River Division conductor, and we're proud of him.

Here's a high cost of living antidote, boys: Have you thought what a snap it will be to buy silk stockingless stockings for wifey?

Like brisk prairie breezes, which they are, our dear old Harriet and her Kenneth, now Mr. and Mrs. Kenneth Morrison, blew in a short while ago from Aberdeen. Harriet says "Howdee" to all her old friends, and to tell you she's feeling finer than frog's hair and enjoying life to the full. But watch your step, folks, and don't let her encourage you to commit double suicide. She's got a regular "Bluebeard" for a husband. Put her to work first thing, and right where he can keep his "eagle" eye on her, too. She says she's working to pass the time away, as they have been unable to secure a housekeeping apartment. That may all be true, and yet she may think it necessary to keep her Kenneth under constant surveillance, and then again she may be trying to maintain her poise by frightening away the bogey, "too much avoirdupois."

After that last one, guess you'll have to make myself scarce if I value my life, but I smile as I go forth to the stumbling block. Please give me your unanimous support, as I make my exit, and "Smile, too." Are you with me? Let 'er flicker.

## MEN, When in Chicago Come and See for Yourselves



The Dr. Lorenz Electro Body Battery is the greatest invention for debility the world has ever known. No drugs, no medicines, no dieting, no unusual demands of any sort: just cease all dissipation and this invention will do the work. It sends a stream of vital life into your nerves, organs and blood during the time you are asleep. For

the treatment of rheumatism, weak back, nervousness, stomach, liver and kidney disorders, it is incomparable. Dr. Lorenz's Dry Cell Storage Battery is a high-grade battery, requires no charging with vinegar or acids, is 300 per cent easier applied, gives 400 per cent greater service and is sold at a lower price without added cost for fancy books.

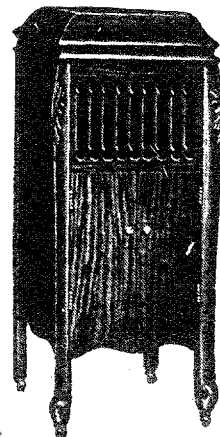
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For a limited time we offer 10 selections free with the first payment. This is the greatest phonograph bargain ever offered on an instrument of such high class. Write TODAY for catalog describing it and our selling plan.



**Milwaukee Shops Items.****H. W. G.**

In the death of Engineer Wm. Slightam at Madison, Wis., in June, the company lost a faithful veteran employe. We learn that his daughter died some two weeks later.

Answering numerous inquiries as to annual passes. This is being answered by circular from the Veteran's secretary-treasurer, to the effect that in the pass matter, application must be made to the head of the department, in which you are employed, and in the case of Enginemen, thru their Supt. The pass request dates should correspond with the Veteran's application dates, but a pass is a legal document whereas a Veteran's card is separate individual item. For the Milwaukee shops, the chairman follows up the request as far as it is possible to do so, and traces up as much as possible where the "Snag" is.

The chief clerks in the Supt. M. P. Department Eastern lines met with Mr. Brennan July 18th.

Over half of the 50 L3 locomotives from the Blue Mound yard have been put in service.

One of Martin Starke's men, when at the Federation convention at Green Bay, recently discovered the depot on fire and gave the alarm and got busy with a bunch and put out the fire, an item for your "Safety First."

One of the officers of the shop band, wishes to announce that the band has not disbanded as reported, and is under the same management, but have joined the Federation of Musicians, the rehearsals at the shops however, have been discontinued.

Much smoke and smudge from the nearby round house blackens the office many times a day with a west wind. One of the girl stenographers recently. Willing hands, mostly the boys, soon picked her up, and had her taken home. All well in a day or two.

The car department went on 5 days a week July 25th.

Old time Engineer Jno. McAuliff, was buried July 26th. His was a familiar face in the switcher cab at the Union Depot for many years.

We started the moving pictures for the foremen's staff meetings, July 28th. The Columbia driveway and Wis. Dells, were the films used, furnished by the adv. bureau. The next noon the office force at the car department had pictures for lunch. More coming.

Lumber dump spills are a frequent occurrence at the switch north of the west round house. The north wall and one stall in the east round house, was recently completely wiped out by one of the big locomotives going thru it, possibly cranked with the lever ahead.

Geo. Bilty, is a recent addition to the store department force in the clerical line.

The viaduct stairs and the south tunnel were black with the shop men going home at 2 p. m. Aug. 5th, on account of the strike, of the entire plant. Crowds of pickets were stationed up on the hill and at the tunnel and other points, and so far, an orderly proceeding. More than a Sunday quiet reigned in the meantime, the men returned to work at 9 a. m. August 15th.

Miss Eleanor Zeil, of the S. M. P. office was off a week on her well earned vacation early in August.

Fresco Painter Jno. Baumgaertner of the car department, was on a two weeks trip around Tomahawk, first half of August. We forget how much the biggest one weighed.

Chief Clerk Jas. McCormack, of Asst. S. M. P. Anderson's office was off sick a week from August 10th.

Charles Bilty, regional mechanical engineer was at the shops August 11th.

Miss Bernice Collins, is a new arrival in the steno line in Mr. Koch's office, S. M. P. department, a sister to Miss Eleanor upstairs.

**C. & M. Division Notes.****B. J. Simon.**

Conductor John W. Kingsley, has been sick for a couple of weeks, but has again resumed work. He was relieved by A. J. Corbett.

Engineer H. Robbins, on the Deerfield run, has been off for ten days with wrenched shoulder. We are glad to see Hiram back at work again.

Engineer Mike Collins, who has been sick for

some time, died at his home in Milwaukee, on July 31st. We extend to the bereaved family our heartfelt sympathy.

Operator W. R. Michael, has been appointed as second trick leverman at Pacific Junction.

We wish to congratulate Yardmaster Geo. Dyer, of Roundout, on his well merited promotion as assistant trainmaster of this division. George has the good will and best wishes of everybody on the division.

Signal Maintainer Anton Mattis has moved his family from Franksville to Chicago and is doing relief work on the main line.

Pumpman Henry Cadman of Janesville, has taken his wife to Rochester, Minn., for treatment.

Engineer James Lee, who has been dispatching in Milwaukee, for several months, was partly overcome by the heat and has not been able to work for a few weeks.

Conductor James Yahnke has been made yardmaster at Roundout. Jim, we wish you good luck.

W. H. Howard, formerly agent at Zenda, and who has been in the army for a year and a half has returned from oversea service and will resume work, in the near future, as agent at Zenda.

Brakeman Clarence Hapke, who saw service in France for over a year has returned to his home, and will resume work soon.

Mrs. Charles Sowatzke, wife of Section Foreman Sowatzke, of Libertyville, is visiting relatives at Pittsville, Wis., for a week or two.

Fireman Roy Pritchard, was quite badly scalded while working in Milwaukee on August the seventh. After medical attention at the hospital for several days he was able to go home. It will be a few weeks before he will be able to go to work.

H. C. Cone, of Roundout, is doing the relief dispatching in Milwaukee, while the dispatchers are off on their vacation. Operator Anderson is relieving at Roundout Tower.

Conductor J. J. Corbett and wife, are visiting his parents at Collingwood, Ont. They will spend a couple of weeks here.

It has just come to our knowledge that Cliff Graves, son of Conductor Herman Graves, died some time in July. Cliff was formerly employed in Trainmaster Devlin's office and was a favorite of the conductors of this division. We offer the sorrowing family our heartfelt sympathy.

**S. M. East.****O. J. B.**

Well anyhow it was interesting to meet the scribes of the M. N. G. Glad I went.

Ralph Hanson, who fit the Germans overseas, and then went home with them to see that they were good little boys, has returned to dry land and is back in the supt.'s office again.

Miss McSchane and Miss McCarthy, visited at Rose Creek last week. One of them figures she is a chaperone but I haint got gumption enough to find out which one it is.

To save many entries of the same kind, I am counting the Saturday nights Robert and John go home and then, I shall report in a lump sum.

C. O'Rourke, has been reported ill but is now back again at work.

As to high fliers—V. Gillett took a ride in an aeroplane. Says he went to see if he could get up high enough to look down on the H. C. of L.

Speaking of aeroplanes. I understand that special reclining chairs are furnished at hotels along the line so one can look at the planes without getting a stiff neck.

Brother Schultz, of the I. & M. notes has went on a vacation. He will give his readers some interesting descriptions when he returns.

Conductor Jorgenson, has been burning weeds down on the east end. He reports that everything wilted before him.

Conductor Ed. Hanson is running a work train down near Hokah. Everybody is getting ready for the new bridge to be built at the new crossing on the river.

Brakeman Blizowsky, has started for the coast, and I suppose he has got there too, if he kept on going.

We are preparing an exhaustive treatise on the living problem, so as to be ready if called upon. It is to be hoped that congress will have better



# KIDNEY—Bladder Troubles—RHEUMATISM

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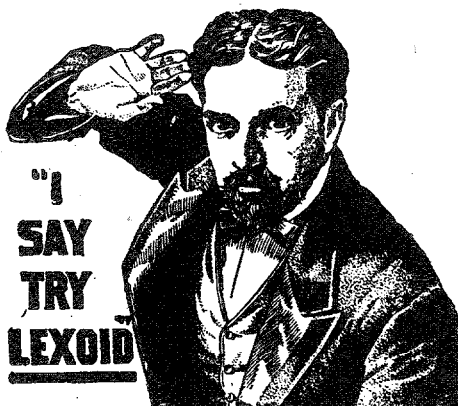
**For Backache, Stiff Joints, Rheumatic Pains, and Unbearable Bladder Troubles**

**SEND NO MONEY, just your name and address—A Full Complete Treatment—SENT ON TRIAL**

**M**Y 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

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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.

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Please write name and address plainly

luck in its search for profiteers than it had a short time ago chasing Villa.

Overheard two clerks having a heated argument as to whether a drummer is a musician. Division Accountant Schummers and Mrs. Schummers visited at Caledonia.

Deciding a point of seniority in a gang of workmen. It was advanced by one that he was the oldest of the bunch for the reason that he was the first to get into his overalls. Right there is an advantage in having large overalls. You can get into 'em quick.

C. A. Wethe, dispatcher, is rejoicing over the return of his son Sergt. Wethe from the front. See the boy and you can't blame Charley for feeling happy.

Peter Berg, R. S. (meaning returned soldier) is working 3rd trick at Jackson, Minn.

A. J. Kellar, R. S. has taken up his duties at Wykoff, as agent.

Chief Dispatcher, J. H. Valentine, of Madison, Wis., visited his brother F. M. Valentine over Sunday.

St. Johnson and wife spent Sunday in LaCrosse.

Chief Dispatcher, S. C. Sorenson, spent a few days in LaCrosse driving there and back in his car.

The lively town of Wells, celebrated on Aug. 14, 15, and 16 and the many people who were there are unanimous in acclaiming that they had a good time.

Now folks—if you will keep me posted like this every month we shall have lots of news each time and we will have something to show our advertisers.

#### "Chief Shop Accountant's Ink Blots" "Cutie."

One of the proudest men in the chief shop accountant's office, is Jermain Bick. On the eve of July 22nd at 10:15 o'clock a little youngster came into Mr. Bick's home and asked if he could stay. He rapped so gently that Mr. Bick did not hear him at first but after knocking a little harder he heard him and let him in. It was a little boy weighing just seven pounds; not an ounce less or not an ounce over. We all extend our heartiest congratulations to you Mr. Bick, your son and Mrs. Bick. He is to be named James Henry Bick.

Mr. Edward Rindlemann is our newest clerk. He hails from the S. M. P. office.

We have a few new clerks working on the inventory. This force is working rapidly in order to get the work out.

Now we have the fastest compmeter operator on the St. Paul road. She issues a challenge to all compmeter operators. Those who hesitate in believing this please challenge Irma Bradley of the chief shop accountant's office or write to this Magazine in care of me.

Marg. Bate, is a close second and is practicing hard in order to defeat her fellow employee.

Edward Wentworth visited Chicago on business on the 6th. He was very bashful at first to go on account of the negro riot.

Now that the mechanical valuation office has started notes in this magazine, on behalf of the chief shop accountant's office and myself, we extend our congratulations for a successful year.

On August 5th the entire plant walked out on strike. Nothing exciting happened.

That tennis match, as in the M. V. O. notes is on. "Cutie" issues a challenge to all tennis players on the plant and road. All those interested in tennis just drop a line to Harvey E. Grisius chief shop accountant's office Milwaukee shops, Wis.

Nothing exciting happened this month.

#### Kansas City Division. Billie.

Dispatcher R. O. Clapp returned June 20th from Chicago, where he attended the Train Dispatchers' Convention.

Engineer Virgil Glore has a new Ford sedan. He is taking a week's vacation and learning to run it.

Agent T. H. Tuomey of Parnell, on a Sunday off, bought, with a partner, a farm east of Parnell, and sold it again before the middle of the week, at a fine advance. With another partner, he reinvested his money in a quarter section north of Parnell a few days later. Conductor Sam Davis of Kansas City also took advantage of the

real estate boom by making several good deals in city property in his home town.

The old K. C. Division Store Department Beauty Club, whose personnel consisted of Sodie Blake, Dad Smith, Phil Starkey and "Milk Bottle" Myers, has been tenfold beautified by the addition of the dashing Ray Smith and Bill O'Brien, both of wide repute among the social set of this city. Mr. Smith resigned his position with the French Coal Company to accept his place in this noted club, and Mr. O'Brien, who, by the way, is a firm believer in freedom for Ireland, resigned as chief soda dispenser with F. Z. Kidd & Co., to attain this last step in the social set.

Dad Smith, a life member of the Beauty Club, is now spending two weeks' vacation in Montana, and should be back on the job as second trick storehouse man by July 26th. It is hoped Dad improved his complexion, this being his purpose in going west. It is thought that Sodie Blake will take a two weeks' sojourn to the famous beauty resort at Bear Creek. The rest of the club are expecting strong competition when these two return from their beauty rest.

Merle Martin, who has just returned from France, after eighteen months' service, is temporarily filling the position vacated by Dad Smith, while on his vacation.

Mrs. Henry Bowen, stenographer to Superintendent N. P. Thurber, left Sunday, July 6th, to spend her two weeks' vacation visiting relatives in Denver, Colo.

Engineer Ollie Clark of Ottumwa, who has not worked since last fall, on account of poor health, is much improved now, and expects to go to work soon.

Milwaukee circles will be interested to learn of the marriage of Machinist William R. Wilson of West Yard and Miss Fannie George of Ottumwa on July 3rd; honeymoon trip to Chicago. The girls in the office are still talking about the fine box of candy they received.

Conductor Bill Reynolds has returned to work, after laying off to attend the wedding of his daughter, who married a Trenton, Mo., banker.

Telegraph assignments for the past month: Second Telegrapher Dawn to C. C. Phillips, Third Telegrapher Williamsburg to W. C. Brown, Third Telegrapher Sewal to E. W. McNabb, Third Telegrapher Newton to W. D. Wright.

On one of the very hot days we've been having, Firemen E. B. Jones and Dennis Daly, on switch engines, were taken ill and had to be relieved.

Sam C. Chadwick has charge of an extra gang on the east end of the Marion Line. The switch shanty dope is that L-2s will soon be winding their way up over that roller coaster division, and Sam is making the way safe. Charles Schatt has Rutledge section in Sam's absence.

On June 28th, the peace treaty was signed, the war was declared over, and Yardmaster Jordan at West Yard rechristened the long track, which was the old main line through the yard, No. 8 track. This long track had been known as the "Hindenburg Line" since construction days last year, when Mike Carney gave it that name. C. W. J. says he changed it to No. 8 track, not because the war was over, but on account of his fingers getting cramped writing it on the switch lists.

Engineer Lane Ardery is back on switch engine again at West Yard, after acting as engine dispatcher at the roundhouse for several months.

William I. Wendall, day operator at Ottumwa Depot, has started on his western trip. His first stop will be California. John W. Fagan of second trick is on days in his absence.

Operator J. T. Oakley, also of Ottumwa ticket office, is taking a ten-day vacation.

William Benteen and wife of Ottumwa have returned from Green Bay, Wis., where Mr. Benteen was called on account of the illness and death of his father. On account of the Western Union strike, Mr. Benteen received the word too late to reach Green Bay for his father's funeral.

First Sergeant Earl Ryan, son of Conductor J. F. Ryan, has returned home after service in France with the 89th Engineers.

Henry Schroeder, late night car inspector at West Yard, took a few days off, which he spent in Chicago. Henry says the Bolsheviks are very strong in Chicago.

Conductor Sisk of Ottumwa, who was injured at Rathbun early in the year, resumed work June 14th, making his first trip on the Seymour "Dude."

# 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 OSKINS.

R. F. D. No. 7



**The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.**

## Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunates who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

I am, Yours very sincerely,

JAMES A. BRITTON.

80 Spring St., Bethlehem, Pa.

## Ten Reasons Why You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

## Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill out free coupon below and mail today.

### FREE INFORMATION COUPON

Brooks Appliance Co.,

115B 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 .....

# SHOES

**D**ON'T get excited about shoe costs. The press notices to the effect that "\$25.00 and up" shoes are in sight, is largely a myth. There always have been \$25.00 shoes, and about one person in one hundred thousand would pay this price. There always have been \$10.00 and \$15.00 shoes, and certain numbers of people would buy these shoes—possibly because they "matched a dress," or for some other equally important (?) reason.

There always have been shoes known as "Goodyear Welts" for dress-up and street wear, retailing from \$3.00 to \$10.00, for the past ten years. E. J. Goodyear Welts, retailing at \$3.00 to \$5.00 before the War, now retail at \$6.00 to \$8.00, showing an advance in the retail price of \$2.50 to \$3.00 per pair.

These shoes interest men and women who like to dress well and have good looking shoes, and can afford it.

There always have been work shoes—\$2.50 to \$4.00—for hard work. There always have been boys' and girls' shoes at similar prices. E. J. work shoes, before the war, retailed at \$2.50 to \$4.00. During the War the same shoe sold from \$3.50 to \$5.00; and since the War, \$4.00 to \$6.00. The "extreme advance" on the **retail price** of E. J. work shoes, in six years, averages about \$2.00 a pair. In the same time, boys' good, strong, serviceable shoes have advanced from \$2.00 and \$3.00 to \$3.50 and \$4.50. We are talking now about **good shoes**—not "Cinderella slippers," but strong shoes for strong boys and girls and hard-working men.

Now, these are the facts about the E. J. shoes; and it looks different than the fiction which is being so largely handed around the Country, about "\$25.00 shoes."

The above quoted prices, showing advances which have been necessary

in our shoes, due to increasing costs (which everybody is thoroughly familiar with) of hides, leather, materials and labor—are intended to apply on what we know as "staples"—the shoes which the workers and their families buy, and always have bought. These are the kind of shoes, and the prices, which interest the worker and his family.

The \$25.00 man is a lonesome individual. There isn't many of him; and as we make 75,000 pairs of shoes a day, we would soon supply such people with their footwear, and then we would have to quit business, or make shoes for the "average man" and his family, who comprise the largest percentage of our population. In other words, for the "exclusive" man or woman, who wants to pay, and insists upon paying, fancy prices, we haven't any particular use. It does not make any difference what he pays for shoes.

Don't be talked into paying any fancy or ridiculous prices for your footwear. Advances there are, and advances there will be, legitimate and necessary; but nothing like the extravagant statements frequently made, about "\$25.00 shoes," need give you a moment's concern.

And now a word of advice. Don't speculate in shoes. Don't buy any more than you need. Meaning, don't **hoard** shoes, as some people are doing. The chances are, if you buy a pair of shoes suited for your needs, and take good care of them, and have them repaired when they need repairing—keep them well half-soled and well heeled—you can save a lot of money on your footwear, if you follow this advice.

This is intended to give you a plain statement of fact, about shoes, in contradiction to the wild and extravagant rumors so persistently published throughout the country.

Your shoemaker friends,

**ENDICOTT JOHNSON AND WORKERS, ENDICOTT NEW YORK**

"No Accident Week" on the division was not 100 per cent, but there were not a great number of accidents, at that. Charles H. Powers, boiler-maker, at West Yard Shops, had both hands badly burned on account of an acetylene torch back-firing. On this same date, June 26th, which seemed to be the Jonah Day, Engineer Gene Cunningham, while looking over his engine on No. 3, after making the stop at Blakesburg, slipped and fell to the ground, severely bruising his shoulder. He was taken on No. 3 to his home in Kansas City and has been laid up since then.

Engineer Clyde Dornsife is the owner of a new Maxwell touring car and Engineer Fred Orvis is sporting a new Dodge car. Two more new advocates of hard surface roads in and around Ottumwa.

Mrs. Maude Sisk, third operator at Rutledge, entertained her sister club members at a lawn party at her bungalow at Rutledge.

On July 9th, which was the real hot day of the summer, Joseph Palmer, firing for Fred Heath on No. 8, out of Kansas City, was overcome with the heat and was in a serious condition for several hours.

Traveling Engineer Harve McCrum and family of Ottumwa attended a neighborhood celebration in the suburbs on the Fourth. It was a fine day for ducks, but the dampness didn't prevent Harve from participating in a contest for the city horse-shoe championship.

C. B. Hodenfield, third operator, West Yard, can testify that there are no fish to be caught in the Des Moines river at Ottumwa, because he and his son went fishing July 4th and proved it.

An appreciative business man of Moravia sent a five-dollar check to Chief Dispatcher Klahn to be turned over to the section boys who did an extra fancy job of icing a car of provisions at Ottumwa Junction one day during the hot weather.

Jack Goodrich and Phil Starkey were overheard one day last week, in an empty box car back of the machine shop, during lunch hour, rehearsing their latest Japanese song. I don't suppose, though, that many of you are aware that the New Terminal boasts of a Japanese singer, but Mr. Goodrich studied Japanese singing while at Deer Lodge, Montana, and since his transfer here has been demonstrating his skill quite extensively. Mr. Starkey is the first pupil that Jack has undertaken to teach, and from the volume of noise heard ensuing from the car, it appears that he is making good progress. Jack informs us he intends later to teach Miss Engstrom and Miss Nation Japanese singing, and that we may expect some real concerts this fall. We feel assured that if two such wonderful voices as possessed by Miss Engstrom and Miss Nation are added to his quartette, it will be really great.

H. G. Barnard, returning from the army, displaced George Shaw in the dispatcher's office. George bumped Miss Bessie Wright off second Rutledge, and later went to West Yard second, Miss Wright returning to Rutledge.

The Car Department got their fine big flagpole erected at West Yard in time for Flag Day. Foreman Doyle has also fenced off a pretty park with painted posts near his office.

Fritz Emerson has been appointed to fill the position of timekeeper, superintendent's office, made vacant by the resignation of Miss Ruth Cummings. Miss Martha Browne, first telegrapher at West Yard, took a month's vacation during the hot weather. While off she visited in Chicago, Muscatine and Kansas City.

Switchman Roy Washburn, just released from Uncle Sam's service, is back at work at West Yard.

Agent Lyman Carbee of Rutledge was relieved a few days by John Chase. Mr. Carbee has to shave the cars in Rutledge Yard that lie around there long enough to grow whiskers. It is strenuous work and he can hardly keep enough razor blades on hand.

D. M. M. Frank Hopper made a trip to Dubuque on official business.

Conductor William Birkett, who has not worked for several weeks on account of injuries received on the road, has more misfortune in his family, when his daughter was struck by an automobile on Second street, Ottumwa, and had to be taken to a hospital.

Can Carroll, engineer, and J. J. Burns, fireman, have returned from overseas and are back on the road again.

A Williamsburg paper contains the announcement of the birth of another boy to Mr. and Mrs. S. H. Stanerson of Conroy. Mr. and Mrs. Stanerson are both former employees, who worked in the station service on this division.

Operator R. M. Brough, L. E. Coleman and C. M. Blackman have returned from service in the army.

#### Prairie Breezes—Aberdeen Division.

A. P. Reuland.

Crop conditions in this vicinity prove to be quite favorable, with the exception of wheat, which is estimated to be damaged about 50 per cent, although portions of this division, especially Bowdle and Glenham territory, only appear to be damaged about 25 per cent, and the expectations are wheat will yield 10 to 15 bushels an acre. The heaviest damage is found south of Aberdeen, near Tulare and Woonsocket, and it is thought that wheat will only run about 8 to 10 bushels to the acre, with still favorable weather conditions. Blight has caused most of the damage throughout this territory, along with cut worms, and in some parts black rust is beginning to set in. Agonomist of the State University recognized the blighting fields of wheat to be caused by a scabby condition near and in the heads of the wheat and it is thought that this was the cause for the blighting of the grains, as it seemed to choke off the growth. It is judged that 75 per cent of the rye crop throughout this territory will be harvested, and in most places rye harvesting has begun and it is of unusual good quality, but the stand is thin. Oats in excellent condition and will possibly yield 90 per cent. The corn crop appears to be in better condition than it has for years and with still favorable weather it should exceed the yield during the past five years.

Bill Tracy, clerk in the Car Department, spent a few days in Mason City, visiting friends and relatives.

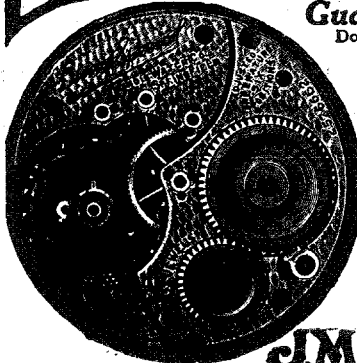
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L. J. Faeth, rate clerk at the local freight office, made his regular trip to Minneapolis this month. Louis always is on the lookout for a bright future.

William H. Murphy and wife spent a two weeks' vacation trip in Minnesota, first stopping at Minneapolis to visit his relatives. Mr. Murphy is chief clerk to the D. M. M. at Aberdeen.

Mrs. H. F. Gibson, 110 report clerk in the dispatcher's office, left yesterday (the 15th) for a two-week vacation trip, stopping at Minneapolis and Chicago and points east.

Miss Lillian Held is our new stenographer in the chief carpenter's office. Glad you came, Lillian.

"Fat" Guhn, assistant timekeeper, spent a few days in Winona, Minn., visiting his brother.

Miss Adeline Brown, stenographer in the superintendent's office, spent Sunday, the 13th, visiting friends at Waubay, S. D.

Miss Matilda Cully spent a few days at Yankton, S. D. She tells of a very good time, but a hard problem to get away. But she did.

Otto Jogotish, chief clerk in the Car department, spent a week's vacation at points in Wisconsin and Illinois.

Miss Celinda Niems, chief clerk in the round house office, spent a week's vacation at Duluth and Superior.

Engineer Ben Slater was touring the western states for the past month and reports a very enjoyable trip.

Engineer C. O. Brown spent a few days in Chicago last week.

Engineer Dick Lawrence and wife are visiting Big Stone Lake, where he has a cottage.

Engineer G. R. Skinner went to Milwaukee last week on a few days' business trip.

Harold Murphy, chief clerk in the district master mechanic's office, was called to Milwaukee yesterday on business.

Ray Hoefs, formerly timekeeper in the superintendent's office, is visiting friends at Seattle and Tacoma.

Considerable amount of live stock from Montana is moving to points in South Dakota and Minnesota for grazing. It is learned that parts of Montana, near Miles City, are entirely burned out and that pastures are not available to feed their stock. Emigration agents and railroad officials are handling this stock to the best possible extent.

#### Breezes From the Windy City.

H. L. Stahl.

Well, after a few months' silence, we are back again to assure our readers that the Union Depot is still in existence and so are the employees of the superintendent terminals office.

Frank Mongan succeeds Richard Klar as our messenger, and is doing fine.

Our chief clerk, H. E. Sittler, is on his vacation at present and we hope he catches many fish, as we believe that was his intention.

Two of our young ladies, Misses Lillian Engborg and Catherine Bartel, have returned from a week-end trip to Philadelphia. What was the attraction, girls? They say they enjoyed the visit immensely and were sorry they had to come back.

Miss Minnie Wolf, one of our comps, has been on the sick list for a few days. We are glad to see you back, Min, but what did you want to do that for?

Say, do you happen to know Bobby B.? If you only knew what dreams the girls are having about him lately.

We may have a new passenger director if the vote is strong enough. The candidate is Mr. Westlake. In fact, he has made a wonderful discovery for the lovers of hiking—a nice, hot automobile road from Delavan to Fontana. Am I right, Westlake? For further information apply to Lillian Arenstein and Stella Dolensky, who have made a try-out.

What we are lacking mostly is a Sherlock Holmes. Wonder where Carl's lunch and Roy's cigarettes disappeared to. Have you a guilty conscience? If so, better fess up.

By the way, Lillian, have you found out what bay looks like? If not, perhaps some one can accommodate you by sending you a description of same.

Roy Stahl, statistician, and his bride went to Tomahawk Lake over the Fourth. Did you get the fish you went after, Roy? We do know you

brought back a nice coat of sunburn, if nothing else.

Agent Harper has been handling Chief Clerk Sittler's work while he is on his vacation.

Roadmaster Burke is back on the job again, after being off several months on account of illness. Glad to have you back, Mike.

Ask Carl and Bill about the goat Thursday night.

Since moving from Western avenue to the Union Depot we now get the cool breeze right off the Chicago River, but instead of leaving the cinders from the engines behind, they are worse than ever here.

Our division accountant, J. J. Charleston, will leave Friday evening, July 18th, via motor car for points in Wisconsin, La Crosse to be the terminating point. Joe says he is going fishing. Well, we will know when he returns with the fish.

Oscar Schilling, one of our timekeepers, is kept busy the last few months on back time. If you want to know anything about increases, ask Oscar.

Chief Carpenter Denz has two fingers tied up, claiming he cut them. Say, Leo, how bad was the other fellow?

Talk about army life, why it don't stand any show with married life. Take Guy Cawby, bill clerk at Union street, for instance. He served a long time in the army, but when he got back to work there was a young lady extending tickets who got his goat. That was seven months ago. Clara is now Mrs. Cawby and they have a little farm with a fence running around it.

Our old friend, Rich, at Union street, got out in the lot on his sixty-third birthday and pitched ball for the third floor and beat the second floor 11 to 8. Ata boy, Rich, show those kids up. If you want to see some fun or a real ball game, you want to see the Union street freight handlers trim the office clerks every day at noon. They do it regularly.

There are two days a month that Harry Bergeron receives a visit from almost all the boys at Union street—they are the 2nd and 18th. Never mind, Harry, a friend in need is a friend indeed. The only trouble is the loan association goes broke too soon.

Marie Fisher of cashier's office has recently taken that long step from single happiness and plunged into matrimony. We all wish her good luck and happiness.

Did you notice that George Andrews, or better known as "Baldy Sowers," has cast away his old coat. There are three fair maidens working on the same desk with him.

Josephine Nessel, the quiet and industrious steno, is spending her vacation at Sleepy Hollow, Maine. We recommended Broadway, but there was nothing doing. Jo probably sees enough night life around Cragin.

Helen Murphy has returned from her vacation and says she had a very pleasant time.

Tillie Miller has also returned from her vacation. She looks fine and gained about ten pounds while away. How did you do it, Tillie? Give us all a tip as there are several who would like to know.

Louis Herold, who has been on the sick list for the last month or so, took a sudden change for the better the other day when Charles Hoge, the cashier, handed him his back pay. How about it, Lou?

It takes W. C. Bush to think fast. Two carloads of lime which were refused by consignee were put to good use in white-washing the freight house. The railway exchange has nothing on Galewood when it comes to neatness.

E. G. Hale has just returned from his first week's vacation. He looks none the worse for it, only a little sunburned. As for fish—he says they had more than they could take care of. What lake was it, Ed? Give us a tip so we can all go where you can get the big ones.

M. Wilbur put one over on us the other day. He came out to work Monday morning and nobody knew him until he spoke. How did you get it off, Doc, before your wife knew it? Everybody in the office thinks you look twenty years younger. How about it, girls?

Business is getting good around Galewood—plenty of house cars. The freight house worked July 13th and on Monday morning there were still 218 house cars on hand. But leave it to al



Scharf, our freight house foreman, he will have them all cleaned up if the men hold out under the strain.

Bill Byrne has given up raising chickens and has gone in to raising flowers. He says he gets a cent for every flower he raises, so you see he makes a bigger profit. Why? Because he saves on the feed bill.

Carl Boswell expects to go on his vacation with his wife and daughter soon. Good luck, Carl, but want to say you will be missed at Galewood.

How about putting a public telephone booth in at Galewood transfer house as long as the boys and girls have to pay a nickel for all personal calls. I think it would save the company money and the telephone operators would not be troubled so much.

Mrs. A. Rowlett, stenographer to Agent W. C. Bush, wears a contented smile now. Hubby is back from France.

#### News Items From the Northern Division.

*Hazel Whitty.*

Tracy Beal, freight house foreman at Horicon, announces the birth of a son. Who said that the days of the king were o'er?

N. C. Parker, agent at Rush Lake, suffered a slight stroke of paralysis Friday, July 4th, affecting the throat muscles and rendering them useless. He was taken to Columbia Hospital, Milwaukee, for treatment, and is at present getting along nicely, although not recovered. Mr. Parker is an old-timer with this road, and we all hope for his ultimate recovery and speedy return to the Milwaukee family.

Ed Luker is at present "scalping" on the afternoon run at Berlin.

The depots at Mayville and Knowles have been treated to a new coat of paint. Let us hope the painters do not miss any on the branch.

Conductor Barret was on a vacation the first part of July. He said he had to do it, as they were trying to kill him with work. He says that "there is nothing to it."

Alex Tonn, clerk at Berlin, resumed duties after an extended trip through the west. He sure likes the western coast, especially Seattle and Tacoma. He was looking for an overcoat out there, while we were thinking of donning our bathing suits to keep cool.

Fireman Grant Oakes of Winnecoone has taken unto himself a flivver. Wonder who will be next?

A new run has been put on, leaving Horicon at 7 a. m. and going to Beaver Dam, doing the switching, and returning to Horicon with M. J. Coughlin as engineer and Henry Loddie as conductor. We understand Conductor Chambers is contemplating taking this, as it is his old stamping grounds.

George C. Hellman, clerk at Berlin, has joined the Bachelor's Club. The number of bachelors at Berlin is getting to be something scandalous and it seems to be contagious. But, George, I know an old-timer at the game, and he says there is nothing like it for a while.

We noticed a picture of W. W. Scannel in the July number, the same showing Mr. Scannel as some fisher. Hope Sted will see it. It sure will jar him some.

Conductor J. H. Manning is taking a vacation. Nuff said.

Why didn't Harry Reagan take care of Hawtrey's "pick-up" when he was running for "Pa"?

Pa Hargraves and Al Pollard are enjoying a fishing trip. As yet we have not found out where, but it is safe to say it is many miles away.

Brakeman Alexander is on a vacation trip to Watoma, Wis. Wonder what Bannon is doing for a cook now?

Prices are subject to change without notice. How would it be to stamp marriage licenses "subject to change without notice." Girls, let's hear from you.

The following boys have returned to service on the Northern Division: Henry Grady, and Brakemen Kisserow, Cawley and Peter Schimmel. They all say that "it's a great life if you don't weaken."

John Gorman intended to visit friends over Sunday, but his friends found out his intention and came to visit him instead.

Mr. Armstrong, travelling freight agent, paid the roadmasters at Horicon a very pleasant visit. We are always glad to see you, Mr. Armstrong.

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**M. C. B. Jottings.**  
*"Izetta."*

Some of the girls from the M. C. B. office attended a beach party at South Shore Park during the month. Those in attendance, including several from other offices, were Stella Huelsbeck, Bertha Gebhart, Josephine Sweeney, Bernice Kruse, Norma Luetzenberger, Grace Campion, Florence Wasachek, Marie Mitchell and Lucinda Badger. To the girls who went in swimming, please consider those who didn't go in, for they were the ones who suffered, having to wait until 8 o'clock until they could eat the sandwiches, and—

Ray Voight and Andrew Schilhansl spent their vacation enjoyably by going to Okauchee. They both report a good time, with one regret, and that was that the time couldn't have been longer.

Miss Edna Powell, accompanied by yours truly, visited friends and relatives in Chicago, and came back with a little coat of sunburn, having taken a swim in Lake Michigan 85 miles south.

C. R. Gilman, train lighting engineer, made several trips during the month, including Sioux City, Chicago and points on the Dubuque Division.

Miss Norma Luetzenberger of the M. C. B. billing department spent her vacation with friends at Columbus, Wis. She learned to drive a machine—a Hudson—so if you see an automobile come zig-zagging down the avenue, you will know Norma is at the wheel. She thought she learned to drive, but her mind was on one certain person sitting at her side.

Another of our office force surprised us by going to Waukegan and getting married. This time it was one of our newcomers, Carl Benz. We all extend our congratulations to you and your bride.

Miss Bernice Kruse was at Waukesha Beach, also at Chicago, during the month. No matter where Bernice goes, she always has a good time.

Miss Margaret Stromberg is a new addition to our office force, and is at the present time Mr. Hughes' stenographer.

Miss Grace Campion of the M. C. B. billing department spent her vacation at Fond du Lac. It was rather hard for her to get the working fever, after having such a wonderful time. According to reports, her relatives surely had enough parties in her honor.

We might not have had to walk home nights (anyway, we would have held thumbs), if a certain accident hadn't happened. Edna's father bought a dandy Studebaker, but met with an accident, which resulted in her father being laid up for quite awhile, and the machine pretty well broken up. Edna said, if she would have had the chance, she would have driven it all right. N. B.—Perhaps she should always have gone around by way of the south side.

Well, the long-looked for meeting of the correspondents of the Milwaukee Employees Magazine has come and gone. Even though the day was dark and the rain fell just when we started on our auto ride in the afternoon, we surely did have a good time. I know all will agree with me when I say that Mr. Sampson had everything nicely arranged, even to thirteen automobiles (One T. P.'s lucky number). To say that we enjoyed the talk that "One T. P." gave would be putting it mildly, also the little talks given by Mrs. Kendall, Nora B. Sill and Mr. Sampson. It was too bad that Nora B. had to lose her traveling bag and scarf, but by this time I hope she has discovered both articles. I'm not going to say much about the meeting, for I know there will be others who will have a write-up about it. We'll all agree that La Crosse is a dandy place, and one can have a good time there.

Miss Stella Huelsbeck, stenographer, M. C. B. office, spent her vacation at Fox Lake. She reported a good time, and since she got back the days seem to be mighty long for her. I guess vacations make everyone feel that way.

We had a little treat here one noon when Mr. Griggs exhibited movies of the dolls of Wisconsin. They were appreciated by all, and we are wondering when we are going to have another surprise like that.

Floyd Streeter of the M. C. B. billing department spent his week's vacation at Lake Five and lakes adjoining. W. B. C. Wible was content to

stay at home for a week's rest. Edna Bremser stayed home a few days and the latter part of her vacation she spent in Chicago.

**Musselshell Division.**

*F. L. Thomas.*

G. T. Allez, agent, Roundup, left July 4th for a few weeks' visit on the coast.

G. N. Blair, who recently returned from the army, has resumed his old position as car clerk at Roundup.

F. S. Bell, division accountant, left for Washington, D. C., on a business trip the middle of the month.

Sylvester Ball of the Western Commissary Company has been transferred from Shawmut to McIntosh.

L. C. Hornick of the local shops sustained a very painful injury to his hand a few days ago; blood poison later developed, but prompt attention arrested its curse and his hand is healing in good shape.

Chief Dispatcher T. E. Corbett is on a vacation, visiting Seattle, Tacoma and points on the West Coast; relieved by Night Dispatcher A. C. Kolhase, and he by P. G. Kearney.

E. J. McAvoy, chief clerk to Superintendent Campbell, Mobridge, was a recent Miles City visitor.

The general car foreman's office has been enlarged and there is now plenty of room for all clerks.

Miss Ann Butcher, assistant cashier, Miles City, is on her vacation, visiting friends and relatives in Utah and Colorado.

Miss Elizabeth Wilsky, night ticket clerk, is visiting friends and relatives in Seattle and Yakima, Wash.

Miss Gladys Figg, expense bill clerk, local office, has returned from her ranch at Ekalaka, Mont.

Roy Cameron, car inspector, has been transferred to Mobridge.

L. H. Leist, former chief clerk, car foreman's office, Mobridge, has been appointed chief clerk to general car foreman at Miles City.

F. D. Hannum, passenger brakeman, is on leave of absence, part of which time he spent in the oil district of Texas.

E. F. Palmer has been appointed general car foreman, vice T. P. Schmidt, assigned other duties.

Employees of the shops presented W. W. Liddell, for the past year division master mechanic here, and prior to that time shop foreman for several years, with a handsome gold watch, chain and Masonic charm as a token of their esteem. Mr. Liddell has been transferred to a similar position at Lewistown. The well wishes of his many friends accompany him.

A. C. Bowen has been transferred to this division as superintendent from the Northern Division, and J. P. Phelan has been transferred to Deer Lodge, due to the return of Col. C. L. Whiting from overseas service.

Crop conditions on the Musselshell Division are very poor, only one rain since Decoration Day, and that was the night before the Fourth of July.

The office clerks at Miles City have organized a ball team, which comprises part of the Miles City Twilight League, and are making themselves quite a record as contestants for the Miles and Ulmer silver cup.

Miss Rachel Stevens, stenographer to Superintendent Rowen, is enjoying a brief vacation in Aberdeen.

James McDonald has been appointed night ticket clerk at Miles City.

Conductor W. S. Biddeson, who was injured in a derailment near Whitney about six weeks ago, has returned to duty.

Brakeman "Pap" Rouse is laying off on account of injured foot, caused by broken bottle.

Tom Hanrahan has resumed work as call boy. He tried out a job as machinist's helper at the shops, but says the work was too strenuous, and he also missed Chief Dispatcher Corbett's pleasant smile.

Brakeman J. W. Kriedler is laying off on account of sickness.

W. F. McGrath, machinist, and wife are spending a couple of weeks on the coast on a vacation trip.

**Kansas City Terminals.***C. V. Wood.*

We are pleased to report that the Kansas City Terminals had no accidents during week June 22d and 28th, and we trust that we may have many more such weeks.

Engineer Cunningham, who was slightly injured on No. 8 latter part of June, is out again, and we think Mrs. Cunningham is planning to take him to Branson, Mo., for a little rest. We are glad Engineer Cunningham was not badly injured.

E. F. Reed, chief yard clerk, Coburg, is reported to have seen the "old year out" on Twelfth Street, June 30th, but it is the general understanding that Chief Clerk Johnson stayed home with mother.

Miss Mary Ellerkamp of the Locomotive Department spent her vacation this year in Denver, Colo., and was very much missed while away.

Clinton V. Hill is back switching box cars in Coburg Yard, and is proving himself to be some switchman.

First Lieutenant Rayburn S. Potter, who has been attending a university in France since the armistice was signed, completed his course on July 1st, after which he was given ten days' leave of absence to visit any city he might wish before his return to the U. S. A., which will probably be about August 1st. I'll say, we will all be glad to see him.

Miss Gladys and Harry Vail visited relatives at Prescott, Kansas, July 4th and 5th.

Yard Clerk Clyde Zane spent his vacation this season in Denver, Colo. Seems to be a favorite place for Milwaukee employees.

Our Superintendent, J. F. Anderson, was called into Chicago, July 7th, for two weeks' course in the art of accounting. This came as a surprise to us, as we felt that our Superintendent knew everything. Evidently we never get too old to learn.

George M. Austin, one of our veteran employees, and father of Chief Night Yard Clerk Harold Austin, died at his home, 6002 St. John Avenue, July 8th. Mr. Austin served in the capacity of lampman, towerman and special officer for our company, and was a very highly respected gentleman. Mr. Austin had been in poor health for the past few years. Funeral services were held at the Bethany Baptist Church July 10th. The sympathy of the Kansas City Terminal employees is extended to the bereaved family.

**The End of the Steel Trail.***Bess G. Spinning.*

The latest and most surprising news of the season is the fact that Wm. Alleman, Car Clerk at the local freight office, and Miss Hoveland are to be married the latter part of September. Mr. Wm. Alleman is the elder son of our esteemed agent F. J. Alleman; and also one of the 91st Division who returned without the least sign of an injury.

We all wish you both happiness and prosperity throughout your married life. We extend to you our hearty congratulations, with many happy returns.

R. V. Bement, Assistant Agent, wife and family are enjoying a two-weeks vacation at the Ocean Beach, Moclips, Wash. We take it for granted that R. V. B. is enjoying many a good swim while there and probably many a cold one at the same time. We hope he will return in better spirits than Chester McLennan, and not put on his bathing suit and sit on the bank to see how hot the sun is.

Mrs. Mason is the relief clerk at the local freight office during the summer months. She is now relieving Kleth Williams who is taking a month's vacation.

Mr. McKay, Chief Clerk, and wife with a party of seven motored up to Snoqualmie Falls last Sunday. After enjoying a delightful luncheon we went down and explored the falls, and other beautiful sights nearby, returned home late in the evening.

We notice that Mr. Richardson, switchman, is spending his Sundays chaperoning his grandchildren, at Point Defiance Park. He said they were all his grandchildren but when seen Sunday he had at least two dozen with him. "How about it, Mr. Richardson?"

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### NUXATED IRON Helps Make Red Blood

The Kind That Puts Roses Into the Cheeks of Women and Force, Strength and Courage Into Veins of Men.

"Is your blood starving for want of iron? Iron is red blood food. If you were to go without eating until you became weak, thin and emaciated, you could not do a more serious harm to yourself than when you let your blood literally go hungry for want of iron—iron that gives it strength and power to change food into living tissue," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital.

"Modern methods of cooking and the rapid pace at which people of this country live has made such an alarming increase in iron deficiency in the blood of American men and women that I have often marveled at the large number of people who lack iron in the blood—and who never suspect the cause of their weak, nervous, run-down state. But in my opinion, you can't make strong, sturdy men and women by feeding them on metallic iron. The old forms of metallic iron must go through a digestive process to transform them into organic iron—Nuxated Iron—before they are to be taken up and assimilated by the human system. Notwithstanding all that has been said and written on this subject by well-known physicians, thousands of people still insist in dosing themselves with metallic iron simply, I suppose, because it costs a few cents less. I strongly advise readers in all cases to get a physician's prescription for organic iron—Nuxated Iron—or if you don't want to go to this trouble, then purchase only Nuxated Iron in its original packages and see that this particular name (Nuxated Iron) appears on the packages. If you have taken



The Elderly  
Inactive Man

The Tired  
Nervous  
Housewife



The Exhausted  
Business Man

The Run-down  
Business Woman

preparations such as Nux and Iron and other similar iron products and failed to get results, remember that such products are an entirely different thing from Nuxated Iron."

If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while have increased their strength and endurance in two weeks' time while taking iron in the proper form.

E. F. Collins, claim clerk at the local freight office, and wife, leave for Yakima the latter part of this month for a two-weeks vacation. We understand E. F. C. has an apple orchard over there, but we will be better convinced when he returns from his vacation and brings us a sample of the fruit. We wish them an enjoyable time and a well-earned rest.

Mrs. Clara Carrotte is also leaving the latter part of August visiting with friends in Vancouver, and Victoria, B. C.

We witnessed a happy sight a couple of weeks ago when Wilfred Dolle just returned from France after spending eighteen months overseas. Wilfred was employed for the Milwaukee as bill clerk in Seattle before his enlistment, and was greeted by his father and two brothers who are also employed for the R. I. here. We are all very glad to welcome him home, and to see him looking so well.

#### Dock No. 2.

Hail, Hail, the gang's all here!—Did they have a good time? I guess yes, and more coming up, too.

On July 12th Mr. and Mrs. E. B. Mason accompanied by Mrs. Mason's sister, Miss Grace Horn, Mr. and Mrs. Clover and son Fay, motor-ed out to Electron to spend the night. The following day they were joined by Mr. and Mrs. F. J. Alleman and family; J. C. Hennessey and wife; Calvin Cheney and wife and J. A. McKay and wife. They day was spent in eating and fishing. The party returned reporting a wonderful time.

We understand that Miss Rohrs had developed extensive Steel(e) intestes of late. We all wish you success and happiness, Minnie.

"Dock" Golden recently returned from an extended visit with his brother in South Dakota. He's in strong for farming and says there is nothing like having all the fried chicken one can eat. You're looking fine "Dock"—We are surely glad to see you back.

"Major" Butts, while attempting to lift a 1500 pound box slipped and broke a bone in his leg. Strange to say, he didn't discover the seriousness of his misfortune until two weeks later. Welcome back "Major" and wish you better success in the future.

Mr. Harris, our esteemed O. S. & D. Clerk spent a few weeks in Iowa visiting relatives and friends.

#### Dock No. 1 News Items.

Goe.

Just a few lines from Dock No. 1 just to let all the folks know we are enjoying summer on Puget Sound—that is, some of us are staying close to home and feeling mighty comfortable too—while other are wandering a long ways from here, but come back thinking Puget Sound a pretty cool and summery place after all.

Dorothy Rau came back this week, after a month's vacation spent in the East. She says she had a very happy vacation—and we are not doubting her word either, after seeing the numerous "souvenirs" she carries about now. Dorothy has been cold ever since arriving home but we all think this is ideal summer weather—no 110 degrees in the shade for us.

Monday morning of this week also found Mr. Taylor, cargo clerk, back at the dock after an interesting trip to New York and Boston. Of course, he took in everything of interest along the road and reports a wonderful trip.

Our Chief Clerk, Mr. Cheney, says that he spends 95 per cent of his time keeping our payroll straight—well, from the many changes made around here in the last two months, we do not wonder that his great supply of patience is sometimes sorely tried, and that he groans aloud in his despair. But with all his trials and tribulations he is getting "stout." Can you believe it?

Allice Emms has given up camp life at American Lake—at least until she can make up some of the sleep lost during her months of strenuous camping. Getting up with the sun isn't so much fun when it becomes a necessity.

The sturdy little Garland steamship "Justin" arrived from Shanghai this noon with a full cargo of oil. Reports have not yet reached this office as to conditions on board—wet or dry.

## To Ticket Agents C. M. & St. P. Ry

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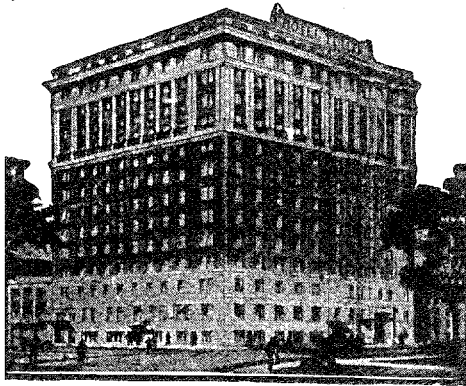
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