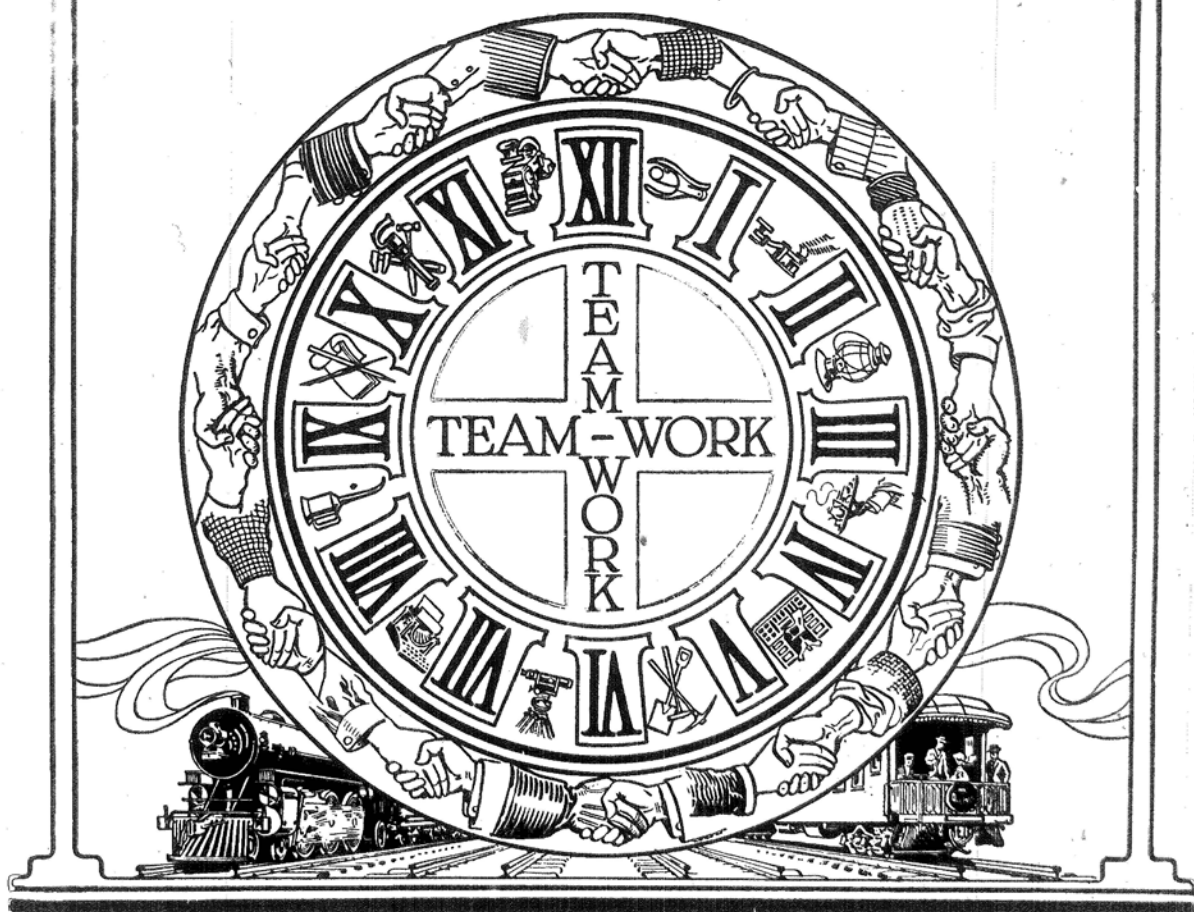


THE MILWAUKEE EMPLOYEES MAGAZINE

August

1920



VOLUME 8

No. 5

DONT SEND A PENNY

The shoes offered here are such wonderful values that we gladly send them, **no money down**. You will find them so well made and so stylish and such big money-saving bargains that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send you a pair of your size. No need for you to pay higher prices when you can buy direct from us—and no need sending money in advance before receiving the shoes. Why pay out \$6.00, \$8.00 or more for shoes not nearly so good? Act now. Mail the coupon today while this special offer holds good. Pay only when shoes arrive.

Work Shoe Offer

We can't tell you enough about these shoes. This shoe is built to meet the demand for an outdoor city workers' shoe and for the modern farmer. Send and see for yourself. Built on stylish lace blucher last. This special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pairs of shoes. Most comfortable work shoe ever made. Very soft and easy on the feet. Made by a special process that leaves all the "life" in the leather and gives it wonderful wear-resisting quality. Double leather soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Just slip them on and see if

they are not the most wonderful wearing shoe you ever wore. Pay only **\$3.98** for shoes on arrival. If you don't find them all you expect, send them back and we will return money. Mark X in the ☐ by No. AX18028.



Order
Work Shoe by
No. AX18028

Be sure to give size
or sizes wanted.

Smartest Style LADIES' Hi-Cut Boots

Here is such a wonderful bargain that you must see the shoes to realize what a bargain they are. Compare them with shoes that you usually pay twice as much for—and notice their style, their quality and their comfortable last. You will say they are unequalled at our price. Latest French last, fine soft black kid finished leather, popular 1 1/4-in. walking heel. Light weight flexible leather soles. Sizes 2 1/4 to 8. Wide widths. Don't hesitate a minute. You are not out a cent if the shoes don't suit you. Send now while the bargain price lasts. No money, just your size and we will ship at once.



Mark X in
the ☐ by No.
AX1080 in coupon.

Pay only \$3.98 for shoes on
arrival. If not satisfactory send
them back and we will refund money.

Men's Stylish Dress Shoe

Special bargain to close out a limited stock of these smart Dress Shoes. Act quickly if you want a pair. Made in classy lace blucher style. Splendid quality calf uppers. Splendid solid leather soles and heels. Come in black only. At our price these shoes challenge competition. Make your own decision after you examine and try them on. Sent absolutely on approval. You must see them to appreciate the fine quality of material, workmanship and astonishing bargain value. No money with order. Pay only **\$3.98** for shoes on arrival. And that returned if you don't keep the shoes. Mark an X in ☐ by No. AX15106 in coupon. Be sure to give size wanted.

NOW is the Time
to Order

Of course there will be a flood of orders from this ad. The stock will not last long. No wise buyer is going to hesitate on this offer. So make this selection now. Remember, no risk to you. We send the shoes on approval—so you have nothing to lose. Get your order into the mail today sure. You don't risk the loss of one penny in dealing with us. Send coupon and mark in square what shoe you want.



Send
Coupon
Today

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& Co.
Dept. 6881 Chicago, Ill.

Send at once shoes which I have marked in ☐ below. I will pay price for shoes on arrival with the understanding that if I do not want to keep them I can send them back and you will refund my money.

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☐ Hi-Cut Shoes No. AX1080 - \$3.98
☐ Dress Shoes No. AX15106 - \$3.98

SEND COUPON

Keep your money until the shoes come. Not a cent to pay now. Sent direct to your home on approval. Then let the shoes themselves convince you of their great bargain value or return them and get your money back. This is the modern, sensible way to buy—the way thousands are buying their shoes today direct from us—getting satisfaction—saving money. Fill out the coupon and send it now—today. Mark X in the ☐ to show which shoe to send. Give your size.

Leonard-Morton & Co.
Dept. 6881 Chicago, Illinois

Size.....
Name.....
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There is a big and ever-increasing demand for men trained in Railway and Industrial Traffic Work. The salaries offered range from \$50 to \$100 a week and up. Hundreds of ambitious men have trained themselves successfully at home by mail under the guidance of LaSalle experts.

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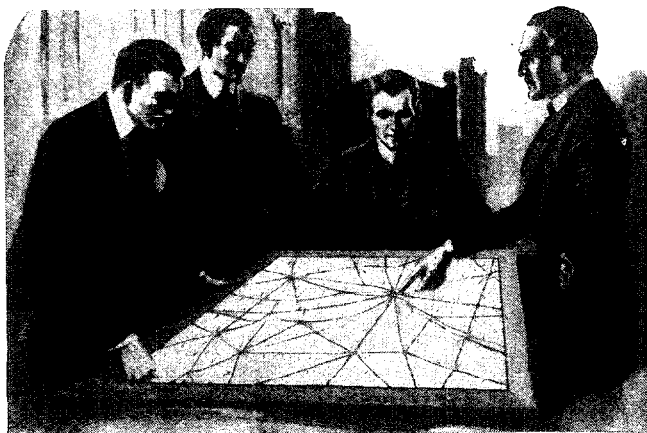
Train by Mail

The LaSalle traffic experts will give you a thoro, specialized knowledge of the methods used by great shippers, railroad and steamship lines; instruct you in rates, classifications; routing, bills of lading, claims, demurrage, railroad accounting, organization, management, interstate commerce laws, etc. Every phase of the subject under the direction of a specialist. You get in months what years of experience alone would not bring, because you profit by the combined experience of many men acknowledged as traffic authorities. Every point made clear. The whole ground thoroly covered. You are prepared to act as a traffic manager because you have a grasp of the entire subject—ready to direct all phases of traffic work.

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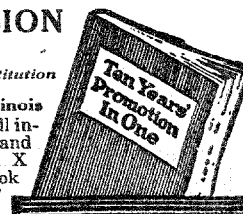
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VOLUME VIII

AUGUST, 1920

NUMBER 5

The Wage Award

Chicago, July 21, 1920.

To All Employees:

The United States Railroad Labor Board has announced its award, making a substantial increase in the pay of the employees of the railroads of the country.

We estimate that the increase allowed by the Board will amount to approximately \$1,800,000 a month or \$21,600,000 a year on our railroad.

This Board being a Government body, including in its membership representatives of the public as well as of the railroads and employees, and having spent several months in thorough and impartial investigation of the conditions affecting railway labor and operation, it is safe to assume that its conclusions are on a sound basis and designed to meet the necessity of the situation; and, therefore, should be accepted by the public, the railroads and the railroad employees.

This important matter having been disposed of, we believe the public has a right to and will expect the utmost efficiency in operation of the railroads, and that the officers and employees of the Chicago, Milwaukee & St. Paul Railway Company will respond promptly and efficiently to the situation and co-operate with the public and with each other to immediately secure and maintain the highest possible efficiency in our operation.



President.

Development of Export and Import Transportation

(An address delivered at the Seventh National Foreign Trade Convention in San Francisco, Calif., May 12, 1920.)

R. M. Calkins, Vice-President

We are assembled upon this occasion to give consideration to a subject which concerns the welfare of every American citizen; for whether he be engaged in agriculture, mining, manufacturing or merchandising, he has a direct and vital interest in our Foreign Commerce. The lack of interest in and scant appreciation of this all-important subject is the surprise of every student and the burden of all engaged in its promotion, for at no time in the history of the country have the necessity for and the benefits of foreign trade been so outstanding and so appealing.

As the growth of our commerce exceeds the demands made by the domestic markets, the surplus can only be disposed of in the markets of the world. Our manufacturing institutions have shown a phenomenal growth and expansion in recent years, testing the capacity of the railroads to accomplish the movement of raw materials and manufactured products. That this situation has been recognized by the Federal Administration and by Congress is evidenced by the passing of the recent constructive Transportation Act, which it is confidently anticipated will enable the carriers to provide adequate rail transportation to take care of our constantly increasing volume of traffic of every kind.

Our country is more dependent than any other county in the world upon its railroads for transportation—the greater portion of the tonnage from the farms, mines and manufacturing industries being produced in the interior of the country, and, therefore, subject to rail transportation for long distances before it reaches the consuming markets or ports of transshipment.

The American railroads have proven themselves to be the greatest com-

merce builders that the world has ever known. Through the wonderful system of interchange and communication established by them, the buyers and sellers of our domestic products have been brought into close contact. The system of through-zone rates has made it possible for the producer and manufacturer, regardless of location, to compete in the most widely separated and distant markets of our country.

In the building of this stupendous transportation system, it was necessary for the pioneers of these projects to undertake tremendous tasks, involving the spending of vast amounts of private capital contributed by themselves or realized by the sale of securities, all on the hazard of a successful outcome. Nevertheless, they stepped boldly to the front and opened up the most remote sections of our country, so that an efficient and economical system of transportation and communication was established. Since this initial work was done, it has been the constant effort of these great carriers to foster and encourage in every conceivable manner the territory, towns and latent resources tributary to their lines. Very low rates were made to the settler as an inducement to enter these new fields of endeavor and hew therefrom a home of his own.

The rapid settling of our western country should be an object lesson to every observer and proof conclusive that the method followed by these transportation lines has been productive of remarkable results not otherwise obtainable. Now that the construction of our railway system has been so largely completed and the work of opening up these new territories and countries has been virtually accomplished, it becomes necessary for

us to look to other commercial fields as outlets for our surplus raw materials and manufactured products, and such fields must be beyond our shores in foreign countries.

At the outbreak of the great war, we were brought face to face with the stern fact that while we had a splendid system of land transportation, we were sadly lacking in ships to carry our produce to world markets in other lands, and in the stress of those trying conditions, we immediately arose en masse to an appreciation of the situation and "ships, ships and still more ships" was the cry from the Atlantic to the Pacific, and all realized that "to save the world, they must be forthcoming at once."

The ship construction program which followed was on such a gigantic scale that the world stood in awe at the magnitude of our undertaking; but that program has been carried forward so that at the present time we have in actual operation more than 1500 cargo-carrying ships operated by the United States Government under the supervision of the Emergency Fleet Corporation, and by the end of this year it is my understanding that this number will be increased to 1944 vessels—all of the most modern and efficient type.

Of this magnificent fleet, every American can be truly proud, anticipating that if wisely administered we will in time largely control the markets of the world, and it is of the operation of this magnificent fleet that I wish to speak to you on this occasion.

Volumes have been written in references to how the American merchants can best secure and take part in the trade with other nations. Complicated plans for securing and financing such trade have been submitted by the score; but it seems to me that the simple and yet indispensable things in our foreign commerce have been given the least attention of all. In the first place, the American citizen, in spite of the vast mileage included in his own country, is usually alarmed by great distances. He seems to be beset with the idea that to do business in Manila, Hong Kong or Colombo is necessarily

a complicated and intricate task, which he has little desire or inclination to undertake. In other words, we have so formed the habit of doing business by personal contact, by phone or snapping our fingers, that we have no patience for the working out of a problem which may require weeks of time and thought.

Ask the average man you meet on the street what his opinion is of our retaining the Philippine Islands, and the usual reply is that in his opinion they are too far away and for this reason we should not concern ourselves with them, but turn them over to some other country to administer. I have this answer whether the English merchant ever thought of giving up Australia or New Zealand, which are more than twice as far from London and Manchester as the Philippine Islands are from our shores.

The correction of the American peoples' thoughts in this connection is to my mind most important. To educate our merchants to the fact they do not need a patent appliance but merely ordinary methods to transact business with the people of foreign nations, regardless of their distance, is our task. Now let us consider how this can best be accomplished.

In the minds of railroad men, transportation and communication are fundamental to all the instrumentalities which go to make up a perfectly balanced foreign trade exchange. When these instrumentalities shall have been established on well known trade routes, advertised thoroughly through the various channels open to the organization operating over these trade routes, the buyer and seller of raw material or manufactured article will in the natural course of business be promptly brought together, and in this way the entire problem will be largely solved.

I have noted with much satisfaction what is known as House Bill 10378, introduced at the request of Senator Jones of the State of Washington, which provides for the establishment of a Marine Board appointed by the President, which will be empowered to take

over all of the government owned ships and to dispose of them by sale, charter or operating contracts to private individuals or corporations who may qualify as to their ability to perform the service under the rules that may be laid down from time to time by this Marine Board. From a somewhat hasty examination of this measure, I am confident that while it does not pretend to correct many of the present evils which now exist in our shipping laws, it is nevertheless a long step forward, outlining a broad, constructive and comprehensive basis, which if wisely administered—should in time provide us with a system of ocean transportation that will meet our requirements.

In the mapping out and establishing the through trade routes, they should be closely allied with the principal railway lines of the country. In fact, there should be a very close working arrangement between the railroad and the shipping interests to the end that through rates and fares between foreign ports and all principal American centers be established and published, and through bills of lading and tickets be obtainable. The wharfage or terminal charge on all through business should be uniform at all of our principal ports. More elasticity should be given to the adjustment of these joint water and rail rates. We must not lose sight of the fact that, in the handling of this foreign commerce, we will at all times be subjected to the keenest foreign competition with water rates which will not be subjected to regulation but will, in all likelihood, be based upon the principle of what the business will stand.

By making this alliance between the shipping and the railway systems, a continuous and uninterrupted through service between foreign destinations and the principle American cities will be established with very beneficial results. Furthermore, such an alliance will encourage the railway lines to become interested in the assembling and dispatch of the business, and, given the proper encouragement, will be very helpful in promoting the growth of our foreign business and in stimulating the

proper handling of the same. Through the medium of these rail carriers and their allied connection, the American public can be more quickly educated and interested in the building up of foreign trade than by any other method.

In this manner Canada is successfully promoting her foreign business through the Canadian Pacific Railway Co., and their splendid fleet of passenger and freight cargo ships owned and operated in connection therewith.

American merchants must be encouraged to establish warehouse and distribution facilities at important foreign centers, and satisfactory organizations by the companies or individuals operating the various steamship lines should be established in all of the principal foreign ports where information with reference to American shipping can be readily obtained. Maps and guide books should also be prepared, showing the routes these vessels travel, setting forth the products of the various countries, together with their standards of weights and measures and the names of the principal dealers and manufacturers in each community, with tables of rates to interior points in foreign countries, and such other useful information as would be valuable for ready reference.

I realize that these are all simple matters, but to my mind it is just such simple matters that must be assembled and formulated in a comprehensive manner, in order that we may be brought into practical touch with the wants and necessities of the foreign trade. In other words, we must advertise to the world how the American exporters and importers can be found, and their facilities for efficient handling of all business offered.

To this end three kinds of transportation are necessary; the transportation of thought by wire or wireless; the transportation of communications and statements by letter, and the transportation of passengers and cargo by railroad and steamship lines; and the best results can be obtained by the unification of all three into prompt, regular and dependable service.

Milwaukee Docks and Terminals, Tacoma, Wash.

E. A. Lalk

Few of the employees on the Milwaukee System have given more than a passing thought to the foreign trade carried on by the C. M. & St. P. Ry., and fewer still have had the privilege to visit the wonderful terminals and docks at the Pacific terminus of the line, Tacoma, Wash., located on Commencement Bay of Puget Sound.

To those so privileged the magnitude of the docks and terminals and of their operation has been a revelation, the inspection of foreign freighters a delight, and the trip through the warehouses one of unending curiosity and pleasure.

These docks and terminals are among the largest on the Pacific Coast. Locally they are a source of great pride to us and should be to all, regardless of what point on the line he or she may be located. Tacoma docks are known officially in all tariffs as the "Oriental Wharf." Accounts and all transactions are all kept separately from Tacoma station proper; yet the station is under the jurisdiction of the local agent. A large force schooled in the handling of export and import business is maintained to properly handle the business, which is quite complicated.

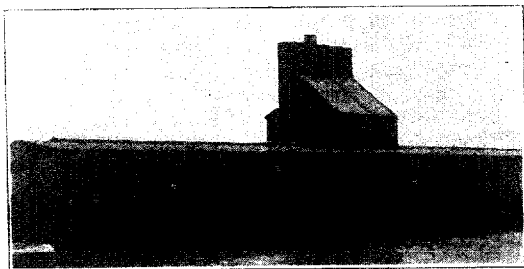
The Oriental Wharf and Terminals are located on the tide flat area northeast of the city of Tacoma in the heart of the manufacturing and shipbuilding industries. The three great warehouses are designated as Docks 1, 2 and 3. The Puyallup River flows to the south of Docks 1 and 2 and the Milwaukee waterway lies between Docks 1 and 2 and Dock 3. All steamers use the Milwaukee waterway to berth. This waterway is 35 feet deep at mean tide and is deep enough to accommodate the largest vessels afloat on the Pacific. On the south of the docks is the network of tracks comprising the export car storage and import loading tracks. This yard has a storage capacity of 750 cars and is used for export or import

waterway, and opposite, in addition to Dock 3 and grain elevator, is the lumber dock, the car barge, transfer bridge and gridiron.

You are interested in this great enterprise of ours and in the promotion of America's foreign commerce and trade with the Orient. You must know how the Milwaukee is handling their end of this business. That you may become better acquainted with the facilities, let's you and I take a day off and take a trip through the docks together. Before we start, however, we must locate Fred J. Alleman, our genial local agent in charge. The best way to do this is to make our wants known to Miss Rose, our local switchboard operator, whose main duties are to be cordial to the public and to keep track of Fred Alleman, a strenuous position for our young lady. Understand me correctly, a strenuous task to keep track of Fred, who is ever on the move taking care of his numerous duties. Her cordiality is not assumed, for she has been a Milwaukee employee longer than I fear she would like to admit.

After locating Fred, we must not neglect to inform him that we are sightseeing and that he may keep his black book in his pocket, as you and I are not interested in how much it costs to pile cotton or to recopper barrels or to do a thousand and one things about the big docks. I know him as the human information reader. (Say, that fellow has figures to such a point that he can tell what it costs the company every time a stevedore sneezes.)

After we have enjoyed our trip across the city in the ever-ready French Ford, which we consider a community affair, we arrive at the outer harbor bulkhead and entrance to Dock No. 1. Before entering the dock we must not overlook the view obtained from this point of Commencement Bay and of the beautiful scenic surroundings. Across to the west and beyond the wide expanse of clear, fresh and inviting waters of the bay, tower the high snow-clad peaks of the Olympic Mountains; on the north are the great Todd Shipyards, where are now under construction three of Uncle Sam's latest scout cruisers. You will notice, by looking sharply, how their frames show against the skyline like the skeletons of some prehistoric sea monsters cast up by the tide. Also, if you look a little further offshore, a busy little tug is acting as nurse to one of the Milwaukee Terminal Company's large car ferry barges loaded with the empty Milwaukee cars and bound for some one of the many water-locked mills which are served by the Milwaukee Railway Company in this way. We run a number of these barges holding from two to twelve cars each in this service. This gives these mills rail connections, whereas



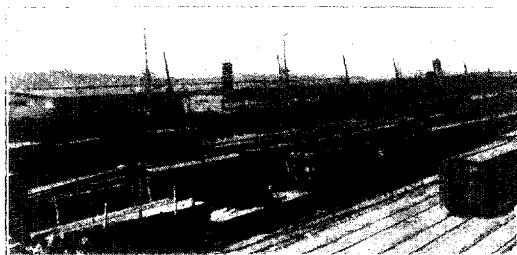
Dock No. 3 Grain Elevator and Warehouse

freight business only. Between Docks 1 and 2 are the oil handling plant of the Gillespie Oil Company and the Philippine Vegetable Oil Company. On the north side of the

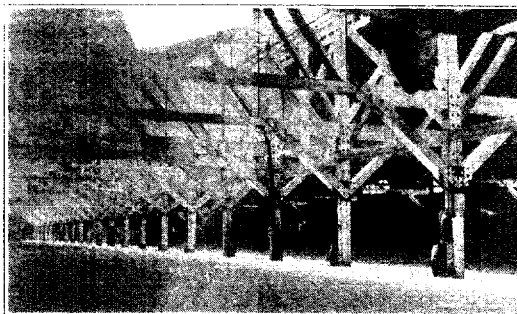
formerly their entire product moved by water and the railroad enjoyed no revenue therefrom. To the south on the hillside lies the city of Tacoma, her streets running parallel with the side of the bluff gives the appearance of a city laid out upon great terraces with buildings appearing to rise tier upon tier and making a very pretty picture. To the southeast is the pride of the Puget Sound region, the "Mountain That Was God," towering thousands of feet in the air and clad in a mantle of glistening snow. The sky is perfect, no sea fog, no haze, everything stands out in all its beauty. A view from this point is inspiring and one that will linger with you always.

After having enjoyed the scenery for a time, let us enter Dock No. 1. As we enter we are aware of a pleasant spicy odor, something different from anything we are accustomed to, a peculiar odor arising from the many different packages and describable only as "Oriental." We are in the Import Dock and among the products of the Asiatics. This dock is 960 feet long and 175 feet wide, built to carry a storage capacity of 525 pounds per square foot over water and no limit on land side, well lighted and conveniently arranged. Here, tier upon tier, are piled chests of tea, until we wonder who will or if there are people enough in the country to use it all. You notice the men in blue with numerous little tin boxes and the peculiar anger used in opening small holes in the numerous chests. These men are the government tea inspectors securing samples of each lot for their inspection. All tea handled in this country must be up to a certain standard before it is permitted to enter. Any rejections are turned back to the steamship companies, who dispose of it at ports of other countries who are not so strict as this country. You probably did not know, when you enjoyed your cup of tea, that Uncle Sam had put his O.K. on the purity of it. Tacoma is the greatest port in the United States for tea imports and the Milwaukee handles four-fifths of the entire importation. This is a busy day, as the Africa Maru of the Osaka Shosen Kaisha line, a steamer of 10,000 tons, is unloading general cargo. As we pass this vessel notice the large Milwaukee trademark painted on both sides of her bridge. All regular Osaka Shosen Kaisha boats engaged in the Trans-Pacific trade carry our trademark, so you see the sign of service is well known in the Orient. Opposite we shall notice a gang loading tea and, by the way, there is some trick to loading tea so as to avoid damage on account of the fragility and nonuniformity of packages, and we are giving considerable thought and study to this feature.

Those boxes we see piled high and of uniform size are what is known among the shipping men as curios, and curios they sure are. I have seen broken packages and they contain everything in novelties from back scratchers to baby rattles. Curios is a coined word and is well adapted to the commodities so shipped. Those boxes we see stripped with bamboo contain Japanese



Docks 1 and 2 from Land Side



Section of Dock No. 1, Showing Construction

china. As we go along through the house, we cannot help but remark about the splendid and compact method of packing by the Orientals. No time or labor seems to be spared in putting up a good and substantial package. Here and there we pass crates and crates of crude rubber, billed to the various tire manufacturers. Notice the difference in color, some black, some chocolate and others a light gray, depending on the country or locality from whence they came and the process of manufacture. Crude rubber is packed in sheets about an eighth of an inch in thickness and is quite heavy for the size of the package. Further on we see piles of Manila cigars in their peculiar mahogany boxes, strapped with paper over the cracks to protect against salt air, tons of pig tin from the settlement Islands, piles of soya beans, rice, copra (dry coconut meats), stacks of bamboo furniture, grass matting, human hair, manila hemp, camelshair, wool, pony skins, cowhides, tubs of spice jams, bales of medicinal herbs, spices, peanuts, Chinese nuts, and any amount of other products peculiar to the Orient and the South Sea Islands and China Sea countries, all of which lends an Oriental flavor to the scene. We can close our eyes and drift in our imagination to foreign shores; yet as we open them the thought flees as we look at the modern constructed warehouse, at the fire protection system, the electric trucks and cargo handling devices, and if this would not awaken us, a glance at the typical government customs officers with the shrewd and searching expression upon their faces, busy with the cargo discharge, would bring us to the realization that we were still in the best country on earth.

As we leave Dock No. 1 we notice two tracks running parallel with both docks outside of the building on the water front side. These tracks are very convenient for han-

dling heavy cargo such as steel, machinery, autos, plate glass and other commodities to ship tackle without handling them through the house. This is a good point to know, as many shippers prefer to do their export business across a dock which dispenses with one handling and particularly the shippers of plate glass, automobiles, steel plates, girders and other articles in large packages which are subject to damage by handling. A delivery to ship tackle or ship side, as is commonly known, is a delivery within reaching distance of the ship's tackle. This phrase is used quite often in our tariffs. A good point to remember in this connection is that railway companies' responsibility ceases at this point and the steamships' begins, on export, and vice versa, on import.

As we leave Dock No. 1 to the east, we next come to the location of the oil handling plants. We must remember that at the present time one of the most imported commodities is Oriental oil. In this department the Gillespie people have installed extensive facilities for the handling, storage and forwarding of wood oil. They have warm rooms and sumps for the handling of this commodity when received in barrels or cans and pipelines when received in tankers or ship tanks, storage tanks and loading devices for loading tank cars. All Oriental oil must be heated to different degrees before it will flow freely and by the heating process the foots are well distributed throughout the body of the oil, thereby insuring an even weight and refinement. The Philippine Vegetable Oil Company plant is next, and in this plant is handled cocoanut oil in very much the same manner. A very extensive trade in this commodity has been worked up in late years, particularly since the addition of the manufacture of nut-margarine or cocoanut butter, used as a substitute for cream butter. To the right of these two plants is located the plant of J. T. Steeb & Company. The handling at this plant is the same as at the other two with the exception that this plant is a public institution and oil for various firms are handled through this plant under a brokerage agreement.

The barrels in which the oil is received are knocked down, the staves and hoops numbered and packed four in a barrel, making five in the package, and returned to be refilled. The cans are also knocked down and returned to the Orient. If you will notice that team of Japs working on that pile of cans you will get a fair idea of how they work in Japan. Those fellows are on the run like that all day. They never hit a can more than three times with a peculiar triangle knife when it is ready to bale. Millions of gallons of oil are handled across these docks annually and the traffic is ever increasing.

As we pass along to Dock No. 2 you will notice the "Javary" of the Garland line unloading oil. When she is empty she has a

cargo of cigarettes waiting for her. - It probably never occurred to you that any ship handled only a cargo of cigarettes. Well, that is all she is going to take, except perhaps some heavy steel in her hull to help her right well. Figure out some time how many cigarettes would be in a cargo. You will be busy for a while.

As we enter Dock No. 2, notice the Borneo Maru. She is taking a cargo consisting mostly of steel plate. She is working four hatches at once. The cargo is loaded just like a way car, first in last out, last in first out. In other words if she ports at Nagasaki last, that cargo would be at the top in four hatches. They never load cargo for one destination in one hatch, but in all four because of the fact that you can work four hatches and discharge much faster than you can discharge from one. The ship's diagram is drawn out before loading starts and our boys know exactly what follows each item, and the cargo is so arranged on the dock or the cars so lined up for prompt switching. Rapid loading and prompt dispatch is essential in the export business. To delay a ship is considered a crime around this place.

We now pass into Dock No. 2, the Export Dock, and the largest on the premises. It is 1,000 feet long and 175 feet wide. As we walk through the house we note many commodities familiar to all freight men, items of tinplate, Singer sewing machines, automobiles boxed, cotton piece goods, bar iron, machinery of every description and any number of commodities which may be seen any day in any one of our great warehouses. To lend some Southern color to the scene, you will notice the darky gang handling bales of cotton. These boys take to handling cotton like a duck does to water. These dusky gangs are good workers, regular in their attendance, and, as a whole, quite dependable.

As we leave the dock, let us watch the stevedores loading those sheets on the Borneo Maru. Notice the peculiar large pinchers on the end of the sling. These pinchers very seldom drop a sheet or plate. When the ship's "nigger" pulls the cable the pinchers act like a pipe vice. The other gang, you will notice, are loading kegs of nails in a wire sling. You will realize, by watching for a few minutes, why export should be well packed.

Rather than go to Dock No. 3, which is across the waterway, the smallest dock of the three, being only 500 feet long by 175 feet wide and used for both export and import cargo when the other two docks overflow, let us meet the Japanese skipper of the Borneo Maru. We take off our hats and bow as often as he does, follow a laid-out course of remarks beginning with asking about his trim ship and did he have a smooth or rough voyage, and after a few more well placed remarks we are invited on board. We find the ship built to utilize every inch of space possible for cargo, yet reasonably comfortable quarters for the crew. After

carrying on the conversation while aboard, as the Japanese talk very little, just look at you and smile all the time with that eternal smile of theirs which is a cloak covering every feeling—and to the stranger such as you who do not know the characteristics leaves the impression that the Japanese are a jovial race and that business is secondary. We wish the skipper a bon voyage and return in turn the same number of bows he presents; then we pass down the plank, meeting coming up a jolly crowd of Japanese men, women and children passengers for

Nippon, going abroad, as the captain expects to clear at sundown.

On the way out from the docks we spend but a few minute at the Osaka Shosen Kaisha officers' clubhouse, because it is getting late.

As we climb the incline from the docks, we pause for a moment to watch the Borneo Maru put to sea. As she steams slowly into the bay, the sun drops behind the Olympics in a blaze of color, a Western sunset. The boys have made good, the captain sailed at sunset from the end of the line to the land of the Rising Sun.



Office Employees, Import Dock No. 1



Office Employees, Export Dock No. 2

Warning—Dangerous!

Dynamite, T-N-T, High Explosives, Gasoline, Naphtha, Benzine, Compressed Gases, Casing-Head Gasoline, Matches, Rubber Cement, Rubber Scrap, Celluloid Scrap (including Scrap Moving Picture Films), Sulphuric Acid, Nitric Acid, Lump or Powdered Charcoal (especially if damp or wet), Are All Dangerous—Any Articles Bearing Red, Yellow or White Labels Must Be Watched.

In the interest of SAFETY to yourselves and other employees, agents and other station employees will refuse to accept for shipment any of the above or other dangerous articles, unless properly boxed, crated, packed, marked, labeled and certified as instructed in the Rules and Regulations governing the handling of Explosives, Inflammables, Acid and other dangerous articles.

All such articles accepted for shipment must be carefully loaded, braced, billed, placarded, and put into suitable cars. The Loading Chart must be carefully followed to avoid putting certain dangerous articles in a car with other such articles and kept away from other merchandise.

Remember that other employees must handle these commodities and should have warning, for their protection, as well as for the Company's interest.

When such shipments are transferred, the same care must be followed at transfer stations as at original points.

Employees in Train, Yard and Car Departments must be on the watch for and refuse to move or handle such dangerous articles unless carded, billed and loaded as required, and report to Superintendent any violations noticed, for correction and the benefit of the service.

Placards must be removed from cars (except Oil Tank cars), when they are made empty.

Be very careful in switching Explosives, especially over humps.

Employees or others must not strike matches, smoke or carry lighted torches, oil lamps or lanterns in or around buildings or cars where these dangerous articles are being handled or where loaded or empty Oil Tank cars are located. Special attention is called to Paragraphs 1687, 1688, 1689 and 1690, page 41, B. E. Pamphlet No. 8, revised July 15, 1918.

Send to the undersigned for copy of Rules or other information wanted.

G. E. SIMPSON,

General Supervisor of Transportation.

Approved:

J. T. GILLICK,

General Manager, Lines East.

M. NICHOLSON,

General Manager, Lines West.

Old Days on the Milwaukee.

A. M. Jackson

To Editor Milwaukee Employees' Magazine:

I have taken a great deal of pleasure in reading the Milwaukee Employees' Magazine since the first one was published.

I was a farmer boy, it being at the time they were grading the old Milwaukee and LaCrosse line, now the Northern Division. We lived one mile east of Cambria at that time, and I rode my Indian pony on the grades and watched them work. They did their grading mostly by horses and carts, and also wheelbarrows, some weapon work, but not much at that time.

In January, 1859, I went to work as a section hand on the Cambria section at the rate of 84 cents per day, working 12 hours per day during the summer months, and during the winter months, when our track was cleared from snow, we would come in in the afternoons and load freight, such as dressed pork, sacked wheat and flour; all the flour that was ground at Kingston and Cambria at that time we loaded each day. Pork was selling at \$2.50 per hundred, wheat 62 cents, flour \$3.50 per barrel.

As I pass over the Northern Division now, I see the old water tank called the Klick-nocking tank, being about two miles west of Cambria. The section men dug the well for this tank.

Our hardest times were at the commencement of the war, when our state banks were closing, some of which were not good over night. As soon as we would get our wages, we would take our money to a store and buy what we needed; usually we would only get from 75 cents to 85 cents for our bills, and glad to get that. Later on we got the shin-plaster and greenback, then we were all right. We also got a raise to \$1 per day, from that to \$1.10, and then \$1.25 per day, and after they built the line from Columbus to Portage I was placed at Rio as section foreman. The line was laid with 24-foot 56-pound iron rails, all being new track. I soon had it in good shape. C. H. Prior was our roadmaster, and after looking over my work moved me to Lowell Station, now Reeseville. This section had no ballast, all mud track and ditches all filled. I tried to persuade him not to move me, but he said, "You are young and able to handle this track—we will give you men enough to do the work." I had to use cordwood that fall and the next spring to block up soft places until it dried up some, then I ditched with push cars and made small ditches to drain the cuts, and sloped the dumps away from ends of ties so no water could stand there, and all the extra time I could get I would widen the ditches in the cuts. Later I was placed on the Doylestown section, and later on at Columbus, where I commenced to lay steel—the second lot of steel laid on the LaCrosse Division. My work then was done under D. O. Bradbury, roadmaster, and one of the most able roadmasters I ever worked under. He then placed me as foreman, on the wood train, and I was there until the

train was taken off, as they commenced to burn coal on most of their engines. Then I was placed on the Elm Grove section, from there to Milwaukee to take charge of a gang to do filling at Elevator "E." This was the first steam shovel work done at Milwaukee. Joel Hoffman was our steam shovel engineer and a very fine man to work with. They then moved me with the shovel in July, 1878, to Whittemore, on the I. & D. Division; that was the year they built the line from Algona to Pattersonville, now Hull. I was working under G. W. Sanborn and C. H. Prior, superintendent. The next year I was placed in Milwaukee to build the canal track and started to fill the grounds for the West Milwaukee Shops, also lay track. We also kept filling for the coal yards on canal track. We worked hand pits during the summer to get filling and gravel needed for the shops and outside business tracks, and for two winters we used the steam shovel in the pit southwest of the shops to fill grounds. Most of the grounds are filled from four to seven feet.

After finishing our work at the West Milwaukee Shops and Union Depot, also second track to Grand Avenue, I was sent to Kansas City to build the yard and lay what main line I could. After the bridge was finished over the Missouri I was there one year as roadmaster, but on account of bad water could not stay there and was placed on the I. & D. Division as roadmaster; was there ten years with Superintendent Cosgrove. After relaying and ballasting the entire division and putting in split switches, I was taken sick and was placed back in Milwaukee in charge of the Northern Division as roadmaster. From there to the Milwaukee terminal, from there to the Coast Line supply yard, from there to the Mineral Point Division, from the Mineral Point Division on second track work on the Council Bluffs Division. This is the last track work I have done. Since that time I have been doing work in the storeroom at the West Milwaukee shops.

All Married or About to Be

The ears of the family of Agent Nelson W. Pierce, Union street, Chicago, must have become fairly well attuned to the sound of wedding bells in the past few weeks, for they have been ringing for his entire family of young folk.

On May 7 occurred the marriage of Miss Myrtle Heafford, the daughter of Mr. and Mrs. Pierce, to Mr. James Lewis Miles of Chicago.

On the same day their son, Albert Earling Pierce, was married in Seattle to Miss Marie Conn-Crowley.

Mr. and Mrs. Miley will live in Chicago and Mr. and Mrs. Pierce in Seattle, where Mr. Pierce is superintendent of maintenance and construction, Seattle Surface Lines.

Announcement is made of the engagement of Walter G. Pierce of Oklahoma City to Miss Louise Bierer of Guthrie, Okla.

Both of the Pierce boys served fifteen months overseas, in the A. E. F.—Albert in the artillery and Walter in the aviation corps, and both returned home as first lieutenants. Albert Earling Pierce is an ex-Milwaukee employe, having been with the coast engineering forces, starting in at Miles City and working through to Seattle.

The Veteran Association Reunion

The annual reunion of the "Vets", as announced in the July magazine, is to be held in Milwaukee, but the date has been changed from October 1 and 2 to September 24 and 25. Remember the dates.

The general committee held a meeting in Milwaukee on July 19, at which preliminary plans were made for the entertainment of the guests. Charles Lapham was elected secretary of the committee, and Chairman A. J. Earling named the chairmen for the following committees:

Advisory—L. J. Petit.
Publicity—J. G. Love.
Transportation—W. J. Thiele.
Hall—H. M. Hatch.
Reception—W. G. Miller.
Printing—F. J. O'Connor.
Hotel—W. H. Dodsworth and Col. W. J. Boyle.
Entertainment—J. M. Davis.
Banquet—F. W. Getty.
On Speakers—Burton Hanson.

It is expected that these committee heads will report progress at a second meeting to be called by Mr. Earling about August 1, when more definite arrangements can be made.

The tentative plan presented for consideration at the first meeting includes registration and reception of members and their families on Friday morning, September 24; the annual business meeting of the association, with an auto ride for the ladies in the afternoon of that day, and the annual banquet in the evening. On Saturday, the 25th, an auto ride, lake trip or some entertainment of like character for the early part of the day, and good-byes for the latter half.

The veterans are looking forward to an important and interesting reunion, and a large gathering is expected.

Railroad Watch Inspection and Its Origin.

(Reprinted from Southern Pacific Bulletin, and written by S. A. Pope, Assistant General Time Inspector.)

Over a quarter of a century ago there was a bad railroad wreck near Cleveland, Ohio. The fast mail, known as No. 4, was going east, an accommodation train was coming west. The two trains came together head-on at a small station where the accommodation train was supposed to have taken the siding.

The engineers of both trains were killed and the dead bodies of nine clerks were taken from the kindling wood and broken iron of the postal cars.

Following the official inquiry the case went into the federal courts at Toledo. The conductor of the accommodation train admitted he had not taken his watch out of his pocket from the time he had been ordered to take the siding until the accident occurred. He said he supposed the engineer would look out for that. But experts testified that the engineer's watch must have stopped four minutes and then began to run again, a

little matter of life and death that he never found out. The fast mail was on time to the dot, the other train four minutes later than the engineer's watch showed.

The disaster proved two things: that the watch of one engineer was inaccurate and that the conductor of the accommodation train was negligent. Therefore "a careful man and an accurate watch" became a recognized fundamental principle in safe rail-roading.

To Webb C. Ball of Cleveland, Ohio, belongs the honor and distinction of having conceived and perfected the system of watch and clock inspection which nearly all the great railroad systems of the country have accepted as their standard. His offices stretch across the continent and his assistants are on the road continually, seeing to it that the watches of thousands of engineers and conductors are so nearly exact month in and month out, that accidents due to the element of time are theoretically impossible.

Have you ever noticed what pride the average watch owner displays in the fact that his watch has run five or possibly ten years without any expense for repairs? He has no reason to be proud of the apparent achievement of his watch. When it finally ceases to tick and he is obliged to visit the local jeweler he is astounded to learn that the bill for repairs will be a large one, for he is told that his watch has been very unfairly treated. The watchmaker reports that the pivots are cut, cap jewels are pitted, etc., and it will take considerable time and material to put the watch in proper order again. Mr. Watch Owner either absorbs a great deal of useful information on the future care of his watch, or, as is often the case, he classifies the watchmaker as a "porch climber," pirate, etc., and feels that he has been unjustly dealt with. If the repairman properly informs him, he will learn that the balance wheel of his watch vibrates one hundred and fifty-seven million times each year, and that the rim of this wheel travels the equivalent distance from San Francisco to New York and back in that time, and in a year his watch has run 9,000 hours. If he profits by his talk with the watchmaker he will follow the suggestion that in future his watch should be cleaned and oiled every 12 months.

Nothing is left to chance or the whim of the owner of a railroad watch who comes under the time service rules. He is instructed that his watch should be cleaned every year, and under no circumstances must it be carried in service without cleaning a longer period than 18 months.

Every man should take personal pride in the watch he carries. By so doing he displays personal interest in maintaining the efficiency of the company he works for, he is promoting safety and contributing toward the proper support of one of the greatest safety appliances in connection with the operation of trains.

Janesville and Mineral Point, Wis.

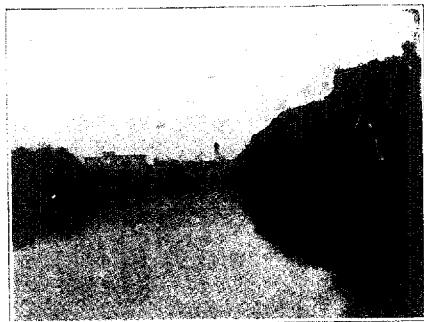
The alpha and omega (which is highbrow for the beginning and end) of the Mineral Point Division, are two of the most interesting towns in the state of Wisconsin. They have a long perspective back of them, both having been settled when white folks first came to this section of the United States. In the earliest stages of their existence, they became manufacturing towns, and they have continued as producers ever since.

It would be hard to imagine a more lovely city than Janesville, located on hills that border the Rock River at one of the most picturesque points in all its winding course. Its broad, tree-shaded streets and wonderful old homes proclaim the settled, substantial qualities of the people who live there, and of those who lived there when the town was young; its public buildings are fine testimonials to the enduring character of "honor-built" structures and to the good taste of a cultured community. Ten years ago, an impression of Janesville would have been that of a city which had struck its stride—a city with enough of industry and commerce to provide handsomely for all its people, and of a people prosperous enough to enjoy life apart from the rush and confusion of factories and commercial institutions, it was the center of a large

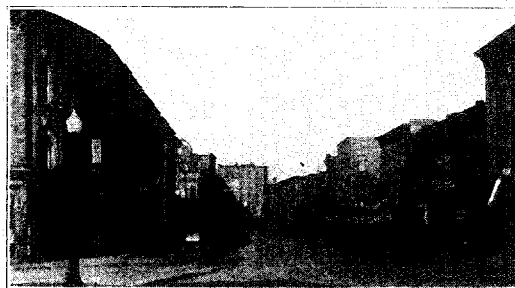
shifted its gears and went into a high speed, a thing never before dreamed of in those Rock River hills and sequestered valleys. There is now no question that it is the liveliest wire town in that region,—there is more building than in any other city in a wide, a very wide radius; its boundaries have expanded beyond measure and activity is its front name. One has to speak of it and the work it is doing in a breathless fashion in order to convey any idea at all of what is going on up there, or to indicate in any adequate manner, what has happened to the stately old County Seat.



Janesville Public Library



The Picturesque Rock River



One of Janesville's Principal Business Streets

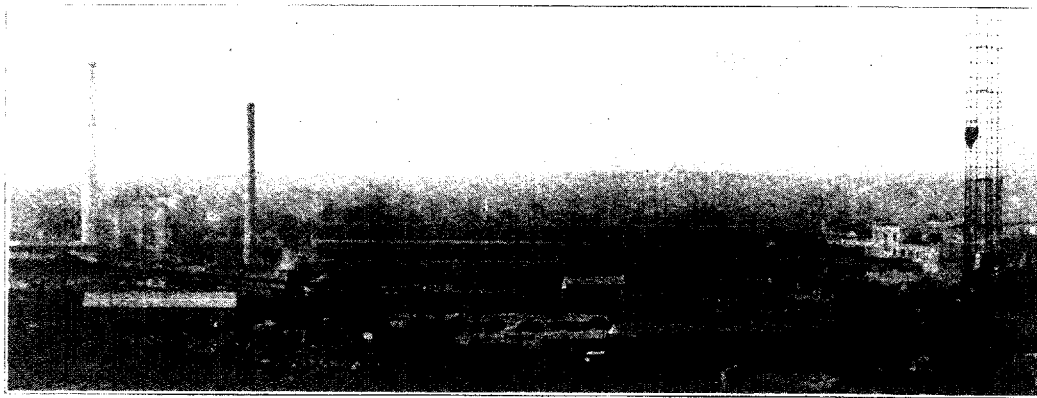
tobacco trade, and the market for one of the richest farming districts in the state; with business enough to keep everyone happy and comfortable; and happy and comfortable, everyone was. Then came the war with the accompanying impulse to manufacturing; and Janesville stepped into the swing, for it had some big plants making machinery; it had cotton and woolen mills, and produced other commodities needed by the nations at war. Under this impulse things speeded up in an appreciable degree; and then one day, there came to the city, a group of men looking for a desirable site for a tractor plant, planned to be the biggest and most splendid in the United States, and that means in the world. Janesville's wonderful location, with the river flowing directly through and some unoccupied sites that for desirability and availability could not be duplicated in the entire middle west, decided the projectors of this great institution in favor of the beautiful "Bower City", and thereupon, Janesville

The first settlement on the site of Janesville occurred in 1834, and was made by people from the eastern states, most of whom came in prairie schooners from their York State homes, and it is said that they came hither because the Rock River Valley was a part of the original Garden of Eden and they wanted the richness of its lands and the fullness of its yield. They probably were not disappointed, because a prosperous community grew up immediately and descendants of those early pioneers still live in the city or on the farms of their forefathers, in the neighboring country. The town was named after Henry F. Janes, one of those pioneers, and it received its first city charter in 1853. In 1853, also, it got a railroad, when the Milwaukee & Mississippi, one of the beginnings of The Milwaukee, reached Janesville. It is worth while to note here, that Mr. John C. Fox, our oldest and most honored veteran employe, went to Janesville in 1853, also, as an employe of the new railroad. He remained with it, and when it was absorbed by the Milwaukee & St. Paul Railway Company, in 1863, he passed with it, into the

service he has so long and honorably fulfilled. Mr. Fox is now in his ninety-third year, and is mentally as alert and keen as many a man more than a score of years his junior.

A visit to Janesville's new tractor industry discloses it one of the modern wonders of construction, and of ideal. In size and extent of product, it is intended to make this the largest industry of its kind, and it is expected that Janesville will become the Tractor City of the world. While this plant is only partially completed, its general plan is sufficiently forward to warrant its promoters in these assertions. The great factories lie in the valley southeast of the city, at a point where water power is available and

human interest between employer and employee; to develop initiative and help men to work up to higher positions. Here also you see the working out of the housing problem, for this company has bought over 200 acres on the hills above the factories, well removed from sight or sound of their whirling wheels, and is beginning the erection of homes which the employees may purchase on easy terms. The homes are generally of the bungalow type, but care will be exercised to avoid the tiresome uniformity of long rows of houses or cottages all cut on the same pattern and built on the same rule, producing an effect the reverse of homelike or attractive. On this plat, no two houses in the same block will be exactly alike, and where a man



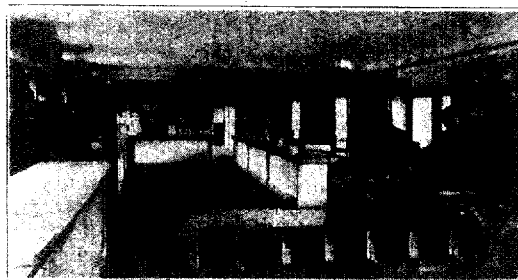
The Big Tractor Plant Under Construction

where the bluffs rise above it in a grand semicircle that enfolds broad meadows and the silvery, meandering stream. Close beside the buildings run the main tracks of this company's Janesville Line, with track connections with the tractor company's intramural railroad. The plant when completed will cover 150 acres of ground, and will manufacture everything which goes into the makeup of its product, together with a factory which will turn out farm tools. In plan and construction is embodied all the "new-fangled notions" that go with the most advanced and progressive thought in industrial work.

Here may be seen, in the working, many of the industrial problems of the day,—here is quantity production on a vast scale and earnest endeavor to procure labor of the right type, to promote the interest of employees in their work; to bring about the

purchases before the building is completed, his individual tastes are consulted in regard to finishing.

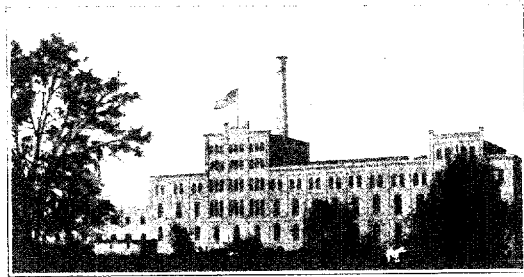
All sorts of community social work is done; there is a new training school for the development of new executives; there is a plant newspaper, similar in its ideals to our Magazine; a director of athletics, a band which plays often at the noon hour, when the broad avenue in front of the office building is cleared for dancing. Comradeship of the real and true type is sought between the men at the desks and the man outside at the machines, at the forges, in the foundries and all other departments of this organization. Safety is one of the tenets of this industry's creed and proficient engineers in this specialty are engaged constantly in promoting the safety of the entire personnel. There are, moreover, doctors and



The Tractor Plant's Community Store

nurses in charge of a perfectly appointed hospital, for the promoters recognize the fact that to protect their interests they must protect their men. There are savings plans and a bonus system; in short, it is aimed to create as nearly ideal conditions in which to ask a man to work as is possible; and then to put it up to the man himself to become an ideal worker.

This immense industry was started in Janesville less than two years ago, and the fact that it has already brought over five thousand people to Janesville, in one con-



Where Beet Sugar Is Made

nection or another in the building, the operation or in the engineering work, is evidence of the magnitude of the project. The industry itself employs three thousand people at the present time, and as the departments now under construction commence operations this number will more than double. All of the machinery is operated by electricity that is generated by water in the Wisconsin River seventy-five miles away.

While all this is under way in the hills and valley southeast of the city, up in the old town itself, there are amazing transformations—"additions," new houses and business buildings every way you look; new stores and fine new bridges for the river; new paint and new furnishings of all kinds. Decidedly Janesville is awake and on the way. It expects to be a big city and by the same token it expects to be a modern and handsome big city.

Of course, while the new industry absorbs the center of the stage now at Janesville, it is not to be supposed that all of its older and varied industrial enterprises have not felt the awakening thrill started back in 1915 and 1916. There is not a business within the city which has not "picked up," and its list of factories and commercial houses include the big sugar beet factory that turns out annually millions of pounds of beet sugar; a well known porch shade factory; a fireless cooker and cabinet manufacturing plant; a canning company; a large fountain pen factory; a knitting factory; a clothing manufacturing company; factories making hay tools, cigar boxes, creamery supplies, corsets and brassieres, coasters, wagons and spark plugs. On the river, utilizing the splendid water power, are big woolen, cotton and flour mills. Serving the tobacco, produce and dairy interests are seventeen tobacco warehouses, wholesale fruits and produce warehouses, creamery vats, a pasteurized milk plant and cheese cellars; three tractor plants,

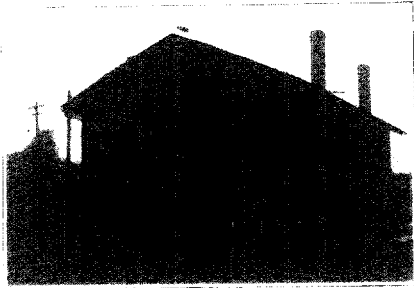
three machine companies, and various others.

Janesville has always been an important center for three divisions of this road. The Mineral Point Division's junction with the Prairie du Chien is at Milton, seven miles east of here, the Janesville line enters from the southeast and the Prairie du Chien is the connection for Milwaukee and the Northwest. The passenger station is a busy place most of the day, for trains enter and depart from and for Chicago, Milwaukee, Madison, the stations and branches on the Mineral Point line, for Beloit, Rockford and Davis Junction. Long ago it was said that you could not go up to the Milwaukee depot any hour of the day without finding a train just about to go somewhere or waiting for another to come in from somewhere. Conditions do not seem to change at Janesville either, in that respect, except perhaps that the trains are longer and there are more people these later years. But over at the freight depot Agent Zimmerman tells you that conditions there are changing constantly because business is increasing so fast, and that the Janesville figures now mount up into millions and are still soaring.

When a traveler sets forth to see scenery, he goes, usually, where nature's wonders and sublimities abound, and so it often happens that the tranquil beauties of a land like that which lies between Janesville and Mineral Point waste their sweetness on a desert air. The country adjacent to the line of the Mineral Point Division is also a part of Adam's original claim, and while science says the Laurentian Hills, away off in Canada, were the first land that rose out of the watery waste of a prehistoric age, yet it might very well be that when Adam and his lady arrived, they found the sunny vales of the Rock, the Sugar and the Pecatonie rivers sufficient to their liking and planted their vine and fig-tree on those smiling meadows. When the railroad went west from Janesville in 1865, headed toward Dubuque, Iowa, it followed the Sugar River, but got no farther than Monroe, Wisconsin, which remained the end of the line until about 1880, when it was extended to meet the Mineral Point Railroad, then recently purchased by the Milwaukee and which came from Mineral Point to Gratiot, in the valley of the Pecatonie River. The country around Mineral Point was a mining region and its early settlers were attracted there by the prospect of rich zinc and lead diggings. This was as early as 1827, and when ore was discovered in Mineral Point Hill, a mining settlement grew up along the foot of the hill. This, as it grew extended up the neighboring hills in irregular fashion, forming the nucleus of the town of Mineral Point, that, to this day, has the diagonal and semi-circular streets and avenues, which in the beginning were probably footpaths across lots and around hilltops to the various buildings and homes of the little settlement. The Mineral Point Railroad was built into the town in 1857, in which year also was built the venerable structure that even now serves the Milwaukee, as the one and only railroad station. It is built of native sandstone and is what might, in default

in a better term, he called "modified colonial" in type, but in spite of this undoubted "antique," if you should ask any citizen of Mineral Point what he most desired of the railroad company, prompt and sure would be his answer, "a new depot." The sentiment on that point appears to be unanimous.

Although the expectations of prospectors



The Mineral Point Depot

of Mineral Point Hill were not fulfilled in respect to the amount of ore it contained, there was a sufficient quantity in neighboring districts to warrant the erection of a reduction works, which were established at Mineral Point in 1855, and this was the beginning of the great industry which has carried the name of Mineral Point wherever railroads and box and tank cars run throughout the United States and beyond its borders. Ore is now shipped in to this great plant from Mexico, from Arizona, Tennessee, Nevada and other far-off mines; and the product shipped out in the form of zinc oxide and sulphuric acid; while the ores mined in the nearby regions are treated here and shipped to other plants of the same company to be made into metal zinc. In this big and highly interesting plant are 36 buildings where approximately 250 tons of ore a day are subjected to the processes which convert it into zinc oxide and sulphuric acid, with more than 200 men working in shifts, 24 hours a day and 7 days a week.



The Zinc Works

If you go down to visit "The Works" your guide will lead you first into the section devoted to making sulphuric acid, where in fiery furnaces the gas is extracted and pumped through the various processes of converting it into sulphuric acid. If you are able to withstand the odors of brimstone and the suggestions of gridirous and heat, you may then proceed to the other side of the

plant and see how zinc ore and hard coal screenings are mixed and dumped into more fiery furnaces that burn the zinc out while whence it is passed along through conduits that cool it as it goes to receptacles, where it is run into bags and barrels and is ready to ship out to make the chief ingredient of the zinc paint of commerce.

This is Mineral Point's chief industry, and the most important of the station's traffic, both in and out; the figures for one month, as an instance, showing 147 cars of ore in, and 58 cars of zinc oxide and 20 tanks of sulphuric acid out.

Next in importance, to ore and its product, is the dairying industry, with cheese the chief product, these shipments averaging 19 to 20 cars per month.

Mineral Point is a charming old city, with enough of old-time flavor to free it from any suspicion of mushroom growth, but with a sufficient atmosphere of the modern to assure it being an up-to-date community. It has a population of about 3,000, most of whom live on the hills that line the valley, where the streets wind and circle about and the homes stand far back under the shade of magnificent old trees and the lawns and flower gardens are a wonder to the eye. The city is supplied with an efficient school system, has a fine, modern theater, churches a-plenty and of many denominations; lovely parks and wonderful roads over which you can motor into the loveliest and richest farming country that lies out anywhere under the shining sun—a country that furnishes throughout the length of the division a splendid business for the Milwaukee and makes the station at Mineral Point a busy and profitable place, despite the depot's ancient architecture and its respectable old age.

T. L. Pagel is agent at Mineral Point, succeeding to the position after the death of N. H. Snow, about two years ago. Mr. Snow was dean of station agents on the Milwaukee for many years. Miss Sherley Goetz is Mr. Pagel's assistant.

The first passenger train to run into Mineral Point from Milwaukee, in 1880, was in charge of the late James Dean, conductor; and the first freight train had Conductor Charles Josh, who is now running on passenger trains on the Mineral Point Division.

Appointments

Effective July 1:

E. F. Rummel appointed assistant superintendent of the Chicago Terminal Division, with headquarters at Chicago, vice J. E. Hills, transferred.

J. E. Hills appointed trainmaster of the River Division, with headquarters at Minneapolis, vice E. F. Rummel, promoted.

C. F. Urbutt appointed assistant superintendent of the I. & D. Division, with headquarters at Chamberlain.

Effective July 12:

M. E. Washburn appointed trainmaster of Chicago Terminals Division, with headquarters at Chicago, vice J. E. Ryan, transferred.

J. E. Ryan appointed trainmaster of the S. C. & D. Division, vice C. F. Urbutt, promoted.

To Improve Freight Service.

A plan to produce maximum freight service, through the most intensive use of present facilities and equipment, has been formulated by railway executives, and details have been worked out by the advisory committee of the Association of Railway Executives. The plans were set forth in the following resolution adopted at a meeting of the association:

"Whereas, It is apparent that under existing conditions transportation facilities of the railroads in the United States, with particular reference to the cars and locomotives, are inadequate to handle the unusually large volume of business offered for movement in the country as a whole at the present time; and,

Whereas, It will be impossible to overcome immediately this deficiency by increasing the number of cars and locomotives, and it is clear that conditions require the most intensive use of the existing facilities; and

"Whereas, It is recognized that upon release of the carriers from federal control, not only were the cars and locomotives in the country as a whole inadequate and in an impaired condition, but the distribution of cars as to ownership was such as to prevent the greatest efficiency in their use, and that since the termination of federal control constant interruptions due to disturbed labor conditions, which it is hoped will cease with the announcement of the wage award, have seriously interfered with the movement of the traffic, and relocation of cars; therefore be it

"Resolved, by this association, That all members thereof and all other common carriers be urged to devote forthwith their utmost energy to the most intensive use of the existing equipment, and that, as a program to be followed in this connection, they should undertake with the co-operation of the public to secure for the country as a whole:

"(1) An average daily minimum movement of freight cars of not less than 30 miles per car per day;

"(2) An average loading of 30 tons per car;

"(3) Reduction of bad order cars to a maximum of 4 per cent of total owned;

"(4) An early and substantial reduction in the number of locomotives now unfit for service: and should make more effective efforts to bring about the return of cars to the owner roads.

"Resolved, That all railroad companies shall forward to the advisory committee or such agency as the latter may designate, reports that will enable a check to be kept currently of performance under this resolution, and the advisory committee shall arrange or comparative compilation of such reports and make distribution of the individual companies.

"Resolved, That the advisory committee be instructed to acquaint the Interstate Commerce Commission with this action."

A Railroader's Alphabet

Aim always to please our patrons, the public.
Be courteous.

Courtesy costs nothing and draws big interest.

Damage to shipments is waste, be careful.

Efficiency due the public from us all.

Freight must be well packed and carefully handled.

Give your best to your work.

Happiness makes a long day short and many friends.

In case of doubt take the safe course.

Just take a moment longer and do it right.

Keep safety thoughts always in mind.

Look before you cross!

Make every scoop of coal count.

No opportunity lost to secure more business.

Opportunity is plentiful; it's up to you to make good.

Promises made must be promptly fulfilled.

Questions may sound foolish to you, but they are no joke to the traveler.

Requests for information should be answered fully and correctly.

Safety and Service.

Take care! Safety first, always.

Understand yourself, your job and your boss.

Veterans are watching you, young men. Measure up!

Win with a smile.

X—The sign of the wooden cross for those who did not "Stop, Look and Listen."

Your future depends on you and your present.

Zeal to please and zest for work will win.

—H. H. Kingston.



A Train Crew on the Willapa Harbor Branch

People on Farms Live Longest

Life on the farm is the healthiest and safest, according to statistics compiled by the United States Bureau of Labor, showing the average age at death in various occupations. The farmer and farm laborer live longer than other workers. This does not "seem longer," which, it will be remembered, is the point in the old joke concerning the longevity of married folks contrasted with bachelors and spinsters—it is longer, and official research records prove it. Farmers live to the average age of 58.5 years, blacksmiths are given three years less of life, and masons and bricklayers die at an average age of 55. The list tapers down to bookkeepers and office assistants, who are given an average life of no more than 56.5 years.

SAFETY FIRST

Bulletin No. R. 144

He Can't See

and as he pushes the
truck it strikes a passenger



Baggage Trucks

should be pulled—then
you can see where you
are going and avoid run-
ning into people.

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

Safety First

A. W. Smallen, General Chairman

A Slogan by Hogan.

Let's make her the best railroad boys.
Here's the remedy:

"An ounce of WORK for an ounce of
PAY, an ounce of SAFETY every day."

Responsibility of the Executive.

(Editorial from the Safety Service.)

An artillery officer—a West Point man—who took part in the advance in the Argonne tells this story:

At one place on the line when the Germans were retreating and our men were coming up by battalions, he saw officers allowing their men to take shelter in abandoned dugouts of the enemy. He knew that whatever else the enemy artillery men might do, he always carried with him in his retreat the range of the fortified shelters his troops had been forced to evacuate. He did this on the theory that his opponent might be unsafe enough to seek those shelters. He could then smash him by a few well delivered shells. This American artillery officer, who was sleeping with his men out in the rain, cautioned one of the infantry majors about it, but received only a laugh in reply.

"That night the Germans got 700 of our men," he said, "by dropping shells into the dugouts."

Those officers who permitted this sacrifice were like many executives in civil life who can't see the need for safety and who attribute the resulting loss of life to "the hazards of the industry." Or, like those communities that allow unsafe dams to be built at the heads of their valleys and when the dams burst, because of freshets and storms, attribute the disaster to "an act of God."

There is a very real responsibility on every executive to direct his men to better safety. He must always, in the nature of our business organizations, be the source and inspiration for the safety effort. When it becomes known that he will not tolerate unsafe practices; that he will not permit careless workmen to endanger the lives of others; that he will make it his business to have inspections made of machines, tools and shops, then there will be created an atmosphere that will do more than any other one thing to prevent accidents and to make the workman feel that his life and well being are just as much a matter of concern as getting out production. This won't hurt production and it will humanize industry.

The Chance Taker.

(M. F. Hogan, District Safety Inspector.)

Ever hear of the chance taker? Ever hear of the game of chance where the percentage is always in favor of the house?

Ever hear anybody called "sucker" for playing a game where the chances of getting by are against him?

Ever hear of the chance taker on the railroad?

Ever hear that the odds in the game he plays here are all in favor of the coroner and the undertaker?

Ever hear it said after a chance taker has been killed or injured, "I knew he'd get his some day"?

Are you a chance taker and, if so, can you afford to continue along the widow lines you are following at present?

Think it over, brother; we believe you will see the light and reform if you are one of this feather.

The good Lord gave him two good feet
To carry him through life.
But one day he kicked a draw-bar.
Next felt the surgeon's knife.

The Finished Article.

Some years ago the finished trainmen and switchmen were rated according to their ability to work between moving cars.

Nowadays, brother, the real genuine all-wool article is the fellow who can do his work without getting in between them at all.

Following paper was written by L. A. Borden, conductor on the Coast division:

Some of the Results as Seen by a Trainman

There have been so many improvements made by the introduction of the Safety First movement into the operation of railroads that to attempt to enumerate them all in a paper of this kind would be out of the question; however, it is extremely gratifying to one who hesitates for a moment to compare the past with the present.

Not long ago, it was not uncommon to see perhaps, a conductor working with his men switching cars with the air, one man jumping in and turning the angle cocks while the cars were in motion. Today we find that same conductor explaining to his men that he does not want that kind of work done and he sees to it that it is not done. The brakeman who used to kick a drawbar when making couplings is today almost an unknown quantity, and as these men are fast passing into oblivion, with them are going the men who left the car on the grade unsecured, who failed to know that the car was not into clear, who did not take time to get the broken part of the car to the place where the next fellow would not stumble over it, who left the summit of the hill without knowing the condition of the brakes, who did not take time to warn the other fellow of a dangerous condition, and a thousand and one other things that might be mentioned—in fact, the Safety First move is fast becoming second nature to the man in train service and he practices it almost continuously, not only for his own protection, but for the protection of his fellow workers and the world at large. As a result of these he has, of course, materially reduced the suffering to himself, but what to me is the greatest result, is the comfort it has brought to the home, to the wife and little ones, the widowed mother, or whoever the dependents may be. They are taking note of these things; they see that there is not the danger in the vocation that there has been in

the past; consequently the tension that has been ever prevalent is not so pronounced. While, perhaps, they still wonder when the breadwinner leaves the little home—"Will he ever return"—and fear to think what the result will be if he does not, they know that there are not as many accidents on the railroad as there used to be and while they may not know the reason, they naturally feel more confident.

It is a well known fact that because of the extreme hazard, it is almost absolutely necessary for railroad men, through their organization, to carry their own insurance. Recently we find that in this manner we are getting better insurance than we have previously enjoyed and no doubt the safety movement has had a marked effect on this.

These improvements have practically been brought about through the efforts of the officials themselves who have seen reason in the idea of not how fast, but how fast and how good—with safety. In years gone by the main idea was speed. If one of the roadmen complained of an unsafe condition, little or no attention was paid to it. In fact, if the man who complained was too insistent upon matters of this kind, sooner or later he found himself an undesirable citizen; but today he finds himself the opposite. The officials are always ready to listen to a plea for safety or to suggestions, and attempt to rectify conditions if possible. The man is getting to feel that he is working with and not being driven by the officials.

Perhaps this movement has slowed up the work on the road a trifle, yet of this I have my doubts, but if so, in return it has saved many a life and limb, preserved many homes, and last but not least, has drawn the officials and the men, as well as the men themselves, much closer together and is teaching them very rapidly to be ever on the alert to do anything possible to assist and protect one another in this great struggle of life which, to me, is one great stride toward that goal for which I think humanity has been heading since the beginning of the world, which the poet, Burns, so well explained when he wrote:

It's coming yet, for a' that,
That man to man, the world o'er,
Shall brothers be, for a' that.

The following is a list of meetings of the Safety First Committeemen to be held during the month of August, 1920 at the division and shop headquarters.

| Date | Place | Division or Shop Committee |
|-------------|-------------------------|------------------------------|
| Aug. 2.... | Ottumwa, Ia..... | Kansas City Div. |
| Aug. 3.... | Des Moines, Iowa..... | Des Moines Div. |
| Aug. 3.... | Madison, So. D..... | So. Minn. Div. |
| Aug. 4.... | Kansas City, Mo..... | Kans. City Term. |
| Aug. 9.... | Minneapolis, Minn..... | River & I.&M. Div. |
| Aug. 10.... | Minneapolis, Minn..... | Minn., Loco. Dept. |
| Aug. 10.... | Sioux City, Iowa..... | S. C. & D. Div. |
| Aug. 10.... | Green Bay, Wis..... | Green Bay Shops |
| Aug. 10.... | Green Bay, Wis..... | Superior Div. |
| Aug. 10.... | Tacoma, Wash. | Coast Div. |
| Aug. 11.... | Tacoma, Wash. | Tacoma, Shops |
| Aug. 11.... | Aberdeen, So. D..... | Aberdeen Div. |
| Aug. 12.... | Chicago, Ill..... | Chicago Terminal |
| Aug. 12.... | Spokane, Wash..... | Idaho Div. |
| Aug. 13.... | Spirit Lake, Idaho..... | Spirit Lake Shops |
| Aug. 14.... | Minneapolis, Minn..... | Twin City Term. |
| Aug. 17.... | Perry, Iowa..... | Iowa Div. |
| Aug. 17.... | Milwaukee, Wis..... | C.&M. & Northern |
| Aug. 17.... | Deer Lodge, Mont..... | Deer Lodge Shops |
| Aug. 17.... | Deer Lodge, Mont..... | Rocky Mt. & Missoula Div. |
| Aug. 18.... | Beloit, Wis..... | R. & S. W. Div. |
| Aug. 18.... | Mitchell, So. D..... | Iowa & D. Div. |
| Aug. 18.... | Portage, Wis..... | La Crosse Div. |
| Aug. 19.... | Tomah, Wis..... | Tomah Frog and Switch Dept. |
| Aug. 19.... | Tomah, Wis..... | Tomah Bridge and Bldg. Dept. |
| Aug. 19.... | Lewistown, Mont..... | No. Montana Div. |
| Aug. 23.... | Minneapolis, Minn..... | Minn., Car Dept. |
| Aug. 24.... | Savanna, Ill..... | Illinois Div. |
| Aug. 24.... | Montivedeo, Minn..... | Hastings & D. Div. |
| Aug. 24.... | Wausau, Wis..... | Wis. Valley Div. |
| Aug. 24.... | Mobridge, So. D..... | Trans. Mo. Div. |
| Aug. 25.... | Dubuque, Ia..... | Dubuque, Loco. Dept. |
| Aug. 25.... | Milwaukee, Wis..... | Milwaukee Term. |

Aug. 25....Milwaukee, Wis.....Milw., Loco. Dept.
Aug. 26....Dubuque, Iowa.....Dubuque Car Dept.
Aug. 26....Dubuque, Iowa.....Dubuque Div.
Aug. 26....Madison, Wis.....Pra. du Chien and Min. Pt.
Aug. 26....Miles City, Mont....Miles City Shops
Aug. 26....Miles City, Mont....Musselshell Div.
Aug. 27....Milwaukee, Wis.....Milw., Car Dept.

The End of a Perfect Day.

Arthur A. Boettger

Accountant, Engineering Department, B. & O. R. R., Philadelphia, Pa.

When you come to the end of a perfect day,
As you ride on the road toward home.
And you think of the ones who are far away,
Of the wife who is there alone.
What a jar to your nerves when you hear
third trick crack,
"Reverse your levers and take the side track,
Here are orders, a special is right on your
back."

'Tis the end of a perfect day.

When you shove back your engine and arrive
at the switch,
How the air all around you gets blue,
And your train bumps along with a terrible
twitch.

The steam valve has nothing on you;
Your conductor comes up and he shouts
through the gale,
"There's a brake shoe that's caught between
switch point and rail."

Then you rave in such style that the tempest
seems pale.

'Tis the end of an awful day.

The railroads get all that is coming to them,
By way of your ranting and rage.

You cry, "If we ever get home, 'twill be when
In hitting the pike we engage."

Just one minute more as you blow your last
blast.

Then after that shoe, though it sticks to the
last,

What a sigh of relief when the special goes
past,

What an end to a perfect day!

When you come to the end of a perfect day,
There at home by your dear fireside.

With what real solid joy, you can climb in
the hay,

And your troubles at work ever hide,
How you look at your wife as she smiles
back at you,

And the little one come with, "I 'ove daddy,
too;"

Then you say, "Thank the Lord, I took
care of that shoe."

'Tis the end of a perfect day.

—B. & O. Magazine.

What Was Wrong.

Woman Engineer — "There's something
wrong with this engine."

Foreman of Car Shops—"Impossible. It
was all right when it left the shop this
morning."

Woman Engineer—"Well, there is; I
haven't caught a cow with the cow-catcher
yet. Maybe the thing isn't properly baited."
B. R. & P. Magazine.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The General Committee on Claim Prevention wishes to advise that the loss and damage to freight for May, 1920, as compared to the same month in 1919, is as follows:

| | 1919. | 1920. |
|-------------------|----------------|----------------|
| Freight revenue.. | \$8,670,740.00 | \$7,770,462.74 |
| Loss and damage. | 312,388.00 | 188,025.94 |
| Ratio of L.&D. to | | |
| Revenue | .0360 | .0237 |

New claims received in the month of June:

| —1919— | | | |
|---------------------------|-------------|--------------|--|
| | No. Claims. | Amount. | |
| Connecting line claims... | 2,721 | \$ 59,287.57 | |
| Grain | 1,056 | 43,986.69 | |
| Live stock..... | 288 | 56,601.56 | |
| Loss and damage misc.... | 9,070 | 224,094.49 | |
| | 13,135 | \$383,970.31 | |

| —1920— | | | |
|---------------------------|-------------|--------------|--|
| | No. Claims. | Amount. | |
| Connecting line claims... | 1,819 | \$ 44,720.09 | |
| Grain | 738 | 58,596.68 | |
| Live stock..... | 304 | 59,024.69 | |
| Loss and damage misc.... | 11,251 | 488,702.82 | |
| | 14,112 | \$651,044.28 | |

From the statistics shown above it would appear that our ratio of loss and damage to freight revenue is a trifle over one per cent less than for the same period last year, but from the number and amount of claims we received in June and are receiving up to this time in July, it is evident that we are due for some heavy months between now and the end of the year.

The Claim Prevention Bureau in their campaign for the balance of this year are concentrating their efforts on two special matters, which if they can correct them, believe will materially reduce our loss and damage account.

The first is with reference to running our live stock trains on schedule time and getting the stock to market on the date it is due. Every agent can assist in this effort by arranging to have their stock loaded and ready to go when the pick-up train arrives, as we find by analyzing the stock movement that the picking up of the stock at local stations is delaying the train to such an extent that the divisions beyond are unable to make up this lost time. Please give this matter your continued and personal attention. Co-operation between local agents and live stock shippers with respect to having the cars properly cleaned and in good shape for

receiving the stock will also greatly assist this work.

The other matter refers to the maintaining of schedule time by our regular way-freight runs and our agent can help this matter along by having their switching all planned before the way-freight reaches town and a switch list prepared in order that the train crew may go to work immediately upon arrival. All other station work should be dropped while the way-freight is in town and the careful and expeditious checking of freight looked after by the agent in order that no more time may be consumed at stations than possible. Train dispatchers can help us in this effort by giving every way-freight a fair show on single track and not tying them up unnecessarily on meet orders.

The Bureau would appreciate especially hearing from any agent at stations where way-freights are continually late in order that we may take it up with the division interested, looking toward improvement.

It is the view of your General Committee that if we can eliminate the late arrival of live stock and run our way-freights on schedule time, thereby getting them over their division in daylight and while the agent is on duty to take care of the way-freight, that he will have taken a long step toward solving our loss and damage troubles.

The assistance of every employee is solicited on these two subjects, and the Bureau will be glad to hear from agents as indicated above.

Poles Ask Longer Hours at Same Pay.

(S. J. Arct, "The Polisher Hoover.")

The workmen of Poland have seen so much privation and have become so intimate with the need of production and economy that they and not the employers are demanding the enforcement of the production demand of the government to the fullest extent. I know of cases where workers were expelled from organizations on the vote of their co-laborers because the accused declined to do their full share of work.

After a general increase in pay was awarded recently to the railroad employees, with shorter hours, the men themselves called a general meeting and adopted a resolution asking that their pay remain at its original figure and that they be instructed to work one hour more each day instead of one hour less.

This is the spirit of the people in a country where the war has stung to the very heart of every man, woman and child. Our people know their salvation lies alone in work, hard work and more production.

At Home

Hazel M. Merrill, Editor

Wear Silk in Summer.

Silk is perhaps the most economical and serviceable material that we can have for all around wear. Crepe du Chien, Georgette and Pongee make the coolest frocks and the ones that stay clean the longest. A suit of natural colored pongee is very satisfactory for a short railroad trip or for a day in the city, and may also be worn all of the time at a resort. A suit of this kind must have some contrasting color for trimming, such as jade green or brilliant red. A close-fitting turban, under the veil of which may be seen wool flowers of the same fashionable tint, adds to the charm of such a suit. Gingham has become quite popular, even for office and general wear, but they only look their best when new or just freshly laundered, so that they are not practical.

It is certainly a day of "freakish" trimming and much depends on the mode and style of trimming. It is quite the thing to leave a selvedge and even a raw edge; also some edges are fringed, not lovely silk fringe but the frayed, raw edge of the material itself. Net run in a conventional design with soft silk floss is the only trimming used on some of the afternoon and evening frocks; binding and piping is used to finish off the edges of some of the taffeta dresses, a narrow ribbon of contrasting color being used; artificial flowers and fruit are much used on afternoon and evening frocks, at the waist, on the girdle, and often on the skirt; straw and raffia trimming are an effective way to trim taffeta frocks, and sheer muslin, usually organdie, is also used on taffeta, and there are flaring, wide collars of the organdies, sometimes cuffs and frills as well. Some of the new taffeta frocks have whole overskirts of sheer organdie, tucked and trimmed with lace, giving a sort of "lace-curtain effect." Bead belts are also used for trimming, large wooden beads or glass beads being used. Heavy wool is couched with colored thread into trimming bands and other designs on some of the wool frocks, also on those of silk. The question of the day now is not what kind of dress did she have on but how was it trimmed. If we had appeared in gowns trimmed and bedecked as they now are a few years ago, our friends and relatives would sadly have shaken their heads, and said, "Poor things." One dress has been seen trimmed with pictures cut from a child's linen primer. The main thing seems to be to think of something silly. We see a few advance styles for fall, but let us not be in haste, as our seasons are also freakish, and we may have many piping hot days as late as September and October.

There is use for every discarded silken garment. Bring it out and see what you can

do with it. Bring out all the silken garments that have been packed away in trunks, no matter how long ago. The longer ago the better, sometimes, for then they are sure to be of a quality such as cannot be procured today unless at exorbitant prices. Rip and wash carefully, if you think it will stand it, then tint with dye. Sometimes turning the silk on the wrong side will be all that is needed. Grandmother's old shawl may be made into a smock or overblouse. Old silk shirts that are worn through at the neck and at the cuffs will make shirt waists or blouses for the children.

Household Helps.

To take out the shine which appears on men's and women's clothing sponge the shiny places on the garment with pure, boiling-hot vinegar. Rub the vinegar into the material plentifully and vigorously. Then press with damp cloth as usual.

A good way to salt nuts is to remove the skins as usual, then dry them and mix with half an egg-white, beaten well. Sprinkle with salt and put them on a tin in the oven, occasionally stirring them. They will turn a lovely cream brown and will be crisp and evenly colored.

Soak grapefruit seeds in cold water for 24 hours, then plant them in a fern bowl. In about three weeks there will be a dark green shiny plant for an attractive table plant.

Rub well onto the discolored parts of marble a paste made of powdered bath brick and lemon juice, then rinse off with clean, cold water. This will remove stains.

If a spool of thread is soaked in water for about two minutes, it will keep the thread from breaking. If a spool of thread is soaked over night in water and then allowed to dry before using, the seams stitched with it will not pucker.

Before attempting to polish a stove, go over the surface with a soft rag dipped in vinegar. A second application is often advisable. After this, rub on a dry polish and the old, rusty stove will look like new.

When making cookies, place a tea-towel over bread-board and flour slightly. The cookie dough can then be rolled out in half the time and will not stick.

If windows are washed while the sun is shining on them, they will be spotted.

Use a small rubber dish scraper for buttering baking pans.

Good Things to Eat and Drink.

Delicious bread rolls may be made from bread sponge that has risen once. It is then kneaded down and formed into small balls. These are dropped into muffin pans, allowed to rise until light, and then baked a golden brown.

Cut bread dough into pieces the size of an egg and let it rise. Then cook in deep fat and sprinkle with powdered sugar and cinnamon.

When bread is ready to go into the pans, cut some of it in little pieces and flatten out so that they are about one-half inch thick and three inches square. Butter half the piece and fold over the other half, thus making little Parker-house rolls. Let rise until light, and bake. These same little rolls may be varied by brushing them with beaten egg after they are folded.—"Daily News."

Frozen Fruit Salad.—One cup boiled mayonnaise, 1½ cups heavy cream, ½ cup diced canned pineapple, ½ cup minced maraschino cherries and dates mixed, 1 teaspoon gelatin, ¼ cup halved, very ripe strawberries, ¼ cup diced oranges.

Let gelatin stand with cold water to cover for five minutes, then melt it over steam; add it to the mayonnaise and fold the whole into the whipped cream. Stir in the fruits, transfer to a mold which has been rinsed in cold water; seal and bury in equal parts of ice and salt for four hours, or allow two hours for individual molds. Serve with garnish of lettuce hearts and fresh fruits which have been dressed with French Fruit Dressing. Use as the salad course at luncheon or supper, accompanied by little buttered biscuits or cream cheese sandwiches; or serve as the combined salad and sweet at a dinner, with an accompaniment of black coffee and little cheese biscuits or cheese sticks, or crackers and cream cheese.

Frozen Chicken Salad-Creole.—One cup boiled mayonnaise, $1\frac{1}{2}$ cups finely chopped chicken, $1\frac{1}{2}$ cups heavy cream, $\frac{1}{4}$ cup finely chopped stuffed olives, 1 teaspoon gelatin, $\frac{1}{2}$ cup finely diced celery. Let gelatin stand for five minutes barely covered with cold water, then melt it over steam and add it to the mayonnaise. Combine this with the cream which has been whipped stiff, and fold in the remaining ingredients. Transfer to mold which has been rinsed in cold water, one that is brick shape is particularly good for this purpose. Seal and freeze in equal parts of ice and salt for four hours. If small molds are used, the salad will freeze in two hours. Serve garnished with lettuce, whole stuffed olives, and sprigs of water-cress. Use as a substantial salad at a luncheon or supper, or at a reception or wedding breakfast. Pass tiny buttered rolls.—Pictorial Review.

Fruit Punch.—Make a syrup by boiling 2 cupfuls of water with $1\frac{1}{2}$ cups sugar for 15 minutes, then add the strained juice of 5 lemons, 2 cans of grated pineapple, and the strained juice of 2 oranges. Allow to cool, strain and add 5 cups of ice water. Pour over a large piece of ice in a punch-bowl and garnish with preserved cherries and thin slices of lemon.

Pineapple and Grape-Juice Punch.—Use 1 quart of grape-juice and 1 quart of water, 2 cupfuls of sugar, juice of 1 lemon and juice of 2 oranges. Blend thoroughly and chill. At serving time add 1 pint grated pineapple, some preserved cherries, and serve with crushed ice in each cup or glass. May also be served in punch-bowl.

Delicious Boston Tea.—Mix together 8 cupfuls of strong, fresh tea, the strained juice of 2 lemons and 2 oranges, 1 teaspoon grated orange rind, and 1 cupful sugar or corn syrup. Chill and serve.

Watermelon Quencher.—Crush 2 quarts watermelon pulp, add the strained juice of 1 lemon and 1 orange and 3 pints of water. Let stand 4 hours, strain and add 1 cupful sugar. Stir until sugar is dissolved.—Pictorial Review.

Catalogue Notice.

Send 15 cents in silver or stamps for our Up-to-Date FALL AND WINTER, 1920, CATALOGUE, containing 550 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 36 of the various simple stitches)—all valuable hints to the home dressmaker.

The Patterns

3298. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require $4\frac{1}{4}$ yards of 27-inch material. Price 10 cents.

3318-3315. A Popular Coat Suit.—Coat 3318 cut in 8 sizes for misses and ladies—32, 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3315 cut in 7 sizes—24, 26, 28, 30, 32, 34 and 36 inches waist measure. The width of the skirt at the foot is about $1\frac{1}{2}$ yards. To make this suit for a medium size will require 7 yards of 40-inch material. TWO separate patterns, 10 cents FOR EACH pattern.

3299. Junior Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14-year size will require $6\frac{1}{4}$ yards of 27-inch material for the dress with tunic, and $4\frac{1}{4}$ yards without tunic. Price 10 cents.

3306. A Smart Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 yards of 36-inch material. The width of the skirt at the lower edge is 2 yards with plaits extended. Price 10 cents.

3297. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size will require $3\frac{1}{2}$ yards of 40-inch material. Price 10 cents.

3307. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. A 20-year size will require $7\frac{1}{4}$ yards of 27-inch material. The width of skirt at lower edge is $1\frac{1}{4}$ yards. Price 10 cents.

3287. A Pretty Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require $2\frac{3}{4}$ yards of 27-inch material for the guimpe or underwaist, and $5\frac{1}{2}$ yards for the dress. The width of the skirt at its lower edge is $1\frac{1}{2}$ yards. Price 10 cents.

3291. Child's Dress.—Cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size will require $2\frac{3}{4}$ yards of 36-inch material. Price 10 cents.

3324. Ladies' Apron.—Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42; and extra large, 44-46 inches bust measure. A medium size will require $4\frac{1}{2}$ yards of 36-inch material. Price 10 cents.

3305-3292. A Stylish Gown.—Waist 3305 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3292 cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. For a medium size $6\frac{1}{4}$ yards of 44-inch material will be required. The width of the skirt at lower edge is about $1\frac{1}{2}$ yards. TWO separate patterns, 10 cents FOR EACH pattern.

3280. Ladies' House Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require $6\frac{1}{4}$ yards of 36-inch material. The skirt measures $1\frac{1}{4}$ yards at its lower edge. Price 10 cents.

3300. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size will require $3\frac{1}{4}$ yards of 27-inch material for the blouse and $2\frac{1}{4}$ yards for the skirt. Price 10 cents.

Splash!

A fluffy young girl of Hornell
To Silver Lake went for a spell;
Like the ancient daughter,
She went into the water
To soak her fair form for a spell.
A hungry and blood-thirsty leech
Became "stuck" on her, when with a
screach
She cried, "Send for a surgeon,
I'm bit by a sturgeon!"
Then she fainted away out of reach.
—Eric Magazine.

If table bibs for older children are made of the same material as they play dress, they will be less noticeable than white ones. The bibs also make good patches when garments need mending, as they have been washed and bleached as often as the dresses.

If the oven is too hot, a basin of water placed in the bottom will cool it.

Ammonia poured on iodine spots will remove them immediately.

To make a candle fit candle stick, place end in warm water, then mold with fingers, drawing it out if too large. If small, crowd soft end down in socket till it spreads enough to stand steady.

It will lengthen the life of a silk parasol at least one season or more if tissue paper is stuffed in each division to prevent usual creases and silk splitting.

Try banking your money and paying your bills by check. The return check is a valid receipt. Furthermore, when you see a nice balance in your bank book you think twice before drawing on it.



Wisconsin Valley Division Notes.
Lilly Ann

Niles McGinley has been added to the office force in the superintendent's office.

A. W. Warner submitted to an operation at St. Mary's Hospital about two weeks ago. His condition has improved sufficiently to enable him to return to his duties in the near future. L. G. Fredricks has been filling the vacancy during his absence. We will be glad to see Dell back and in perfect health.

Eric Gherke, assistant accountant, and wife spent the 4th and 5th at Elroy, Wis., visiting with Mrs. Gherke's sister.

C. H. Conklin and Horace Wheelock were called to Chicago in connection with making up back payrolls, and we hope to hear something definite and very much in our favor in regard to the anticipated increase upon their return.

Mr. and Mrs. A. E. Griffith and son Douglas motored to Evansville, Reedsburg and Marshfield, where they spent the 4th and 5th with relatives.

Miss Nell Redlich, assistant to the chief clerk in the freight department, first floor, has resigned from our midst, to accept a position in Chicago. Margaret McGinley entertained at a farewell party and Nell was presented with a beautiful ring. We hope you will not neglect us entirely, Nell, and call upon us when visiting in our city.

Helen and Mildred Conklin and Katherine Gorman spent the 4th and 5th at Grant Park, Chicago. It was needless for the girls to tell us that they had a good time, as it was very much in evidence that such was the case, when they returned to the office Tuesday morning. Any announcements to be made, girls? By the way, how is Buffalo?

F. P. Dodd, T. H. McCarthy, W. McCarthy, J. E. Dexter, L. G. Atkinson and families, and Mrs. E. B. Stoddard were among those who celebrated the 5th at Tomahawk. A picnic dinner and supper were enjoyed at the home of Mrs. Ed Urban, and the sights and street carnival were taken in during the course of the day. A good time was enjoyed by all and we tender our thanks to Mrs. Urban and assistants for the kindness shown us during our stay.

"Hello, hello! Dick Akey proved his ability at being the champion fisherman of northern Wisconsin when he landed a 19-pound bullhead. It was a good catch even though the fish was dead, probably drowned during his struggle in trying to be released from captivity. His friends have been expecting to be entertained at a fish dinner. Have invitations been issued?

Fred Hunzicker and family enjoyed a motor trip to Madison and Lake Mills, also covering other points in southern Wisconsin. They all report a splendid trip with favorable weather all the way.

We can almost hear the popcorn pop.

The joint picnic given by the local railroad orders at the fair grounds, June 27th, was very much enjoyed by all who attended. Dinner and supper was served by the Ladies' Auxiliary to over two hundred guests and the affair proved a success in every respect. Many out-of-town guests were present, and both the Soo and C.&N.W. orders were well represented. Every one was pleasantly entertained during the day, and it was the means of renewing and becoming acquainted with members of our orders and railroad employees. We hope that this will be an inducement for similar gatherings in the near future.

This is splendid weather for the potato crop. An interesting feature is that the bugs are very scarce, in fact have not put in their appearance—at least such is the case on farm lands east of the city. It is reported, however—good authority, too—that the bug crop is outdoing the potato crop in the vicinity of St. Mary's Hospital. You have our sympathy, Eric.

Miss Pearl Gorman and P. H. Nee were quietly married at the parsonage of Rev. Father O'Toole on June 30th. They departed on No. 1 for Plum Lake, where they spent their honeymoon, returning to Wausau on July 5th. They will make their home in the Osborne flats on Washington street. We all join in wishing them a long and happy wedded life.

Not any notes from Steve this month, therefore our Tomahawk notes incomplete. What's the reason, Steve?

W. E. Bingham, located at Chicago, visited with his family at Tomahawk during the past week.

The following Wausau people attended the July 4th and 5th celebration at Tomahawk: W. R. Billington and family, Mr. and Mrs. E. Morin, Charles Lattimer and family, and John Schultz and family.

Mr. and Mrs. J. Horn are spending a few days at their cottage at Arbor Vitae.

Dispatcher H. L. Vachreau is spending his vacation at Montreal, Buffalo and Niagara Falls.

News Items from the Northern Division.

Hazel E. Whitty

An old colored lady kept a hotel and one day at dinner there were four guests. Turning to the first guest, she said, "Where you from?" "Oh, I's from the East," said the guest. "Very well, you may have the neck of the chicken." Turning to the next, she said, "Where you from?" "Oh, I's from the West," was the answer. "Then you may have the right side of the chicken," she said. Upon asking the next, she was told that he was from the North, and she in turn favored him with the left side of the chicken. Turning to the fourth and last guest, she said, "And where are you from?" He hurriedly replied, "Oh, I's from the South, but Ah don't want no chicken, Ah wants 'possum."

Conductor Castle has returned to work after an extended visit in the East. Wonder where all those cards are that he claims he sent?

Peter Hersig, an old section laborer at Iron Ridge, recently met his death while walking over the track. He did not see the train coming and stepped over onto the track, the train striking him and killing him almost instantly.

On June 28th occurred the death of Mr. Holt's mother at Beaver Dam. Mrs. Holt had been in poor health for some time.

Ernest Greinke, our promising young section foreman at Woodland, was married to Miss Clara Bauman of Iron Ridge recently.

Frank Leiske, who was braking on the Marquette line, had to leave his happy home on account of the Cleveland compact.

Carl Swain, division engineer of the LaCrosse Division, took a very pleasant trip over the Northern Division recently.

Bob Gadow managed to lay off for three days after trying to for three years. Wonder how many poker games he won during that time?

Elmer Miller, "Ice," for various reasons, is on the night switch engine in preference to the west end way-freight.

Speaking of poker games, you know that Bob Gadow is a shark right along this line, and the rest of the boys have some occasion to get a little peeved at Bob for not giving them a chance to win once in a while. So one night they decided to work together and get all of Bob's jack. So one of the party called and the rest laid down their cards. "Well," said the party who called, "I guess you're done for, Bob, I've got the four aces." "I've one better," says Bob, "I've got five jacks." And so it was.

Haying was stopped in the region of Sleepy Hollow one day in June. The natives are used to stopping and looking at the trains rushing by, but when a Ford car came down the track they were so enthralled that they left the hay and ran after it. Come to find out, it wasn't the insane thing that they suspected it was, but a perfectly respectable Ford car equipped with passenger wheels and the passengers were none other than the highly respectable gentlemen, Superintendent N. P. Thurber, General Superintendent W. J. Thiele, R. Whitty (roadmaster), J. T. Armstrong (general agent), and O. A. O'Neill (assistant to Mr. Thiele), and chauffeur who were out inspecting the tracks. "Just an experiment," said Mr. Thiele. "So far she can outrun any passenger train we have." "Well, I swan," says one of the awestruck gazers. "That do beat all. Where will they have them next?"

Hiram Albee, section foreman at Cambria, accompanied his daughter into Milwaukee, where she was operated on for appendicitis. She is getting along nicely, from all reports.

(Concluded on page 64)

Special Commendation

Signal Maintainer E. M. Shoemaker, Minneapolis, has been specially commended for vigilance, discovering a dragging brake beam on train No. 15, June 23, and immediately notified section foreman to look over his switches. Inspection disclosed one switch with a badly bent rod. This was excellent work and is much appreciated by the management.

Illinois Division Conductor A. Allard has been specially commended for vigilance, discovering broken arch bar under car, June 28. Car was set out, thereby averting a possible derailment.

While backing around the "Y" at Elk Point, train 191, in charge of Conductor J. Dunham, July 7, brakeman W. L. Eckert discovered about 18 inches of flange broken out of truck wheel on car 185974, loaded with coal for Sioux Falls. Car was set out and all concerned notified. Brakeman Eckert's vigilance undoubtedly saved a serious derailment and he has been specially commended for his carefulness.

C. & M. Division Yardmaster J. M. Calligan has received special commendation and credit in the roster for meritorious action in apprehending men who had stolen merchandise from cars at Roundout, and securing the return of the freight.

Yard Brakeman J. H. Corcoran, Twin City Terminals, has been specially commended and received credit in the roster for vigilance while working in Bass Lake yard, discovering a broken rail on M. & St. L. R. R. main track, which runs parallel to this line. Same was promptly reported to M. & St. L. dispatcher. This action was greatly appreciated by the management of that railroad.

Iowa Division Operator J. P. Koester has received special commendation and credit in the roster for vigilance, discovering brake beam down on Ex. 8619, east, June 1, at Tama. Train was stopped and repairs made.

Engineer George Mainwaring, Bellingham, Wash., has received special commendation for close inspection, discovering broken arch bar on tender truck of engine No. 4. His timely discovery probably saved a derailment and considerable expense to the company.

Compliments Milwaukee Service

Cedar Rapids, Iowa, July 23, 1920

Mr. Geo. B. Haynes,

G. P. A., C. & M. & St. P. R. R.
Chicago, Ill.

Dear Sir: It seems to us a duty as members of the travelling clan, that your road should be highly complimented in having enlisted the services of so courteous a gentleman as your ticket agent, whom we understand is J. W. Nolan, Cedar Rapids. It is by far the exception rather than the rule to be thanked for your patronage, especially during a rush period, but we found your representative to be interested in your patrons, and one cannot help but pause for consideration.

We are pleased, indeed, to send you this voluntary testimony, and only regret that the same cannot be universally said.

Need we add that if this were found general on the C. & M. & St. P. R. R., many of the boys would be earnest pluggers.

Neither of us have used the St. Paul to any extent, but, after tonight's experience, we shall be glad to give it preference.

Yours for courteous service.

(Signed) Jno. M. Tomlinson,
Western Sales Manager, The Republic Co.,
224 W. Huron St., Chicago, Ill.

(Signed) J. M. Dixon,
Federal Sign System, 700 S. State St.,
Chicago, Ill.

Mr. Taft's Acknowledgements to Good Service

WILLIAM H. TAFT
New Haven, Conn.

Valley City, North Dakota, June 29, 1920.

My dear Mr. Warner:

I write to thank you for your kind attention to my wants at Aberdeen. I enjoyed the breakfast much and needed it to enable me to stand the strain of an automobile ride across country

from Edgely to Grand Rapids. I sincerely hope our paths will cross again.

Meantime, believe me,

Sincerely yours,

WM. H. TAFT.

T. L. Warner, Esq.,

Chicago, Milwaukee and St. Paul Railway Co.,
Aberdeen, South Dakota.

LaCrosse Division Facts.

Guy E. Sampson

Passenger Brakeman George Ternes has a paying side line in selling real estate. We are informed that he disposed of \$24,000 worth at the regular commission. That means good biz. We understand he contemplates a trip to Winnipeg, Canada, not to sell real estate, but he will perhaps see some of the real —.

If all reports that come to us are not too hasty, our good friend George Birchler will be buying stock for two when this is read in the magazine. Hope so. George is too live a wire to be left loose.

Agent C. L. V. Craft of LaCrosse has returned from a trip to Seattle on a little vacation.

The setting in the Bangor station lawn has been retouched and looks very nice to passing patrons of the Milwaukee road.

The 25 trainmen from LaCrosse Division who are working at Chicago will manage to get home to see their folks every few weeks.

Lyall Sampson, who recently returned from New York, reports a visit with Miss Edith Gates at her office, and she wishes to be remembered to all employees. She was formerly stenographer at the LaCrosse freight house, and is now filling a stenographic position with the passenger department of the Milwaukee in New York.

J. W. Blossingham, who for the past year has been night chief on our division, was promoted to chief dispatcher, effective July 1st. J. W. Brown of Green Bay has been appointed assistant chief dispatcher.

Operator Charles Peters has returned from a six weeks' trip through the West. Mr. Peters reports a fine time, and judging from his genial smile, would say that he enjoyed himself.

Conductor C. L. Allen, who recently had the misfortune to fall off a car, breaking his leg, is able to be about on crutches.

The Misses Agnes Matke, Hilda Leisch and Kathryn Ryan, clerks in the division offices at Portage, spent the Fourth at Lake Kawagousaga, Minocqua.

Robert W. McKay had the special honor of being chosen from our long list of passenger conductors to take charge of the vice-president's special, which passed over the division on Saturday, July 10th. Mr. McKay is to be congratulated on the efficient manner in which the train was handled over the division.

Trainmaster Bowen spent a busy Fourth of July in Milwaukee supervising the heavy holiday traffic to and from the lake resort region on LaCrosse Division. During the holiday period nearly seven thousand passengers were handled to and from the lake resorts on our division, and this was accomplished without an accident and without any serious delay to trains, which shows that the proper interest was taken by all concerned in the movement of this business.

On June 22d the marriage of Urban Budzein, material clerk in superintendent's office, and Miss Leona Klenert of Portage, took place. Mr. and Mrs. Budzein spent their honeymoon in Seattle and other western cities, returning to Portage on July 5th. They will be at home to their friends after August 1st.

A. T. Klingler, chief clerk, and J. C. Buckley, chief timekeeper, of the division offices, attended a meeting in Mr. Duke's office in Chicago on July 9th and 10th.

Miss Hilda Leish, who for the past year has been bill and voucher clerk in the Portage office, resigned on July 1st to accept a new position—however, this time not to audit bills, but one which will test her attainment in domestic science and culinary art. She will "embark" the latter part of July.

Ye scribe paid the division offices at Portage a call on his way to Chicago after spending the week end with his family at LaCrosse.

Hamilton Watch

"The Railroad Timekeeper of America"

Take a Tip from the "Old Timers"

UP IN the Conductors' Room or out in the yards where the Engineers gather, the talk often swings to watches. Notice how often the "Old Timers" say, "If I ever have to get another watch, it will be *another* Hamilton."

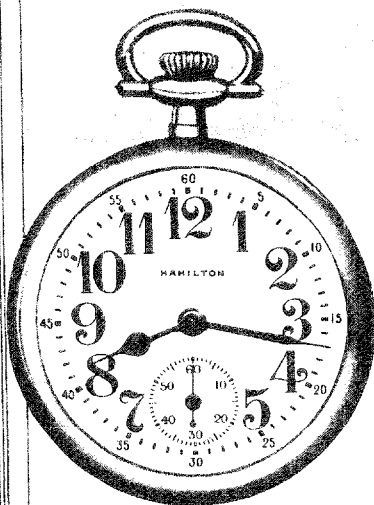
The longer the service a railroad man has had; the more apt he is to carry a Hamilton Watch. The older men have learned that it isn't every watch that can "stand the gaff" of railroad work, but they've also found that the Hamilton can be relied upon, both for accurate time telling and for long years of satisfactory work.

In buying a new watch don't fail to consider Hamilton No. 940 (18 size, 21 jewel) and No. 992 (16 size, 21 jewel). These Hamiltons have become famous as railroad watches. They make time inspection a mere matter of routine.

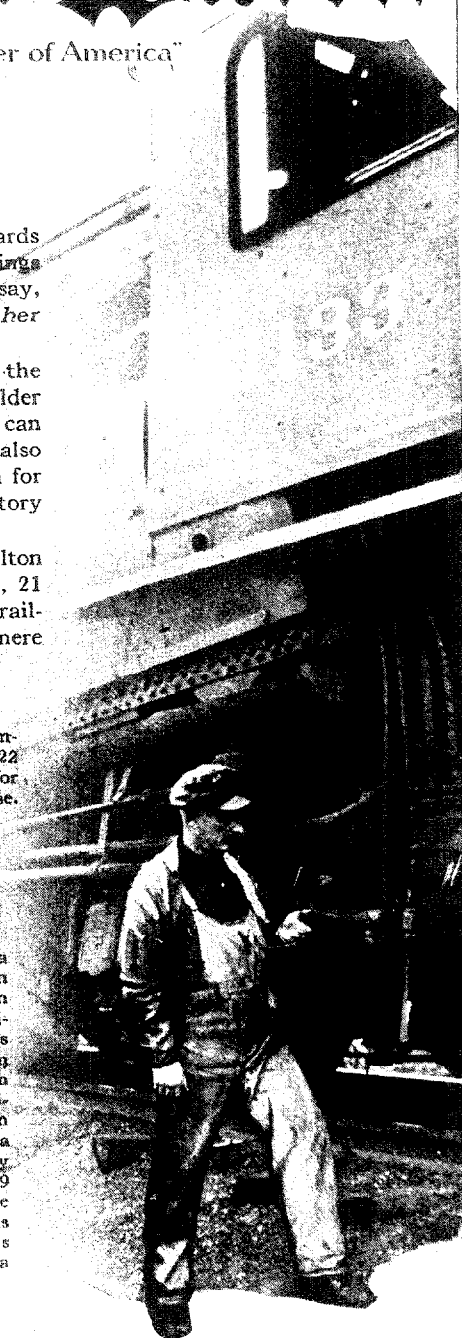
Write today for "The Timekeeper"

An interesting booklet that pictures and describes all Hamilton models. Prices are given and they range from \$22 (\$24.00 in Canada) for movements alone, up to \$200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY
LANCASTER, PENNSYLVANIA



The "Lackawanna Limited," crack train into New York City on the Delaware, Lackawanna & Western, is piloted by a veteran engineer and run on Hamilton time. Engineer Charles Stevenson has been pulling a throttle for thirty years. For the last 19 years he's carried the same watch and it has always justified his faith in it. It's a Hamilton.



On the Steel Trail

Seattle Comment. "Jayayc."

Last month we printed some fool stuff and mentioned a few by name.

The ones we spoke of now are mad
And us they're bound to blame.
Now, this is wrong, you plainly see.
For truth is known to sting.
If they complain we're bound to know
Our words with truth did ring.

Whadya thinka that?

John Eckles, our congenial bill clerk, returned from California, where he and Mrs. Eckles spent their vacation. John did not have much to say about the mountain scenery, but the bathing beaches!!! Well, John spent most of his time there.

Miss Nona Winningham spent a few days in Portland last week—Shriners' convention, you know.

Miss Ellen Sjogren is vacationing at Orcas Island. Did Clarence go along, Ellen?

No use you spending so much time by that drawing board, Mr. Wilson. A. H. has joined the Safety First Club.

"Twenty bucks!" said the judge. Better be careful, G. E. A. The high cost of speeding is something awful.

Miss Ethel Barker is on the sick list.

Meta looks so lonesome these days.

When we come down all dolled in our new suit, etc., etc., and Old Jupe lets loose, d'ya think we're going out in all that rain and ruin that new straw lid? Not while J. W. has an extra hat and umbrella cached away. We don't blame you one bit, Si.

Hazel Baugh, our reclaim clerk, is enjoying a 20-day vacation.

Bee Fitzpatrick, who is visiting in Ireland, writes that Ireland looks good to her, and that the Sinn Feiners haven't got her yet.

The yard office possesses a perfectly wonderful new flag almost as large as the yard office, which was raised for the first time on Decoration Day.

Fred Muehlhausen doesn't like the gasoline famine, as he has to ride the street cars to and from work.

Our handsome yardmaster, "Dinty" Moore, is going to Vancouver to spend his back pay.

We understand that Ward Bell is spending most of his time visiting out around Gatewood.

Jack Webb is still cultivating the misplaced eyebrow on his upper lip.

J. G. Mitchell and his associates are wishing that we had a Louisville Shriners' Special in the yard on these warm afternoons.

B. D. Inslee, one of the joint interchange checkers, was a June bridegroom.

Yesterday I thought I'd save the trip uptown for lunch by going over to Mike Duffy's place. Oh, perish the idea, likewise the appetite, likewise the pocketbook, for one must be rich, with a wonderful constitution to really enjoy the almost priceless eatables (?). I felt all right all afternoon, except for a certain heavy feeling in the region of the belt, kind of like an ostrich must feel when he eats a lead sinker instead of a doughnut, by mistake, but when I went home I rapidly grew worse. They finally quieted me, but last night I had a nightmare, in which the office force were all struggling desperately with an army of cheese sandwiches. I dreamed I got down to work at 7:45 and Miss Anderson was hard at work (signing up for the next two weeks). I went on in and meddled a greeting to S. R. B.'s hat, which was perched jauntily on a hat rack. Being surprised at the unusual calm and quiet, I inquired the cause, and found it due to the soothing influence of the Pier 6 and Ocean Dock forces. Mr. Galther was engaged in a heated argument with a committee of Seattle merchants who were complaining that their freight was coming too fast. One man in particular made a

point of the fact that he'd been unable to use up any claim papers lately. We finally got rid of them by promising to hold up everything for two weeks, but not a day more, by heck, for nobody! A petition was being passed demanding a ten hour day and 16 per cent reduction in pay, as we were all getting more money than we could dispose of, the only person not on time being Scott, who seemed determined to quarrel with everyone. It seemed he wanted more work to do and nobody was willing to give any up to him (naturally). My great shock, though, was caused by Mary McGuire's dress. I can't remember the color just now, except that it wasn't green. The great sobs coming from the special agent's office were no doubt due to the fact that there was no one to catch, as the thieves were all caught. Mr. Steirn and Van were conducting a hearty contest in one corner, and we must admit that, although Van may be more handsome, still no one can wear that rose in that buttonhole quite like Mr. Steirn. The only persons not present were Mrs. Robinson and Miss McAltee, who, I was informed, had started a school for those interested in the light fantastic delights of terpsichore. But shortly after this I woke up, and on coming down to work I found that they weren't like that at all. 'S funny!

Shavings from the Mill—Minneapolis Shops. Gill.

In the absence of our regular correspondent, Chas. C. Laird, we will attempt to write a few notes on current happenings in the accounting department. Chuck is sojourning in the East and when last heard from he was apparently having a good time in the vicinity of Portland, Me. His position is now being filled by Elmer Peterson and we'll tell the world that Pete is getting away with it. He says he'll have those wild shop orders eating out of his hand pretty soon.

Miss Olson has left for a five weeks' trip to the Coast. Her ambition is to climb to the top of Mount Rainier. Better watch your step, Dorothy, you've never reached those dizzy heights before.

At the recent banquet given in honor of our baseball team, Mr. Osterwind was unanimously chosen leader. We are proud to say that this same team has yet to taste defeat, and we are already considering a good location for a flag-pole upon which to fly the pennant we are going to win.

Templeton says nothing beats his water carrying job because it brings back memories of the days when he carried water for the elephants at the circus. That's the spirit that wins ball games, Allan.

We miss Irene, our comptometer operator, who has been on the sick list for several weeks, and we trust that she will soon be well again.

We were quite alarmed one morning last week when Mr. Gray sauntered into the office alone, having made the venturesome trip over the tracks unescorted. As Emil has taken the responsibility upon himself to conduct Henry safely to and from work, we call that gross negligence on the part of "Oof."

Miss Conray had an accident the other day alighting from a street car. Just as the conductor said "fares ready," she realized she had reached her destination and in her haste to get off the car she turned her ankle. We are extremely sorry, Elavi, that you got hurt, but at the same time we are glad you escaped with your jitney.

Miss Zinn, the young lady with the galloping fingers, is still going. This hot weather has not impeded her speed in the least, so it seems.

Ray Halloran is the busiest guy around here these days. He is holding down two timekeeping jobs and trying to find as much time to loaf as he did before.

Anyone seen Lillian Vreezwyk lately? I bet she's making a big splash somewhere at the seashore.

Harry Brunswick is a likeable chap, never has much to say, but always seems to be busy.
Catharine Duffy's "Big Six" must have gotten stalled somewhere. We haven't seen her for a few days.

Wack Irvine says he likes the smiles on the faces of those two Callahan girls. You're right, George, we do, too.

Clara Kolstad, Joe Cook and Mike Powers are all intending to spend their vacations right here in town. They want to be near the office so they can drop in once in a while and cool off. Honestly, maybe you think we are joking, but we have the hardest time imaginable making everyone go home when the five o'clock whistle blows on these hot days.

Des Moines Division.

Frenchy.

The vice-president's special with the following officials on board visited the Des Moines Division about the middle of July: B. B. Greer, vice president; J. T. Gillick, general manager; W. M. Weidenhamer, general superintendent; W. R. Penfield, engineer of track maintenance; L. K. Silcox, assistant general superintendent motive power; C. J. Juneau, acting master car builder; T. W. Procter, general freight agent; G. L. Whipple, superintendent of transportation; J. L. Brown, superintendent transportation, Lines West; C. P. Loweth, chief engineer; R. W. Anderson, superintendent motive power.

Trainmaster Andrew Dutton was called to Savanna recently to assist in switching at the yards there, account switchmen's strike.

Miss Vera Mason has accepted a position with the Des Moines Union Railway. Miss Thelma German has been appointed to succeed her as railway mail clerk.

J. M. McDermott, E.&F. timekeeper, was called home by the serious illness of his mother, Mrs. Miriam Woolson Brooks is filling the position during Mr. McDermott's absence.

Miss Jean Dallas left July 17th for a three months' leave of absence to be spent with her sister in Los Angeles, Calif.

Mrs. Clara McMillen and Mrs. Clyde Kinney of the superintendent's office spent the Fourth of July visiting friends in Chicago.

Miss Maude French, timekeeper, accompanied by her mother, visited their sister and daughter, Mrs. Wm. F. Piper, in Seattle, Wash., during the latter part of June and first of July.

R. P. Edson and family spent some time during July motoring to Mitchell, S. D., and Mason City, Iowa.

Ed Olson spent his vacation visiting friends at various points in Illinois.

Edward De Larcada was appointed side table operator during the vacations of dispatchers.

Conductor W. J. Caskey is recovering from an operation performed recently at Methodist Hospital. His many friends on the division are hoping for his speedy recovery.

R. & S. W. Division.

M. J. Cavey

Conductor Jake Myers has resumed work on the Eagle after spending several days visiting friends and relatives in Canada.

Conductor Ted Kenney has been relieving on the Eagle branch, now back on the Racine way, and Conductor Rossmiller has returned to the Home Guard spur.

Conductor Charles Dobbert, west bound, June 20th, with a train consisting of 34 cars of Buicks and 24 of threshers.

Conductor Cavey and family took in the community picnic at Delavan Lake July 5th, he being relieved by Conductor Beuge.

Frank R. Ellsworth, who was seriously injured when struck by train No. 65 June 26th, one mile east of Elkhorn, while attempting to drive an oil truck across the track, died Friday morning. Mr. Ellsworth was a resident of Elkhorn and father of Engineer Clarence Ellsworth. Conductor Cavey and family, Engineer D. Callahan and Engineer Ed Pugh of Milwaukee attended the funeral at Elkhorn, July 4th.

A very satisfactory arrangement was made by Superintendent Morrison for the handling of the Fourth of July crowd, in running a special



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E. R. PAGE, 307 Page Bldg., Marshall, Mich.

leaving Delavan July 5th at 6:25 p. m., in charge of Conductor Hare, picking up nothing but Chicago passengers from Delavan to Corliss, and then making a through run to Chicago. It was a six-coach train and well filled. First section, No. 36, took care of the Milwaukee and Racine passengers, in charge of Conductors Horton and Price. This train was well filled. Second section, or the regular train, was in charge of Conductor Larkin, and took care of what was left. This surely was real service.

Vice President B. B. Greer, General Manager J. T. Gillick and Superintendent W. M. Weidenhamer, accompanied by Superintendent E. W. Morrison and Chief Dispatcher G. H. Pietsch, made an inspection tour of the division July 9th in a special train consisting of the three business cars.

The Milwaukee-Nabant service has been restored and the crews are running through again, which makes a run of 208 miles. It is claimed to be the longest freight run in the world handled by a single crew.

Robert B. Mace, chief clerk at Delavan, was forced some time ago to go to Wales, Wis., for special treatment for an ailment brought on by the hardships of overseas duties; and it is with pleasure we announce great improvement in the short time at Wales. While absent from his duties he is relieved by a brother, Vet. Tom Kelly, also a former chief clerk of the Delavan station, but previous to the war and immediately after took up his regular duties as traveling auditor for the Santa Fe.

It is with deep regret we announce the death of George H. Heinen, agent, Durand, Ill., who passed away at his home in Durand, June 11, 1920. Mr. Heinen was a veteran employee of the R.&S.W. Division, having been in continuous service for thirty-three years, thirty years of which were spent as agent at Durand. Mr. Heinen held the respect and esteem of all his fellow employees as well as officials and all who knew him. He was always faithful in the discharge of his duties and fair in dealing with all. Mr. Heinen was 51 years of age. He leaves a wife, three sons and one brother, besides a host of friends, to mourn his death. Funeral services were held in St. Mary's Church, Tuesday, June 15, 1920.

Home Guard Spur.

Bridge and Building Foreman Andrew Nelson and gang have been busying themselves at Racine and Racine Junction for the past month and many decided changes for the better are in evidence.

Conductor D. McCarthy drew his annual pension job when the ice train was put on about May 21st. Engineer Heinie Raasch collected up nerve enough to get out of Racine yards and is assuming the duties of hoghead on the job.

A work train has been operating between Corliss and Kansasville recently with the clam-shell doing a considerable amount of ditching in the several cuts along the line.

Engineer Charles Harrington laid off a few days while moving his household goods to Beloit. Phil Hannaford relieved him on the way-freight.

Fireman Sted (Red) Wadmond, while taking in the attractions at the Western Bros. Shows Carnival at Racine Junction on the evening of June 10th, had his hip pocket picked in which was his billfold containing a pay check for \$62, an annual pass and \$5 in cash, besides a few other trifles. Upon discovery of his loss he promptly notified all of the Racine banks to withhold payment on the check. The pickpocket later in the evening cashed the check at the Pomeroy drug store, after indorsing it with Wadmond's name, showing to the clerk the annual pass and a Y. M. C. A. membership for identification. Upon taking the check to the bank the following morning the druggist was told that he had been defrauded. The drug clerk was positive that he could recognize the crook and he visited the carnival grounds Friday and Saturday nights in the company of two detectives, and on the latter evening he succeeded in bagging his game. The pickpocket confessed and is now at Waupun facing a three-year imprisonment for forgery. "Red" is still shy the pass and the five bucks, but he doesn't feel half bad.

Eddie Crissey, formerly "op" at Racine, is

now located at Fresno, Calif. where he is employed on the Santa Fe. Eddie's daddy says he and wife are feeling fine and the climate is great.

Operator John Kennedy is feeling a little under the weather and has deserted Racine for parts unknown.

John "Rusty" Rossmiller of international reputation as a smooth O.R.C., appeared on the junction switch job Wednesday, July 14th, as a helper. We have it from good authority that he was positively on top of a box car letting off a brake, and Engineer Burkett is willing to swear that he started in the day by bleeding all the cars.

Brakeman Charlie Somers of the "Scoot" is helping in the lower yard on the night job. On July 14th he worked alone, the other helper being off, while Henry Nadeau signed the time-slip "Con."

Again we are forced to inquire as to the whereabouts of "Farmer Bill" Smith. The fish are biting good, it is rumored, so we guess "Bill" is keeping out of mischief at Delavan.

The Sunday lake train is now operating between Milwaukee and Beloit. The crews from Nos. 9 and 30 are handling the run.

Local Freight Office, Tacoma, Wash.

Mrs. F. C. Clover.

Not much chance to write magazine items these days, as carpenters are building an office around us. The second story rooms formerly occupied by one-half our clerks has been turned over to Master Mechanic Frank Rusch before the downstairs office was fully completed. Everyone keeps good natured and we shall soon be fixed up with nice new quarters more convenient in every way.

The Alleman family are out of quarantine after being in for nine long weeks.

Among those who attended the Imperial Shrine convention at Portland were Agent F. J. Alleman and wife, F. F. Clover of Dock 1 and mother, Frank Thomas and wife of Dock 1, O. R. Powels of Dock 2, Mr. and Mrs. J. C. Hennessey of Dock 2 and Miss Glyn Guslander of the local office. All speak a good word for the Portland entertainers.

S. N. Harris, counter clerk, just returned from a month's visit with relatives in Iowa. Mrs. W. S. Burroughs, who relieved him, left on his return for Rapid City, S. D., to attend a family reunion held to celebrate her parents' fiftieth wedding anniversary.

Howard Baldwin and wife met with a serious auto accident recently while driving from Tacoma to Seattle. Another car in attempting to pass the Baldwin car struck them and knocked them off the road down a twelve-foot bank, the machine landing bottom side up. Mr. Baldwin escaped with slight injuries, but Mrs. Baldwin is in the hospital with a fractured limb and numerous cuts and bruises. We hope she may have a speedy recovery.

Keith Williams bumped Mr. Hall, assistant bill clerk, account reduction in office force.

Miss Blanch Sandvig was off a week on account of sickness.

Roy Kidd missed part of the office moving pleasure by having a case of tonsillitis, not being able to work for several days.

Dock No. 2, Tacoma, Wash.

Hurrah for the good old summer time, and also vacation time. Miss Frost and Miss Rohrs have just returned from a two weeks' vacation visiting friends in Spokane and vicinity. Mr. Powels and Mr. Prescott are on vacation now. Both expect to be gone about two months. Occasionally our chief accountant takes a one or two day vacation. We presume he is still moving the well. Well, he might be moving a still, for all we know.

The little timekeeper's office at the top of the incline was radiantly decorated with the Shriners' colors, welcoming them during their visit in Tacoma. Mr. Harstead, one of the warehousemen, made a suggestion that the sign be changed to read "Welcome, Truckers." instead of "Welcome, Shriners." now that our visitors have gone.

Fellow workers, would you have a headache every morning after riding to work in a bright red Paige? Methinks that is the reason a certain party complains.

Have you noticed on your way through the warehouse an object almost as a phantom passing you like a flash. Please be informed that this is Mr. Kear, our new assistant warehouse foreman.

Mr. Collins is our new revising clerk, and Mr. McIntee has moved on the other side of his desk, but holds the same title.

Mr. Hennessey says there is an oversupply of men now desiring to work at the docks since they have a young fair and charming time-keeper and paymistress, Miss Rohrs by name.

While in Spokane Miss Frost was sightseeing not only in automobiles, but has taken a great fancy to what is called the "Kiddy Kar."

S. C. & D. Division.

H. B. Olson.

Trainmaster C. F. Urbutt has been assigned the assistant superintendency on the I. & D. with headquarters at Chamberlain. He is well worthy of this position. It is with regret Mr. Urbutt is leaving this division, but all our good wishes go with him in his new position. J. E. Ryan of the Chicago Terminal fills the vacancy left by Mr. Urbutt.

Dispatcher W. F. Marshall has gone to Dubuque as night chief, and Operator J. B. Shoemaker, first trick, has been assigned extra dispatcher at Sioux City, promotions which these boys are worthy of, they will make good.

Dispatcher J. James has just returned from a two weeks' vacation. Chicago and points in Minnesota were visited. "J.J." reports a complete rest.

Dispatcher E. F. Crevier has been assigned regular trick on the third shift.

Dispatcher C. W. Hickey has left the service. J. C. Ady, car foreman at Manilla, has been transferred to Savanna. J. G. Williams, car foreman, Sioux Falls, has been transferred to Manilla, and Car Foreman L. R. Hollinshead transferred from Scotland to Sioux Falls. Understand the position of car foreman at Scotland has been transferred to Yankton.

R. G. Larson, formerly division claim inspector, has been appointed agent at Sioux City vice C. R. Drumbler, who was transferred to Ottumwa, Iowa. Homer C. Snow is now division claim inspector and is making the usual rounds over the division, taking care of the O. S. & D. end. M. J. Larson, from Mr. Gillick's office, made us a short visit recently.

Chief Dispatcher W. C. Givens recently took a day off and went fishing at Madison, S. D. He reports good luck, but says one day is enough at a time.

Operator, T. P. Cavanaugh, wife and daughter recently spent a week with relatives at Elkton, S. D.

Engineer Glenn Payne, wife and son have been visiting at Waterloo, Iowa.

Chief Clerk O. F. Fagg, Sioux Falls, has just returned from a month's vacation in New York and other eastern cities. Mr. Fagg returns to work with a feeling of complete rest and is on the job with the usual good spirit.

Freight Agents W. D. Griffiths, Sioux Falls, and R. G. Larson, Sioux City, recently attended a claim prevention meeting at Savanna.

Just what interest Miss Hannah Granning, bill clerk at Sioux Falls, has in a local oil company we cannot say, but would imagine by the numerous calls of the white Ford trimmed in green about "quitting time," she at least controls one share.

Miss Ethel Jacobs, assistant cashier, recently motored to her home, Rock Valley, Iowa, and also spent the fourth and fifth at Sheldon, Iowa.

Conductor John Reagan and wife have just returned from a visit in Chicago.

Engineers A. D. Main and "Tommy" Thompson went to Portland with the Shriners. They report one big time, as the trip was made partly through Canada.

Engineer Gibbs, while adjusting a brake shoe on his engine on train No. 11 at Elk Point, had the misfortune to break his arm. We are glad to report he is getting along as well as can be expected and regret his misfortune.

Engine Foreman Perry Collard and wife have just returned from a trip down in Texas. Perry says it was 94 in the shade and no shade—that was in Dallas.

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M. O. Sullivan, section laborer at Harrisburg, has been assigned the position of foreman at Chatsworth, vice P. Morgan having resigned on account of poor health.

Sioux Falls has a new ball team composed of Milwaukee employes strengthened by the American Railway Express boys. The name of this team is "The Pilots," with V. H. Lange, roadmaster's clerk, as manager. They have played several other teams on the division with scores running so high we would hesitate to mention them. If there are any teams on the division who would like to cross bats with the "Pilots," just kick in.

Vice President Greer and party passed over the division recently. One night was spent at Sioux Falls. Superintendent Buford, Trainmaster Ingraham and Chief Dispatcher W. C. Givens accompanied the party, which was handled on a special train.

Mrs. O. F. Torry and children are spending a two weeks' visit at Junction City, Kans.

The grim reaper paid a visit at the home of Horace Lehman, an old-time employe of the company and who was agent at Burbank, S. D., before his death. The high esteem in which Mr. Lehman was held by employes on this division can be estimated by the beautiful floral offerings presented at the funeral.

Lake Andes continues to rise. In spite of all the work that is being done there, it is reported over the track in several places which now crosses the lake.

Crops along the Platte line were never better and with favorable weather by harvest time it will make us go some to provide equipment to handle the crop.

Miss Herndon, clerk at Geddes, has returned from her vacation, and Miss Seitel, who relieved her, has gone to Ethan as clerk.

Yardmaster C. A. Manson left on a fifteen days' vacation and spent the fourth and fifth at Utica, S. D. While there, notice was received that he was transferred to position of assistant yardmaster at Savanna. It is with regret we lose Mr. Manson at Sioux Falls, but all our good wishes go with him. Conductor Ross J. Bankson takes up the yardmastership at Sioux Falls. He is well capable of handling the position and is welcome to our city.

Improvements around the Sioux Falls roundhouse seem to be in order. Electric lights have been installed and now an engine washing plant has been added which will be a big saving, it having been necessary to run engines to Sioux Falls for washing. Foreman S. E. Hanson and crew of the B. & B. department are in Sioux Falls placing new water mains and repairing the oil house, which has twice been destroyed by fire in the last two months.

Gorman Capwell, rate clerk, Sioux Falls, and wife spent the fourth and fifth at Lake Madison.

Miss Marie Hanson, stenographer, Sioux Falls, spent the fourth and fifth at her home in Dell Rapids accompanied by Miss Hildred Kenna.

George Feauto, cashier at Elk Point, relieved Agent Kinser at Meckling, S. D. Agent Kinser went to the Coast with the Shrine and visited various points while there.

Henry Claussen, baggageman at Akron, was taken seriously ill recently and his life despaired of. Reports are now he is well on the mend and will soon resume work.

Ray Waidelich, C. C. clerk at Elk Point, was recently called to Sabula, Iowa, by the death of his mother.

Conductor E. A. Murphy is visiting in Oklahoma City and other points in the South.

Agent C. F. Dunham at Wagner is off on vacation for ten days, also Agent E. W. Farnsworth, at Chatsworth, is taking a breathing spell which will cover a couple of weeks.

Reports have reached us that Olaf Olson, bridge foreman, is very sick at Sioux City. Chances for complete recovery are very uncertain at this time, but we sincerely hope for the best.

Chief Inspector H. H. Hull of the Western Weighing and Inspection Bureau at Sioux Falls, is in Minneapolis attending a bureau meeting of inspectors.

Conductor Windsor has taken the night transfer job at Sioux City and Conductor Bert Brahear takes the day shift.

Gladys Reeves has returned from her vacation, which was spent in Sheldon, Iowa, and in Sioux Falls. "Mostly in Sioux Falls."

Martin Noonan and his Ford can be seen going down Jackson street toward the freight house most every evening about 7 p. m. We wonder what the attraction is. Can you explain, Martin?

Miss Emily Hall, bill clerk, Sioux City, has resigned and gone to Baltimore to make her home.

C. H. Detrich, F.C.A. of Chicago, paid us a visit recently.

C. C. Smola, division storekeeper, made a business trip to Dubuque last week.

Mrs. Carpenter Kendall, editor of the magazine, visited the superintendent's office at Sioux City recently.

Mrs. E. E. Lovejoy, wife of Operator Lovejoy, and two boys, Donald and Jackson, are spending two weeks at Okoboji Lake.

F. M. Henderson, G.Y.M., Sioux City, has returned from Chicago, having accompanied his mother, who was returning to her home in Ohio after a visit with Frank in Sioux City.

Mike Lynch, engine foreman on the coach job, Sioux City, has returned to work after a few days' vacation, most of the time being spent in the dentist's chair.

Miss Julia McNamara, forwarding abstract clerk, Sioux City, recently spent the week end in Vermillion. Why so many trips to Vermillion, Julia?

B. J. Mitchell, chief clerk, Sioux City, went fishing "one Sunday." What we want to know is, where are the fish?

Arthur Broome has returned from his first trip to Chicago, suffering from sunburnt tonsils. They are pretty high, aren't they, Art?

If anyone wants Marvin Shook after working hours, they will find him at Riverside Park vamping the ladies.

E. H. McCabe, switch clerk, has resumed work again without the use of his crutches, after a severe attack of rheumatism. Glad to see you back, Mac.

Miss May Fleege of the car record desk has returned from her vacation, which was spent in Portland, Ore., and Gayville, S. D.

W. A. Kiefer, assistant O.S.&D. clerk, has returned from New York city, where he met his daughter Mary, who has been serving as a nurse in Armenia for the past two years.

P. J. Diegman, engine foreman on the house engine, has been laying off, picking dandelions. Why so many dandelions, Pete?

Miss Alleen Sloan is the latest addition to the billing force at Sioux City, who succeeded Miss Eileen Canton, whose marriage to J. F. Oliver was announced and took place June 8th.

Too bad, Martin, you are so bashful—

Miss Alleen Dillon, received abstract clerk, is spending her much needed vacation sojourning in the country at Salix, Luton and Greenville, Iowa.

Miss Ester Itkin of McCook spent the fourth and fifth in Hornick, Iowa, and reports a delightful time.

We are still wondering if it was Christella Wilford who put the pin in George Ferguson's chair.

There is no doubt in our minds and believe that Marvin Shook is a patron of the ladies' tonsorial shop. Three haircuts a week is very common for him.

Martin Noonan of the car record desk spent the fourth and fifth in Garretson, S. D. Martin says he made the acquaintance of several good looking girls. Go to it, Martin; we know you are a devil among the ladies.

We surely appreciate items contributed in this issue. We want every department represented and heard from, so remember there is an issue each month and keep the good work up. Won't some one down on the east end take it upon themselves to jot down the happenings and forward to me by the 10th of each month?

Notes from Milwaukee.

O'Malley.

Well! Hello, everybody! I mean everybody that is at home; it seems everybody is away on a vacation or something, and the old proverbial saying, pulling hen's teeth, is a perfect snap compared to gathering notes these days.

Here is what has been gleaned, bit by bit.

SUGAR $4\frac{1}{2}$ c Per Lb.

You know how hard it is to get sugar, even when you pay the big price demanded by grocers, and what it means to be able to buy it direct from us at only $4\frac{1}{2}$ cents a pound. Yet sugar is only one of a long list of groceries on which we can save you money. Just in order to prove what a big advantage you have in dealing with us, we list below a trial order which saves you \$1.20. Regular value of these articles is \$3.19—our price only \$1.99. And we guarantee that every item is absolutely pure, fresh, standard high grade—just what you have been paying about twice our wholesale price for. You wouldn't think of going back to the costly old way of buying groceries after you have proved the economy of buying from the Big 4 Grocery Bargain Catalog. Send only \$1.99 with the Trial Order Coupon below, and begin saving money right away.

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FLOUR, **\$7⁹⁸**
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SUGAR **\$4⁵⁰**
100 Lbs.

Uneeda Biscuits **35c**
12 Packages for

Quaker Oats **4c**
Large Package

Rush your trial order at once and get our wholesale grocery catalog in which you will find many of the most startling grocery bargains ever offered.

References We are one of the leading Wholesale Grocers in Chicago. Our bank, Foreman Bros. Banking Co., or any mercantile institution in Chicago, can tell you about us.

We Guarantee you absolute satisfaction or your money back. In every instance you get pure, fresh goods of the very highest quality. Send coupon for trial order today.

BIG 4 COMPANY

112-118 North May St. Dept. 1077, Chicago

Trial Order No. 11

Big 4 Wholesale Prices

| | |
|--|---------------|
| 2 pounds Granulated Sugar . . . | \$0.09 |
| 1 bar Fels Naptha Soap | .02 |
| 1 bar Ivory Soap | .04 |
| 1 package Big 4 Brand Best Tea . . | .35 |
| $\frac{1}{4}$ pound pure Cocoa | .12 |
| 1 pound pure Baking Powder | .42 |
| 1 4-oz. bottle Vanilla Flavor Extract | .49 |
| 1 box Powdered Bluing (equal to about | |
| 1 gallon average best bluing) . . . | .29 |
| 1 bottle Machine Oil | .17 |
| Total (You Save \$1.20) | \$1.99 |

Mail Coupon Now!

Our low prices merely indicate what you can now save on all your groceries, a full line of which is listed in our Wholesale Catalog—The Big Money Saver. This catalog sent to customers only. A free copy will be sent with your first order. Send coupon NOW—TODAY.

Trial Order Coupon

Big 4 Company Dept. 1077
112-118 North May St., Chicago, Ill.

Gentlemen:—Enclosed find \$1.99 for which send me at once your Trial Order No. 11, and a copy of your wholesale Grocery Catalog, free. It is understood that if I am not satisfied, I may return the goods at your expense and you will return my money at once.

Name

Address

Express Office

But first of all we want to make a correction of a statement in our last issue. Miss Mabel Braun of the car record office did not go to Montana, but to North Dakota. They have farms at both places, though, and good ones, too, so it would be all right if it can be reached via Milwaukee road.

O. V. Anschap is acting yardmaster at stock-yards; he always is O.K. wherever placed.

F. O. Andrews has been promoted to yardmaster, which goes to show you never can keep a good man down.

Quite a delegation of the wives of the B. & O. men attended a state union meeting at Janesville, Wis., on June 24th, which we understand was enjoyed and appreciated by all who went. Among those present were Mrs. John Mellinger, Mrs. T. J. Heaton, Mrs. R. R. Lewis, Mrs. Mason Fox, Mrs. John O'Connor, Mrs. Lochamus, Mrs. Bonner, Mrs. F. O'Connor, Mrs. Lake, Mrs. George Morgan, Mrs. Bert Clark, Mrs. Haslam, Mrs. McQuade, Mrs. Dan Sherwood, Mrs. J. J. O'Malley, Mrs. Coakley, and others. We wish to mention here that Mrs. Haslam is past eighty years old—or rather, we should say young, for she is as active as the rest of the party.

Engineer William Kay has just returned from a trip to Harrison County, Indiana. If you want to know where he was, ask Bill, he will tell you an interesting story.

Pete Murray of the Union Depot reports a nice interesting trip to Montreal, Canada, and other points of interest.

Mr. and Mrs. T. J. Heaton celebrated their 20th wedding anniversary on the 27th of June, and really to look at them you would not think it possible that they have a young lady daughter aged—well, no The.ma, we are not going to tell your age. Anyway, what I was going to say was that everybody had a very enjoyable time and such "eats"—um-m-m! I will not mention what we had, it would make every man's mouth water now, to think of it.

Mrs. O'Malley spent several days in Minneapolis and St. Paul. She says she does not really know which place she likes best, the Twin Cities or Milwaukee. While she is from Missouri, she has been shown such a good time in the North that she never wants to go back home.

I want to say on my own account that I am glad to state that conditions are just about normal for the past few weeks again (in this terminal) and understand it is the same in other places regardless of reports to the contrary by the C.Y.A.'s; no doubt they have realized by this time that it is a true saying that it takes years to acquire wisdom, but a man can make a fool of himself between two ticks of the clock.

Mrs. Mabel McMahon, in-freight office, had her two sons to visit her for a few days. They make their home with their grandmother in Madison, Wis.

Freight Claim Department.

Just a few items for a starter.

Cupid has been busy in this department. The following have been smitten by his cunning arrows: Misses Hattie Muehlfeldt, Herminia Haunchild, Sophie Sedive, Margaret Keefe and John Hamm. May their wedded life be a long and blessed one. Wonder who is next?

Mr. Schutt, head clerk of the live stock department, is back to work again, after a long period of illness. Glad to have you back. The stork visited his home and left a baby girl.

One of our L.&D. investigators, namely, Mr. Alvord, has bought a home in Glenview.

Alice Woodruff is back to work again, but only for a short time, as the doctor has advised her to go to a sanatorium. Hope she will gain her former health back.

Two of our L.&D. investigators have entered into the sea of matrimony, namely, Mr. Gerdes and Mr. Bauer.

Minneapolis Shop Happenings.

James Nellins.

Two good articles in the June issue that contain good reading and would be well for all to take notice of—one of these articles by the president and the other by Assistant Superintendent Motive Power Bjorkholm. They surely contain

good solid sense and all employees should not only carefully read but should practice what they contain.

Detective Savage, from the Chicago office, made a business call at the shops June 14th.

John Fleming, roundhouse foreman at Wabasha, was a business caller on June 14th.

Chief Accountant Whitney of the office of the general superintendent of motive power made a brief business call June 12th.

Chief Electrician Crowley was a business caller June 15th.

Superintendent of Motive Power E. J. Brennan was a caller here on June 15th. He appeared to be in a most jovial mood.

J. A. Anderson, superintendent of shops at Milwaukee, made a business call here on June 15th and put in most of the time here with District Master Mechanic John Turney.

H. J. Carney, valuation department, landed here June 15th and is still with us attending to his line of business.

Valuation Man H. H. Harris landed here on June 15th, being accompanied by his side partner, Mr. Austin, and are still with us.

Not to be outdone by others, Federal Valuation Man Barney Ressler reached here June 18th and is still in our midst, and he was closely followed by Mr. Valentine, in the same line of business, and both still with us; jolly good fellows.

District Boiler Inspector H. J. Wandberg made a business visit June 23d, remaining here a couple of days, and departed for the middle district accompanied by Northern District Inspector Al. Novack.

Assistant Superintendent of Motive Power J. E. Bjorkholm threw a surprise on June 19th, calling on each one of the office force individually and bidding them a nice good-bye, saying he was making a change of base and going to the Milwaukee office, and to his benefit, but to the sorrow of all here, it was found to be too true, he being transferred to Milwaukee. He carries the best wishes of this humble office crowd—wishes that are genuine and not merely sentimental.

Chief Clerk McCormick of the office of the superintendent of motive power at Milwaukee was a business caller June 23d.

Stenographer Ethel Johnson quit us on June 23d and she was promptly followed by Miss Ethelwyn Buddle, file clerk, who resigned on June 26th, and then Miss Alma Hein ended service on July 8th. Lively times those, sure enough!

Division Master Mechanic G. Lamberg arrived here from Aberdeen on July 1st and took charge as superintendent of shops. He was formerly shop and general foreman here and the change is a sort of a home run for him.

Draftsman Johnny Kline has made a change of base and taken employment in the store department. Don't like to see him go, but he is still close by.

Great sorrow is expressed by the many friends of Engineer Henry J. Lobdell, word being received that he is seriously ill in New York. He is one of the old-time enginemen, records showing him to be in almost continuous service since September, 1881. He was among the first men this correspondent became acquainted with back in the year 1877 and we have been friends ever since. It is hoped that he will pull through and hit his old time lively gait again.

Sincere sorrow is expressed on account of the death of our call boy, Marshall Smith, who met with an accident the evening of July 8th. While walking about the yards he was struck by a car that was being shunted in on a sidetrack and received injuries from which he died during the same night. He was a popular fellow and well liked and all are sorry for his untimely taking off in such a harsh and sad manner.

Signal Department "Wig-Wags"—Lines West.

"Slim."

No one in this outfit will ever again say we had a busy month unless it is equal to the "merry month of June" just past. About everything that could happen, did happen, except a snowstorm or a biscuit falling off a diner breaking something.

L. E. Weaver, maintainer at Auburn, and C. K. Milns, maintainer at Kittitas, were married some

time in June. Understand "Shorty" has a spud patch and Curt almost gave me a cigar. Aside from these facts, can't give any details as to who the girls were or when the last rites were performed.

Announcements are out to the effect that another white woman is going to marry an ex-signalman, P. F. Eshelman, formerly timekeeper in Mr. Smith's office, being the party of the first part, and Miss "Pat" Le Maire, formerly of the Milwaukee Tide Flats, the party of the second part.

L. J. Fay is off on a vacation, being relieved by F. M. Applegate.

Due to the Coast Division being extended to Orhelle, Supervisor Allen has rearranged the maintainers' sections as follows: R. B. Jeffery, Orhelle to Beverly, headquarters Corfu; C. K. Milns, Beverly to Renslow, headquarters Boylston; F. C. Milns, Renslow to Cle Elum, headquarters Ellensburg; A. Ayres, Cle Elum to Hyak, headquarters Easton; L. J. Fay, Hyak to Ragnar, headquarters Rockdale; R. H. Hart, Ragnar to Maple Valley, headquarters Maple Valley. No changes were made on Dave Williams and L. E. Weaver at Renton and Auburn.

Glenn DeGraves, signal material clerk at Tacoma shops, is making a good showing in straightening out the signal stock and R. A. Long is on the same work at Deer Lodge.

A lightning storm on the Missoula Division caused a slight delay and twenty-four hours' continuous work for A. Ringhouser at Gold Creek, and Sweeny had about as much luck at Martinsdale.

A windstorm blew down one of the signars at Silver Bow interlocking plant just a few days before O'Dore's crew was going to move there to give the plant an overhauling.

The runaway train on the Saddle Mountains June 15th removed a few of the signals between Rye and Beverly, but Supervisor Allen had them ready for service as soon as the trolley and feed wires were replaced.

Valuation Engineer Simpson is still in our midst, but we have so arranged things that he keeps his blue scented mail in the upper left hand drawer.

Jim Howell of the laboratory says he had a wonderful time at Portland and is glad he lived through it. Mr. Smith has told of the number of good times he had and is spending the Fourth in the woods to catch up on lost sleep.

The auto races are causing about so much talk around the office but no betting pools. It seems that Mills started some kind of a pool on how big a town Tacoma would be when the official figures were in; each bet cost ten cents, and just about the time the girls were going in for another four bits worth he announced the pool was all his.

Mr. Smith has plans all made to attend the R. S. A. meeting at Alexandria Bay in July, but about as near as anyone else will get will be to have Thousand Island dressing on a piece of lettuce.

W. W. Talbert of the Union Switch & Signal Company paid us a friendly visit and Bill Pierson of the Adlake Company stopped off between trains.

The supervisory forces are muchly interested in the decisions of the Railroad (Weegie) Board in session at Chicago, but to date haven't anything but blank silence.

Authorization of signals from Tacoma Junction to Tacoma Station has been received and work of installing four additional track circuits and five signals will be rushed as soon as material is received. This is about all the new work our department has in sight this year.

I. & M. Division.
Deacon Schultz.

Marie has gone to Chicago for a few days again. Must be a big sale at Marshall Field's or Montgomery Ward's.

Operator Sexter of Owatonna has taken the agency at Rose Creek. Understand that Mr. O'Malley will leave the road for new fields, have not heard just what. However, we wish him success.

The passenger station at Austin is now ready for another winter. The stovepipes received their annual cleaning. Good for another year now.

I am paying
\$2.00 An Hour
for SPARE TIME

Here is a wonderful opportunity right at home for you to make big money without investing a penny. You can make \$50.00 a week or more—you can do it as well as C. A. Rowe, of New York, whose profits for one month were \$503



I WILL PAY YOU \$2500.00

FINE SAMPLE COAT FREE

I need more men and women in your town who will spend part or all of their time taking orders for Comer raincoats, raincapes and waterproof aprons.

Ray Reed adds from \$20.00 to \$50.00 a week to his income. M. B. McDonald cleared \$81.00 in two days.

You don't need experience. You don't deliver—you don't collect. I tell you where to go, what to say and what to do. You get your profit in advance.

BEAUTIFUL RAINCOAT FREE

Your choice of 65 fine coats, free. I furnish everything, including dozens of samples of the rich, handsome material used in these coats.

I will pay you \$2,500.00 a year in addition to the big cash prizes if you will only take three average orders a day.

MAIL THE COUPON

Just put your name and address on the coupon and mail it right now. We will send you all the details of this great offer, and tell you how you can get started.

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Dayton, Ohio.

MAIL NOW

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Gentlemen: Please give me full particulars about your Comer raincoat offer. Tell me how I can make \$2,500 to \$3,000 a year. Send me free circular so I can pick out my sample coat.

Name.....

Address.....

P. O.

The friends of Garrett Bushman presented him with a handsome travelling bag filled with sweet smelling flowers and moss covered bricks. Better look out, boys, or Garrett will slip something over on you.

Brakeman Jim Royington and Miss Esther Heimer were married to each other (of course, who else do you suppose they would marry?). Congratulations.

Some time ago we wrote to the effect that Miss Bernice Franklin had stopped flirting with all the boys and had concentrated on one young man. She landed him in fine style; led him down to Fort Dodge and came back as Mrs. Sherman. The names of Franklin and Sherman are very dear to the American people. May they never end.

Miss Inez Murphy, the kewpie daughter of Conductor Murphy of Portage, is visiting relatives at Austin. Besides relatives she is visiting with friends, and the ticket clerk.

Conductor Terry recently, on reaching Mason City at the termination of his run, boarded the bus for the hotel. A well-dressed, good-looking lady of about thirty-five kept looking at him constantly, giving him the idea that he had seen her before or had known her personally at some past time. On reaching the hotel he registered and went to a restaurant to eat, and on returning to the hotel he took a peek at the register to get a clue as to her identity. He did not recognize the name, but observed that she had been assigned a room close to his on the same floor. During the night Mr. Terry awoke from a sound sleep by loud groans. He put his head out the door to ascertain what was happening. From a door slightly open and almost directly across from his, issued sounds as though a person were in great distress and dying. Terry, like the gay Gallihad he is, promptly stepped across the hall to see what he could do, and putting his head in the door he saw the lady of the bus. He said, "Can I do anything for you, lady?" and she replied, "Yes, come in." Whereupon our hero stepped further into the room. And just there the trouble started, for the lady who was on her deathbed the mo-

ment before became transformed into the picture of animation, and brandished a revolver at him, saying, "Sign this check for \$1,000 or I'll shoot." She handed him a fountain pen which he found was dry, and when she asked if he had one he said he had in his room, thinking thereby to get away from her some way. But she was not to be outwitted so easily. With the revolver pressed to his back he marched to his room, and was again ordered to sign. He signed the name of John Nobody on the check, and swiftly turning around, caught the lady off guard and wrenched the revolver from her, telling her she could have the check, as he had not put his personal signature on it. And just when he had her in his power at last—we hate to say it, but—he woke up!

Arthur N. Sorman, I.&M. Division passenger brakeman, is making preparations to get hooked up in September. He and his better-half-to-be will go honeymooning to the Pacific Coast.

Freight Brakeman Mathew D. Darr stole a march on the rest of his co-workers by getting quietly married. He sure does need somebody to look after him, and we wish he and his new bride much happiness.

Someone has said that Trainmaster W. J. Lieb is back to the I.&M. Division. We hope it is so, but we see little of him. Maybe he is helping out the neighboring division on washout trouble. They sure are having it on the River Division.

The crops on I.&M. Division are good in spite of all the rain. This refers to weed crops and it takes good men like our I.&M. Division men to keep them out. Did you notice how nice they look from the observation? Willie! come here and turn the grindstone.

Chief Carpenter and Mrs. A. A. Kurzejka and family made a trip to Cleveland, Ohio, during the middle of June on account of the death of Mrs. Kurzejka's mother, who had been confined to her bed since June 1st. Al returned after a two-day stay, but Mrs. Kurzejka remained for a fortnight.

Building Foreman F. L. Hainstock is doing repair work on Decorah line and vicinity and is also trying to shed the line from a possible

A Playground for All the People



View in Ideal Park, Endicott, N. Y. Healthy, happy children of our workers at play.

EVERYBODY WELCOME—EVERYWHERE

ENDICOTT-JOHNSON

ENDICOTT, N. Y.

Shoes for Workers and their Boys and Girls

JOHNSON CITY, N. Y.

washout which sometimes occurs about July 4th. It has been rumored around Farmington that Pump Repairer Rob Kral got married because someone saw him leave town all smiles and a box of cigars under his arm, but it developed later that he went to his brother's wedding.

Pile Driver Foreman J. Rush and crew and Chief Carpenter A. A. Kurzejka spent several days on washout between Zumbrota and Hammond on Wabasha Division after the heavy rain of June 25th over that line.

M. C. B. Jottings.
"Tzetta."

The main topic of the day right at the present time is "When are you going to have your vacation?" or, "Where are you going for your vacation?" Anyway, that's a pleasant topic—if your vacation is not over with and you have something to look forward to.

R. L. Whitney, statistician, G.S.M.P. office, Chicago, was in our office during the early part of July. It had been a long time since R.L.W. had been to see us, he having been out in Portland during the Shriners' convention.

Miss Leona Schultz, formerly stenographer in L. B. Jensen's office, has been transferred to the M.C.B. department, and is acting in the capacity of secretary to Acting Master Car Builder C. G. Juneau. Welcome to our office, Leona.

Julia Weins of the M.C.B. billing department, spent several days with friends in Minneapolis. She seemed to think that Minneapolis is "the" place.

Another transfer of clerks is that of Mrs. Cochran, formerly in the office of J. A. Deppe, general supervisor freight cars, who is now in our M.C.B. billing room. Other additions to that department are Marion Juneau and Linda Sell. That department surely is a busy place.

There were quite a number of the employees from the M.C.B. and M.C.B. billing department who went out of town over the Fourth of July, as near as I can remember they being Leona Schultz, Al Horn and Ray Voigt, who went to Niagara Falls; Norma Lutzenberger and Julia Weins, to Omaha; Bernice Kruse of course went

to Chicago, quite a few went to the different lakes, for which Wisconsin is noted, and yep scribe went to Dubuque. The vacation was welcomed by everyone and was enjoyed by all, I'm sure. That was a dandy short week that followed, too. Wish all the weeks would go that fast.

Jack McCarthy, who was working in our office under the supervision of Ed Rosenblum, underwent a very painful operation the latter part of March. The operation necessitated the breaking of Mr. McCarthy's nose and the removal of a number of bones from his nose. The operation proved very successful, and at the present time Jack is working for F. S. Brand.

Edna Bremser spent the 5th of July at East Troy with a good friend of hers. In fact, she was getting a glimpse of her future home. Sh-h-h—that's a secret.

Mr. and Mrs. Al Barndt drove to Beaver Dam. He said they didn't have a bit of trouble with the machine, but I bet he had to change a tire or something like that and won't own up to it.

Geraldine Nelson has been more than smiling around here lately, for a friend of hers from up north spent the Fourth with her, and this last Sunday was spent with her parents at Loyal, Wis. She promised to bring us some honey, so here's hoping she doesn't forget.

Margaret Stromberg was all excited on the last day of March. On that day Margaret's sister was married and she acted as maid of honor. She said the aisle of the church seemed twice as long when you have to walk so slowly and know people are looking. However, "Gretchen" got up there all right and didn't stumble on the way, either.

Joe Holub, chief clerk, made a business trip to Chicago, accompanied by W. Lyons of the valuation department.

Kansas City Terminal Division.

L. Emmons.

Gordon L. Seger, chief clerk in the general agent's office, and Mrs. Seger went to Jackson, Ill., to spend the Fourth with relatives, returning Tuesday, July 6th.

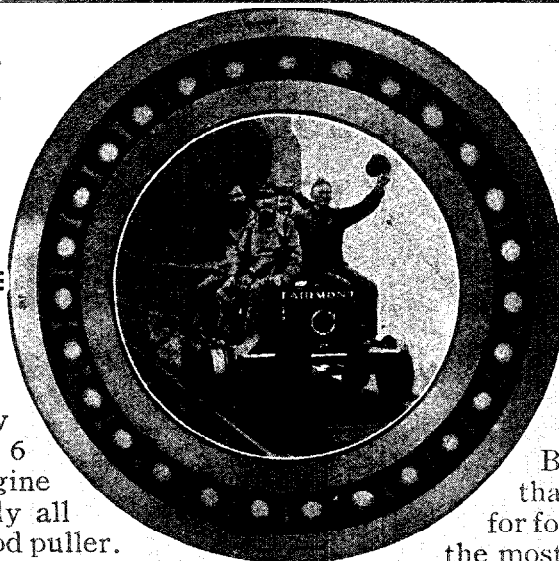
Fairmont

**Ball
Bearing
6 Horse Power**

Roadmaster Reports

We recently bought of you a 6 horse power engine which is certainly all right. It is a good puller. I pulled a handcar and sixteen men with all their tools up a two and a half percent grade four miles long.

C. M. FRANCIS,
Roadmaster, Rapid City, S. Dak.



Motors

**Ball
Bearing
4 Horse Power**

Section Fore- man Says

The new 4 horse power BALL BEARING Motor that I have tried out for forty days, is one of the most powerful motor car engines here on the C. C. & O. Ry. Have hauled on a two percent grade push car with twelve men and twenty-five ties at good speed.

A. J. BRYANT,
Foreman, Harris, N. C.

Address Dept. M, for Literature and Prices

Fairmont Gas Engine & Railway Motor Car Co.
FAIRMONT, MINNESOTA

The Union Pacific ticket office is now located at Eighth and Walnut, moving out of our ticket office on June 30th, where they had been temporarily located.

Operator McCarthy spent the Fourth out of town with relatives in Livingston County, Missouri. He was accompanied by Mrs. McCarthy and their little daughter, Angeline Louise.

J. P. Stewart, G.Y.M., was off duty a few days on account of sickness. However, he's back on the job again and ready for another strike.

Harry Zane, warehouse foreman, spent the Fourth in Chicago.

Jesse Reeder left for Detroit, Mich., June 30th, to spend a few days and return home with his wife and baby in time to take up his new duties as rate clerk in General Agent Adsit's office, July 6th.

George Deyo has been appointed chief bill clerk at the Liberty street office. Laun Harkison has taken his place.

General Agent J. S. Adsit and Mrs. Adsit motored to Richmond, Mo., Monday, June 28th, to attend the funeral of M. D. Duval of this city, father of Ewing Duval, general agent of the C.G.W., here and formerly with the C.M.&St.P. traffic department.

Miss Grayce Frick spent the Fourth in Omaha, Neb.

Several employees from the Liberty street station spent the Fourth at Bonner Springs, picnicking.

Mr. Korthanks, stenographer in the ticket office, left for New York city July 2d, returning July 9th with his English bride, whom he had met while in the navy service in England. Congratulations.

G. H. Mork, storekeeper, was in Dubuque a few days this last month on business.

F. R. Miller, rate clerk in the general agent's office, resigned June 22d to accept a similar position with the general office of the Kansas City Southern, with which road he was formerly identified as station cashier at Kena, Ark.

Mr. Vail, chief clerk to superintendent, and Miss Pauline Neher, timekeeper, were in Chicago July 5th on company business.

Iowa (East Division).

J. T. Raymond.

Agent L. M. Halstead of Preston was away on a vacation, G. E. Marsen relieving.

Clark Williams, who has been in a military hospital since the close of the war, is visiting his parents, Mr. and Mrs. Frank A. Williams, Marion. He has been at Fort Sheridan Hospital, but is not improved as much as his family and friends would like to see him. His illness is due to his experiences while overseas with the 13th Engineers.

Born to Mr. and Mrs. Fred Sprague, Marion, July 5th, a son. Congratulations.

Miss J. Marguerite Cook of Chicago and R. C. Merrill of Marion were married July 2d at the home of the bride's parents, Mr. and Mrs. George L. Cook, Des Plaines, Ill., by the Rev. Mr. D. Liggett, pastor of the Congregational Church. Mr. Merrill is one of our train dispatchers at Marion. We extend our best wishes for a long and prosperous life.

Granville T. Crouse passed away Tuesday evening June 22d, after a long illness. Mr. Crouse was born in Tonnetytown, Md., March 11, 1857. His wife and daughter and son survive him. He had been employed in Agent Rowe's office at Marion for the past nine years. He was efficient and loyal, well liked by his fellow workers. We extend our sympathy to the bereaved family.

Born to Operator and Mrs. Edward Mullalley, June 19th, a son. Congratulations.

Conductor and Mrs. George H. Vandercok have returned from an extended visit with relatives and friends in North Dakota and western Montana. Also stopped at their farm in eastern Montana; report prospects good for a nice crop.

Engineer John Cain was called to Madison, Wis., by the sudden illness of his mother. She had arrived at the ripe old age of 96 years. We extend our sympathy.

Harry J. Murphy and family have gone to Michigan for the summer. Harry has been in poor health for some time, and has taken a leave of absence to try the farm life for a while.

BOSS LOCK NUTS

will make your scrap pile pay dividends.

BOSS LOCK NUTS

used on re-cut bolts will absolutely prevent bolted parts from coming loose. Order some to-day.

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Monitor Injectors
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Bulls-Eye Lubricators
Klinger Water Gauges
Delco Water Gauges
Coal Sprinklers
Gauge Cocks
Angle Valves
Boiler Testers

707. GREAT NORTHERN BLDG.

CHICAGO, ILLINOIS

Operator Roy Kindig spent a couple of days in Chicago, Marl Merchant relieving.

Operator L. A. Patten of Indian Creek was away on a short vacation.

Trainmaster L. A. Turner put in a number of days in Savanna yard, switching, then went to Excelsior Springs to visit Mrs. Turner, who is there for the benefit of her health.

Agent Fred K. Rathbun, Elk River Junction, has returned from his trip to Portland. Fred is a Shriner and accompanied the El Kahirs on their special from Cedar Rapids over the Milwaukee. He reports "the time of his life."

Miss Alice McGuire, clerk B.&B. department, Marion, spent part of her vacation in Denver, Colo.

Conductor P. Kelly has moved his household goods to Montbello from Oxford Junction, where he now resides.

Roundhouse Foreman Walter Foster of Atkins was called to Cedar Rapids owing to the death of his mother. Mr. Foster has the sympathy of us all in his great loss.

Vice-President Greer and party went special from Atkins to Maquoketa, thence to Davenport, July 14th.

Virgil Hammes, maintainer helper, discovered wheel off the track in Extra Fast Pulford June 25th near Lainesville and flagged the rear end. This was a very commendable piece of work and saved extensive damage.

Twin City Terminal Division.

"Molly C."

Tom Powers, chief clerk in the traffic department, has resigned to accept employment with the Russell Miller Grain Company. He has our best wishes for success in his new undertaking. Russell Whitnire succeeds Mr. Powers as chief clerk.

Miss Katherine Wright of the signal department leaves July 16th for a two weeks' trip through the East. She will visit Lockhaven, Pa., Washington, D. C., and Albany and Buffalo, N. Y. As she takes her sunny smile with her, no doubt she will have a pleasant trip.

Emanuel Arlen, assistant supervisor of signals, is very ill at his home in Aberdeen. We hope for his speedy recovery.

Attorney C. W. Wright is spending his vacation touring Yellowstone Park.

Frank Molyneux, formerly assistant engineer, was a caller at the district engineer's office a few days ago. Mr. Molyneux, who has been in the oil fields of Oklahoma for the past four or five years as chief geologist for the Pure Oil Company, will leave in a few days for a 2,000-mile trip up the Amazon River, via motor boat, prospecting for "gas."

Gene Odhart is again with the engineering department after an absence of nearly ten years, spent in various lines, from cherry orchards to gold mines in Nevada.

Engineer H. G. Crowe, who had his leg broken by being thrown from a motor car recently, is back on the job again building water stations on the I.&D.

Carlos Delplaine, who was one of the first to leave the office for the World War, having joined the Canadian forces in 1915, is again with the engineering department. He saw service in France, Italy, Greece, Africa and Turkey, and was wounded several times. Mr. Delplaine was decorated by the British government for bravery under fire, having made a survey across No-Man's-Land under a heavy barrage fire.

Charles Fulnecky has returned from Pennsylvania, where he was summoned by the sudden death of his father. We extend our deepest sympathy to Mr. Fulnecky.

Frank Corcoran is acting car distributor, vice Phil Bornecamp, who is spending a vacation in southern Minnesota.

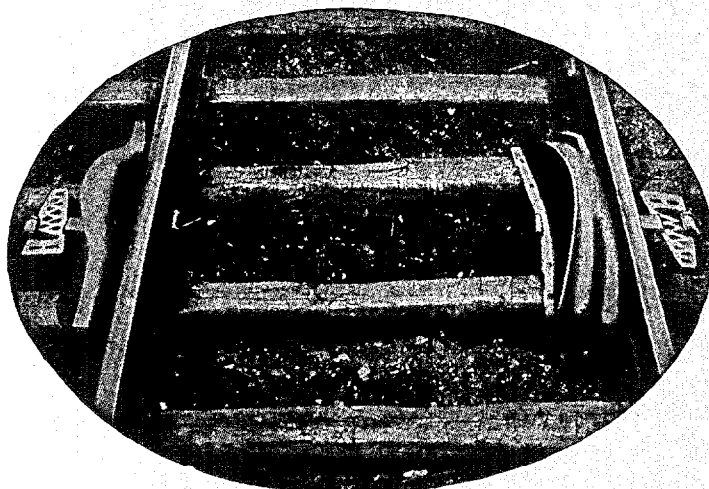
R. F. Alterton, district adjuster, is enjoying a month of the "glorious" California climate.

Signal Supervisor Alexander accompanied the Tripoli Temple of Shriners to Green Bay for the Fourth.

Miss Irene McClean is handling the comptometer machine during the absence of Miss Lucille Meyers, who is spending an extended leave of absence with her parents in South Dakota.

Miss Edith Arnold decided that she wanted to

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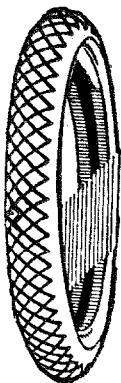
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| 31x4 | 7.50 | 2.05 |
| 32x4 | 8.00 | 2.15 |
| 33x4 | 8.25 | 2.25 |
| 34x4 | 8.50 | 2.35 |
| 33x4½ | 9.75 | 3.50 |
| 34x4½ | 10.00 | 2.65 |
| 35x4½ | 10.50 | 2.65 |
| 36x4½ | 11.00 | 2.75 |
| 35x5 | 11.75 | 2.85 |
| 37x5 | 12.75 | 2.95 |

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Use the Cozy Glow for Comfort

Evenings and early mornings already bring with them the chilly tinge that is a forerunner of real autumn weather. Such weather, though not severe enough to require firing up the furnace, is sufficient to make the instant heat of a Cozy Glow electric radiator greatly appreciated.

The Cozy Glow radiator, attached as is the electric iron or turn-over toaster, sends out instant and satisfactory warmth. Its cheery copper heat reflector directs warmth into any nook or corner desired.

The Cozy Glow is light and portable. Used in the bedroom at night it is the job when you arise in the morning. Wherever duty calls you within the home a Cozy Glow will make it comfortable and pleasant.

What a blessing is the Cozy Glow to the little Marys and Johnnies everywhere. Chilly weather which you scarcely notice rests like mid-winter on the little ones' sensitive feelings. Set a Cozy Glow before them when bathing or dressing them and watch the smile of contentment on their faces and hear the bubbling laughter from their lips. That will be proof of the deep satisfaction that they feel. Nothing should stand in the way of the comfort of your youngsters, especially when it means so much to you when they are happy and contented.

In my lady's boudoir the Cozy Glow supplies numerous requirements. Warmth without waiting is to be had when needed. It also supplies direct and convenient heat for drying your hair after washing it, saving much time and effort.

The Cozy Glow electric radiator is entirely practical and safe. Your children can play in complete safety around it. Don't be without a Cozy Glow when it is so valuable to you.

see some real summer weather once more, so has gone to Atlanta, Ga., for a couple of weeks.

F. L. Brackett, chief clerk, and Chief Timekeeper Georgia Perry went to Chicago Friday to attend a meeting called by Mr. Bunting to discuss new reports and payrolls.

Apropos timekeeping efficiency (see June Magazine), after a glance at our up-to-date looking timekeepers, no inspection of their work was deemed necessary.

If you want to be popular with the timekeepers, just ask "Jimmy."

Word has just been received of the death of Mrs. Henry J. Borncamp, mother of Car Distributor Phil Borncamp. Mrs. Borncamp was struck by an automobile and died shortly after being taken to the General Hospital. The sympathy of all is extended to Mr. Borncamp in his great bereavement.

In answer to "Suds," A. F. A. denies the engagement, but admits it is not his fault.

Henry J. Lobdell, a veteran engineer of the Minneapolis Terminals, died in Pittsburgh, July 15. News of the sad event reached this office too late to get more than the mere notice into this month's news items.

Boisterous Doings at St. Paul.

"Birdie."

Any more of those bright colored gowns down here and we'll all be wearing black glasses.

Lydia is a life saver at the "Y"—would suggest that you spend a few hours on the high bridge, Lyd.

Gidap, gidap, whoa! Never mind, that's only Millie talking to her typewriter; she still seems to think she is in Arizona horseback riding.

Florence is spending her vacation in Consolation Valley, Canada. What's the matter, Flo, don't you get enough consolation here?

Not to be outdone by Tommy Milton, world's auto speed king, our yardmaster, Bob Roers, went through several fences and other obstacles in running up his racing car, which he calls the "Ford de Control."

Ben Hultman advises our nuggets will be late in coming, as he discovered when panning them that the pan had a hole in the bottom.

Agent Graven spent Decoration Day automobile riding some people sure are born lucky.

Ed Boettcher's latest discovery is that glue when fermented makes a fine drink.

Johnny Geduldig is complaining about the hot weather.

Smokey is complaining about his right arm being lame—caused from the fact that he made a wager that Birdie would wave when he signaled her, so he almost waved it off, without success. Boys, profit by Smokey's misfortune—it can't be did.

The girls are adding new ribbons to their attire these days. Cause: the new expense clerk, Melvin Kirkby.

Tom Carney is spending his vacation building chicken coops, etc., on his farm at Hazel Park.

Mae received a pig as a birthday present, but due to inexperienced care, it died, and little Fred wrote the following as a memorial:

Mae's little pig, she sure did like,
For when it died, she cried all night,
And now, after sorrow all is passed,
She remembers from Earth a pig was cast.

Albin Johnson has left the service and joined the navy.

Olaf Hanson spent part of vacation working and the other half in sleeping and eating.

Irvine Rothmund of the roundhouse spent a seven days' leave of absence at Detroit, Mich. He reports that it is only a five minute trip from there to Windsor, Canada. His brother Allen, of the local freight office, accompanied him.

Mae McCahey spent Decoration Day at LeRoy and Austin.

Tid-Bits from the S. M. West.

A. D. Moe.

Section Foreman John Bradley has in his possession a motor car which has all the cunning and viciousness of the western broncho in doing stunts. It recently threw Mr. Bradley and his crew into the ditch, causing severe injury to himself and men, and at this writing they

have not been able to continue work. The boys cannot account for this caper.

Just as those most concerned were beginning to wear the anxious look on account of the healthy growth of weeds around the rail. Engineer Kaisersatt with the black smoke from the ship of destruction hove into sight. John likes to burn the weeds and believes in a first class job and with his able crew of assistants is giving the S.M. West an A-1 burning.

The official train with Vice-President Greer, General Manager Gillick and several other officers of the operating department passed over the S.M. Division on an inspection trip July 12th. We understand they were well pleased with the crop situation in this territory.

Conductor Moran and Engineer Bowers of the S.C.&D. Division have been with us again on the Chautauqua Special. The patrons of this train received safe handling in the courteous, everyday manner which has made these gentlemen popular with the Chautauqua crowds and which resulted in no accident or injury to patrons—the auto accident during the celebration of July 5th being unavoidable and the crews being in no way careless in the operation of the train.

Herman Heggem, our thoroughly efficient storekeeper, has a Ford roadster which seats five but only carries two. Herman takes in the evening dance at Lake Madison and the morning dance at Lake Herman, and all day long he lays out supplies to the boys in the shop.

During the doings at the lakes, Agent Gregerson chaperoned Ticket Clerk Paye Crabbs and Cashier Simpson and the boys say that he makes a good man for the job, only once that the boys were sent to the Auditorium while Harvey took to the bathing beach.

Brakeman John Casey and wife are rejoicing over the arrival of a baby girl. Congratulations, "Casey," and, we'll take a cigar.

Conductor J. A. Russell is slowly getting back to usual good health after having been forced to suspend work and be under the care of a physician on account of overwork on the heavy east-west freight runs.

Conductor Torbert has resumed work on the mixed train between Woonsocket and Wessington Springs after a trip to the Pacific Coast, where he spent his vacation accompanied by his wife.

Conductor Putney has been enjoying an extended vacation from his run on Nos. 1 and 8 and has been riding the electric speeders out through the Rocky Mountain trails.

It is interesting to note the many improvements which have taken place about the roundhouse and car shops at Madison Terminals within so short a time. Much new equipment has been installed and the efficiency of each department brought to the top-notch in volume of work output while the care of grounds and premises is to be credited to employees about the shops in taking so much pride in keeping the buildings and grounds neat and orderly at all times. Very noticeable is the beautiful little park which the men of the car department have improved and cared for about the flagpole and around which Car Foreman Washburn recently placed lettering in white brick designating the park as "Madison Car Dept.," which added much to the appearance of the grounds.

Former Section Foreman Leo Klopff, Sr., of Winfred died at the Madison Hospital Sunday, July 11th, following a serious operation. Mr. Klopff was an old employee of the S.M. Division who served faithfully in the position of section foreman until a few months ago, when his health became such that he resigned the position. We extend the sympathy of the entire S.M. Division to the bereaved family.

Section Foreman Edward Westby has taken an extended leave of absence and journeyed to Tacoma, Wash., where he will visit relatives and partake of all the good that the western city affords.

Bill Baker of the roundhouse force recently staged a desperate battle with a reptile of an undescribable species. This strange creature had taken its stand in front of Bill's locker and refused to be disturbed at a time when Bill wished to extract his noonday lunch. Calling upon all the assistance of superhuman agents, the battle

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progressed until this lieutenant from the Garden of Eden slipped from its perch and submitted to full punishment from the victor. Roadmaster McGee was recently called to Milwaukee on account of the serious illness of a brother who resides there.

C. & M. Division Notes.

R. M. C.

Operator Wright at Tower A-68 deserves honorable mention for his watchfulness. On his way to work the other night he discovered a frog standing open about two inches. His discovery probably avoided a serious accident.

Brakeman Frank Blaine is the proud father of another baby girl. Mother and daughter are doing nicely. How he did want a baby boy!

J. M. Calligan has been appointed yardmaster at Lake. J. G. Yahuke is now night yardmaster at Rondout.

Yardmaster George Dyer was off sick for quite a spell, but is O.K. again, and is back on the job.

Understand that George Dyer has a little pig which he is nursing on a bottle. Wonder where he got the pig.

Brakeman Bill House is happy that the time freights are running again.

Conductor Harry Williams had a car in the ring on the High Line for a short time—business must be good.

Engineer Walter Edwards was visiting at St. Louis recently. He says there are 100,000 Negroes down there.

The boys are all talking back pay and patiently waiting for the decision of the wage board on July 20th.

Brakeman Chester Holden is going west to attend the marriage of his twin sister. He will visit at Seattle, Portland, Los Angeles, El Paso and New Orleans.

Conductor Paul Hagelun was called to St. Paul to attend his brother, who sustained serious injuries.

Brakeman Walter Kranz spent the Fourth of July holidays in St. Louis, attending the marriage of his sister.

Hud Jones and Hank O'Neil are now wearing collar ornaments and gold buttons and incidentally a stiff cap with gold braid. These men are our two youthful acquisitions in passenger service and turned some of the other division's freight men green with envy, inasmuch as they are working pretty steady on the yellow cars. We expect that they will get by big.

Edgebrook, Ill., is all dolled up with a new freight house.

Conductor Kennelly, who was injured in an accident at Ingleside on May 17th, is reported greatly improved.

Trainmaster E. H. Bannon told his wife on Saturday morning that he was going to Fox Lake, Ill., as per usual week end. He went to Fox Lake on Saturday all right, but Sunday he was nowhere in sight. Investigation develops that he spent it in Kenosha.

Dispatcher C. W. Spoor, who attended the Shriners' convention, is back again and reports having had a fine time. He says he never expects to take such a wonderful trip again.

Dispatcher A. M. Kilian and wife are now on their vacation. They are at St. Louis, Mo., at present writing.

Dispatchers Woodworth and Shaft expect to go on a fishing trip. Hope they have better success than they did on their trip to the government pier.

Miss Eleanor Bennett leaves next Saturday on her vacation, which she expects to spend at Wautoma, Wis.

Chief Dispatcher Carroll weaned himself away from his "soft" job for two weeks and went to Excelsior Springs, where he was parboiled. Of course, we missed him.

More about Chief Dispatcher Carroll. He attended the stock meeting at Aberdeen on June 28th.

Next month we are apt to call this column "Barbs of Satire," which will be compiled by the Satirical Saint. It has nothing at all to do with the Cosmopolitan, therefore we will not have to offer apologies to anyone. However, it will be

necessary for all concerned on the C.M. Division to march the straight and narrow path with their heads up to avoid a satirical onslaught.

"Wooden Shoe Doings."

Mitch.

Early Saturday morning, June 19th, Engineer William Kane received such painful injuries in a collision in Channing yard that he died late the same day. It was a shock to all who knew "Billy," and through this column the Superior Division wishes to extend to his wife and family its heartfelt sympathy in their sad bereavement.

Chief R.H.C. Dave Chine of Channing, Mich., has taken a two weeks' vacation which he intends to spend somewhere in Minnesota. Dave is one of the old-timers and has over twenty-five years to his credit.

S. H. Lyons of Milwaukee is the new district storekeeper with headquarters at Green Bay. Desire Maes, former storekeeper, has been assigned to other duties.

Miss Marion Baenen is the new stenographer in Storekeeper Lyon's office.

On July 7th the car department clerks gave a party all their own. The girls treated themselves to a supper at the "Coffee Shoppe," and then enjoyed the performance at the Grand Theater. After the theater the girls discovered they still had plenty of kale left, so finished up the evening at Kaap's Tea Room. As yet Grace hasn't quite recovered from the effects.

This letter was received the other day and we agree that 'it was ever thus':

"You please see if you can get me a pass with my wife on it with myself. I have one but my wife is not on it, so she has to stay at home and you know how that hurts a woman. Please let me know what you can do."

Engineer C. W. Fogle had three toes on his right foot badly crushed and has been off for two weeks. C. W. intends to have a firmer grip on 200-pound planks after this.

Engineer J. A. Parkinson has returned from Portland, Ore., where he attended the Shriners' convention. Jay reports that he had some trip.

Engineer John Dubois has laid off for two or three weeks and his passenger run is being held down by Andy Rasmussen.

Engineer Ed Meetz made his first trip on passenger the other day.

Conductor Ralph Longworth and his family have left for Miles City to spend a couple of months. "Rollie" can stand his little vacation, for he has been off only one week in two years.

Conductor Al Richards has taken the Menasha yard job for the summer.

Fourth of July at hand and a carnival in town the same week caused Second Shift Caller Allie Proctor to have bad pains in his head. The week over with, Allie is regaining his health.

We would like to know what Engineer Mike Schaefer did with the pancakes he brought home from Menasha.

Machinist Helper Charlie Anderson had his right arm severely injured in an auto accident, but at this writing is getting along nicely.

A wrench slipped and hit Phil B. in the leg which caused him to be laid up for about ten days.

Harry Dudd is spending his vacation in Chicago.

Joe Chounard was off for a week and says he was in Canada and saw the "moon shine."

Machinist Harry Hogan and Boilermaker Sylvan East have moved to Channing. Girls, read up on vamps.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

I had a lot of nice new news items for the dear public up and down the Milwaukee for this month but I just looked out and saw Joe Malloy trying to give the head end of an eighty-car drag a back-up sign with an empty syrup pail and I forgot everything I ever heard and went out and read the latest bulletin on the re-examination of brakemen, etc., on the Standard Rules. Joe says there was a cow in a car of emigrants and he was going to milk it, but I imagine he mistook the pail for his nice new shiny electric lantern.

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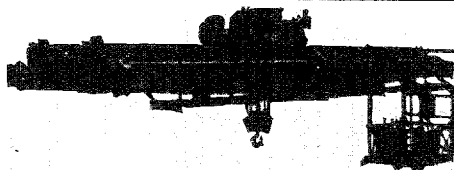
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Anyway, everybody that didn't go away last month went this and those who were away spent most of their money and came back again.

Mr. and Mrs. Fauver are on their ranch near Melstone for the summer and Mr. and Mrs. C. R. Johnson on theirs near Baker. Both have prospects for excellent crops.

Mrs. Walter Shector, wife of Fireman Shector, has returned from a three weeks' visit with her folks near Miles City.

Mrs. Charles Shadduck, wife of Engineer Shadduck, who was called east on account of the illness of her mother at Clinton, Iowa, has returned home.

Engineer and Mrs. J. C. Langman have as their guests this month Mr. Langman's brother and wife, Mr. and Mrs. Irven Langman of Fond du Lac, Wis.

Mrs. John W. Ross, wife of our late Superintendent Ross, and small son, of Sault Ste. Marie, Mich., who have been visiting Engineer and Mrs. John Williams at Piedmont, are visiting at the home of Conductor and Mrs. John Rogers in Three Forks. Mrs. Rogers entertained at cards for Mrs. Ross evening of July 12th and snapshots of that live wire, John, Jr., adorned the clever and original score cards.

Engineer Ted Asher is back again from many months on the branch—goodness! I must not say that or Ann will come over and get me; I should say the Northern Montana Division—where he has been pulling passengers to and from Harlowton to Lewistown. The main reason is Mrs. Asher and the three girls are back from a year's stay in Oakland, Calif. Mrs. Asher is very much improved in health.

Mrs. Art Jersey, wife of the Martinsdale section foreman, underwent an operation at a Bozeman hospital recently, but is much better and home again.

August Kunze, not satisfied with hot days and cool nights, must pack up his suitcase and go back to Minneapolis, where it's hot days and nights, too. He expects to be back for the next fireman's dance, however, and perhaps in time to visit some with Mr. and Mrs. Albert Kunze of Big Pine, Wyo., who are guests at the home of Mrs. William Sauer.

Mrs. G. T. Spaulding, who has been visiting at New Virginia, Iowa, for some weeks, has returned home and Mr. Spaulding is here from Tacoma. The reason for all this reunion is "packing up," for Mr. Spaulding is now traveling engineer, with headquarters at Tacoma, where the family will make their home. The best wishes of the division go with them.

Two Dot almost got washed off the map the first of the month, when the sky fell on the depot and the substation and the platform and everything. Nothing like last year, when you went out and took a look at the sky for a cloud and never did see any. This year pack your umbrella all the time.

Mrs. C. W. Gross, wife of Superintendent Will-trout's clerk, has returned home from a visit with friends at Stanford, Mont.

Engineer and Mrs. E. A. Barnes, with son and daughter, have just returned home from a trip through Yellowstone Park. After this nothing in the canyons on the R.M. will bother Mr. Barnes, besides mostly the motors stay where they are put and in the park those "bad, turn ahead," signs scare you to death, if nothing else.

Conductor W. A. Park and wife are enjoying a visit from a sister of Mr. Park's accompanied by her husband and son. Their home is in Iowa.

A week of last month was spent in sorting out the boys on the R.M. who were Shriners and then sorting them back again, account the special trains which were run over our railroad for the convention at Portland. The trains were full crewed, train and engine men, with Shriners, and this was highly appreciated by the visitors, who were loud in their praise of the Milwaukee and its electric railroad. Among those who were selected for the runs, we were fortunate enough to obtain pictures of only a few, and hope next month to have them in the magazine if the editor will stand for it, and I feel sure she will, considering how very nice looking they all are.

Mrs. Lefever, mother of Tom and Earl, left last

of June for Pittsburgh, Pa., for a visit with a son there. She expects to be away the most of the summer, and is greatly improved in health since her return home from Utah.

Mrs. Jorgenson, wife of Engineer Jorgenson, left for Chicago the last of June and will visit there for some time. Harold and his dad are batching and they both look awful hungry.

Engineer Thompson, who was a visitor at the Three Forks Hospital, but not from choice, for some time, is back home again.

John Troup, who is always first at everything, bought the first poppy from the French lady in Butte and had his picture in the paper handing her the nickel, or whatever they cost, and then he went over to Livingston with American Legion boys at a convention and there was another photograph of him in everything, and from there they went to Hunters Hot Springs, and no pictures taken there. How do you do it, Jack? Tell me, so I can get on the front page of the "Miner" some time or other.

Mrs. Townsley, wife of Engineer Townsley, received word from St. Michael, Neb., of the sudden death of her brother there. She has the sympathy of all in her grief at this loss.

The operators are making so much money, Brakeman Mannon laid off for a few weeks from the train service and sat in on third trick at Three Forks. Ross Mullins worked a couple of days during his visit with home folks before his return to the Burlington in Wyoming.

Night Chief Train Dispatcher G. M. Hayden has been appointed as chief at Mobridge and left for that place July 1st. Mrs. Hayden has returned to the third trick at Three Forks after an absence of four months. Mr. Oleson is now acting night chief in Deer Lodge. Mr. Haggerty, who spent a week in our fair little city, is back again on the job at Deer Lodge, and Assistant Superintendent Wilttrout, who has almost fully recovered from the Shriners' convention and who never did get on the boat for Alaska, is back again. Mrs. Wilttrout had better luck and has not been seen since. A message from her, however, stating she is "broke," leads us to believe everything is well with her and that may be the main reason why I.L.W. had to get to work again.

Charlie Davies is back again on the Piedmont hill. Understand he brought a Marmon roadster with him which he has to start with an airplane. They say the road for miles around Piedmont looks like plowed ground account going out of town to turn around and each exhaust uses a gallon of gas and makes a hole in the ground a foot deep. Mercy! perhaps that is where Ralph de Palma was headed for, on fifteen, the 28th. Anyway, after Mr. Davies tries his car out on the Whitehall races he is going to leave for greener pastures. Pastures is what he has to have to back up or go ahead with that boat—he has to have a race track, for the old turn table at Piedmont is no more.

Mrs. Everett and daughter Marion left for Saginaw, Mich., the first of July to spend the summer with relatives there. Mr. Everett expects to join them there after the mosquitoes are all gone here. He wants to see the last of them.

Conductor Earl Wilson left for Dodge City, Kans., where it's nice and hot, to spend the Fourth of July with his folks. Mrs. Wilson has been east for some time on account of the sickness of a brother in Kansas City.

Mrs. J. C. Houston and daughter Hazel left for Idaho Falls, Idaho, the first of the month, called there by the illness of Mrs. Houston's mother.

Operator Elliott of Josephine has been assigned to the agency at Judith Gap and is hard at work there this minute. One trick was taken off at Josephine and one at Loweth, first of the month.

Dick Wende has left us for the Coast Lines, where he has a brand new job of some kind. His place here was taken by Frank Tavenner, who is not a new man by any means, being well known on the division since the first poles were set, back in 1916.

We hear that Operator Patterson at Donald is a married man, but he won't tell us and can't believe an outsider, so there you are. Still there

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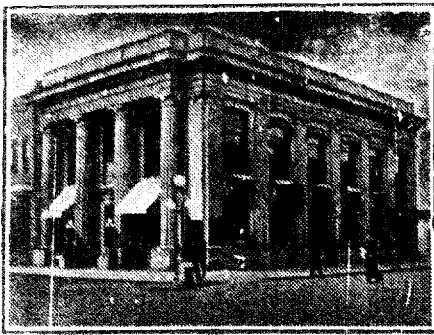
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\$3,500,000.00 Deposits

*90% of which are wage-earners
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This plan has proved to be a practical aid to systematic saving and is meeting with continued favor. Circular giving full particulars will be mailed upon request.



*"Identified with Chicago's
Progress Since 1857."*

Capital and Surplus - \$15,000,000

112 W. Adams St., Chicago

are a lot of train and engine men coming in from the west who are smoking brand cigars and there must be a reason because all the trains stop at Donald now. Congratulations and best wishes, anyway.

This we do know is true: A popular conductor, Matt Zellar, and Mrs. Ula Smeltzer of this city were quietly married in Butte June 24th and have returned to Three Forks, where they will make their home. Mr. Zellar has been for many years a Milwaukee employe and Mrs. Zellar is very well known here, having lived in Three Forks many years. The Rocky Mountain extends best of wishes and a life of happiness to both.

Here we are again. June is sure the popular month for weddings. Miss Iva Vaninwegan, daughter of Conductor M. B. Vaninwegan, and Seymour Simonson of Elk River, Idaho, were married at Coeur d'Alene, Idaho, first of June. Mr. and Mrs. Vaninwegan attended the wedding. Mr. and Mrs. Simonson will make their home at Elk River.

Says Harold: My folks are all sick, I have to go right out to Portland—and he went. And when he came back Mrs. Harold came with him. Can you beat it? The same bug is biting a lot of people on this division, it seems to me. Anyway, Mrs. Jessie Sterns and Harold Hudson, both well known here and both Milwaukee employes—Mr. Hudson, an R. M. brakeman, and Mrs. Sterns, a Milwaukee Hospital nurse—were quietly married at the home of Mr. Hudson's brother in Spokane, June 26th. After a short visit on the coast they returned to Three Forks, where they have purchased a home, and everyone wishes them all happiness.

Understand there is another wedding coming up, but am afraid to tell for fear I am too early with the news. Maybe next month the bells will ring.

I best stop writing or there won't be any single folks left to write about. This is enough for one month anyway, and I can see that big blue pencil coming my way, right now.

Black Hills News

J. R. Quass

Conductor Martin Olson and Engineer Bert Gardner have charge of steam shovel at Oacoma gravel pit, getting out gravel for the lines west.

Superintendent W. M. Thurber and Trainmaster D. A. Gibson made a trip of inspection over the line the first of July and introduced C. F. Urbutt, our new assistant superintendent, to whom we extend a hearty welcome.

Conductor Joe Patton is back on 91 and 192 after thirty days on passenger on East End.

Conductor W. H. Stewart is back to work again after several weeks spent on his farm in sunny California, near Red Bluff.

Passenger runs of 103 and 104 have been changed from Murdo to Chamberlain, with three crews and lay over at Chamberlain. Stewart, C. J. Wilson and Penrose drew these runs.

Conductor George Warner and wife spent a couple of days in Rapid City visiting relatives.

Engineer James S. Johnson and Fireman Mat Anderson, who have been on switch engine at Rapid City the past six months, have taken runs 191 and 192 for the summer.

Conductor C. H. Yount is back to work again after a very serious illness. Praff had his car while he was off.

Conductor Walter Johnson made several trips on 99 and 98 while Conductor Joe Johnson was off on account of sickness at home.

Frank Herndick, who has been section foreman at Rapid City for several years, has left the track department and is now enrolled as car repairer at Chamberlain. Mr. Scott is the new section foreman at Rapid City.

There is a steam shovel at Kings Dam, in charge of Conductor M. Boyden, clearing out cuts and filling in the dam washed out by the flood.

The third steam shovel was put in July 10th at Stamford, clearing out cuts and filling in slides and bridges.

Grimes, Iowa, Business Grows

The station of Grimes on the Des Moines is stepping into business of the first class. Several large canning companies of the vicinity have consolidated, the new company becoming the

largest concern in the world engaged in the corn canning industry. The various plants will produce a total of 12,000,000 to 15,000,000 cans of corn annually. Grimes is the head office of the consolidated organization and the business in and out of that station will be greatly increased.

River Division Nothings.

"Bell."

August has arrived, and this month those of us who have been thrifty and saved their spare pennies for the last year will be enjoying a vacation. Many folks spend their vacations in the country during August. A city chap in the country on his vacation is called a summer boarder. Summer boarders make the farmer tired. He gets sick explaining which cow gives condensed milk and which rooster lays fried eggs. The summer boarder pays the farmer ten dollars a week for board and room and then kicks because he has to furnish his own soap and wash at the pump. The farmer serves breakfast at 3 a. m. by the light of a candle, and when the summer boarder sits down to eat the farmer blows out the candle and serves the same breakfast at 8 p. m., after it is too dark to see to eat it. The city boarder tries to sleep on a husk mattress and wears callouses on his shoulder blades. He fights mosquitoes all night and black flies all day. He takes a walk and is chased by the bull. When he comes to the fence he goes over it. The bull helps some. Dog days come in August. Some people say it is unlucky to be bitten by a dog during dog days. Other people say it's unlucky to be bitten by a dog any time. It is also said that every dog has his day. If this were true there would not be enough days in the year to go around among the dogs.

Miss Gertrude Forrester, comptometer operator, was in again, now out again. She started her vacation on a farm in North Dakota and is spending the balance in the East, taking in such sights as the Bowery, Greenwich Village, the Statue of Liberty, etc. She is having a wonderful time, and will make her old machine hum when she gets back, as she says she's accumulating a lot of pep.

Miss Helen Partridge, accountant, and Miss Gusta Furst, timekeeper, also feel that they can afford a vacation this month. Helen goes a-farming in Montana and Gusta will visit Washington, D. C.

And there's George Borgman, chief clerk to the superintendent, and Dana Wheeler, chief timekeeper, attending a conference at Chicago. No, it's not the G.O.P. convention—purely a discussion of some railroad matter, but we hope they'll not bring back bad news.

The M.N.G. Club expects to hold its annual convention in Chicago some time this month, so get ye prepared, all ye correspondents, as we want a record breaking attendance. Sure, Moike! Yours truly will be there to represent the livest division on the system. Any contradictions?

E. F. Rummel, our former trainmaster, is now assistant superintendent of the Chicago Terminals. He likes his new duties, but it sure keeps him humping. Congratulations and best wishes to the little fire-eater.

J. E. Hills, whom you will perhaps remember as a one-time terminal trainmaster at Minneapolis, is now trainmaster of the River Division. Better behave yourselves now, boys, as he sure has got some reach.

Right in the face of the H.C.ofL. our brave boys march to one of Mendelssohn's most popular tunes. Some we know have already jumped from frying pan into the fire, and some are contemplating the daring act—

Now, John P. Terning
For his girl was yearning,
So to Milwaukee he hied him,
And there the preacher tied 'em.

Francis R. Murphy, the brakeman,
For better, for worse, she did take him.
From his home town he got him a wife,
To be married, says he, is the only life.

Louis T. Rogowski from LaCrosse
Will soon take unto himself a boss.
Says he, "I'm going to specialize,
For other girls I'll have no more eyes."

A Safe Ballast

The traveler on the transcontinental flyer gives little thought, as he races along, to the "section man." Yet it is he who keeps the road's foundation safe for the passengers of the "Overland." Likewise, the dollar you deposit in the bank—it is the ballast that assures safety for your future and the future of your family.

First Wisconsin National Bank
Milwaukee

Saint Paulograms

No. 9

Saint Paul is the Northwest's leading grocery market, with more than a dozen strong wholesale houses, several of them of national repute, supplying the grocery trade of a wide territory.

Groceries to the value of more than \$26,500,000 are distributed annually thru the Northwest by wholesale houses of Saint Paul.

The past year has marked a large gain in the value of groceries wholesaled in Saint Paul and a considerable increase in tonnage of groceries shipped.

Thruout nearly half a century of continuous progress Saint Paul and its industries have felt the helpful influence of—



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The Great Northwest"

\$5000 YEAR!
THE BUSINESS FOR YOU!

Men! Get into auto industry—the business that makes millionaires. Get rich. Take in money every minute of the day—don't wait for paydays. Get paid for what you do—not for hours you work. Learn wonderful profession. Prepare to manage a

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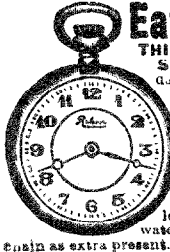


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SEND NO MONEY. Just name, and we will send you 14 of our new Art Pictures to dispose of at 25c each. Send us the \$3.50 you collect and as a reward we will send you this new thin model, lever escapement, stem wind and stem set watch, just as described, also choice of 10 or 20

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Shoes—2 Pair—Shoes

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course, you don't expect full details of an amazing offer such as this in such small space, and you are right. If you look for our big six and a half inch illustrated ad in this issue, you will get full particulars. Wolpert, Dept. 99, at 1201 W. Van Buren Street, Chicago.

Norman C. Mahler, from Hastings. Has had his very last innings; Now his wife has something to say. Poor old Norman can't have his own way.

Danny P. Sullivan Will not be dull again. For now there's a Mrs. Dan— She'll keep him bright, spick and span.

Thomas Potter, we are sure. Will soon take the "Bachelor's Cure." Share his name and his pay envelope both. Though we know he'll be nothing loath.

H. J. Fidlín went down the river. "I do," he said, without a quiver. Now there's a Mrs. Fidlín, his wife. They have started their journey of strife.

Passenger Brakeman Albert J. Hubbard, at whose house recently a brand new baby arrived, contributes the following from his experience for the benefit of his fellow workers embarking on a matrimonial career: When a new baby arrives in the home one of the very first things to do is to ascertain its weight. It is very embarrassing to any one later in life to be asked, and not to know, his weight when born. If there is no weighing scale in the house when the baby arrives, run across to the neighbor's and borrow his scale, but be sure that it weighs correctly. We know of a case where a new baby was weighed on a scale which a neighbor was accustomed to use in weighing the fish he caught. In this case the baby weighed twenty-three pounds and seven ounces! To weigh a baby, suspend it in a towel and suspend the baby in the towel from the weighing scale. Now, the gross weight, less the weight of the towel, represents the net weight of the baby. A brand new baby should weigh anywhere from seven to twelve pounds. Sometimes a baby which weighs only seven pounds on arrival cuts a good deal more ice when it grows up than one that weighs twelve pounds. The worth of a baby is not always estimated by the pound. When you consider the high cost of modern requisites which it is necessary to have on hand when a baby arrives, a baby costs its parents on arrival at the rate of about \$25 to \$50 per pound. Of course, no parents would sell a new baby at any price. If you were to offer them \$1,000 per pound for their little baby, they would feel insulted—and yet it may be they wouldn't give five cents a pound for another one.

Northern Montana Division. A. B. G.

Mrs. L. S. Wandell, wife of Conductor Wandell, who recently underwent an operation for appendicitis, has fully recovered.

Dispatcher T. J. Hanson has just returned from a trip east, called there by the serious illness of his father.

Conductor F. A. Dore is relieving Conductor Sacket on the Choteau line on account of Tom being away looking over his oil interests.

Nora D.: What is the meaning of the word "La Cima" written on the oil dome on the old homestead? We wish to know, as we laborers on the Northern Montana—or, rather, the High & Windy, as you term it—have not got that far in history. Is it the name of some brand of cigars or something good to drink that is made on the old place with coils?

Fireman Friend Eggleston, better known as "Lizzie," has took unto himself a wife. The Northern Montana Division boys extend them heartiest congratulations.

Conductor R. B. Pirie, known among the boys as the little trapper, has sworn off again. This time it is orangeade, cigarettes and damsels until the next trip.

Family of Conductor P. J. Tobin have gone East on an extended trip, on account of the health of Miss Mercedes, who has not been well for some time. Employees all hope she will regain her health thereby.

Conductor A. Loveland went over his ranch recently looking for an oil dome, but the only domes he could find are those made by prairie dogs. But he is confident that oil can be found beneath the surface. Good luck to you.

Conductor W. P. McDonald and family spent

a few days visiting friends and relatives at Missoula and Butte recently.

Hurrah! hurrah! the first rig for drilling oil goes to Roy, Mont., tomorrow. We suppose Agent Walter Rowland will be so oily in a couple of weeks that his wife will have to put a carload of cinders in bed to keep him from sliding out.

We don't know whether Roadmaster Cook brought good luck to this division or not from Iowa. But it seems as though all he has to do is to build bridges caused by cloudbursts previously.

Agent Humphrey at Hilger bought a cow recently, but we do not think he is getting fat from drinking cream, as Conductor Loveland and two brakemen are very ambitious. 'Nuf said, Brother Brakemen will savvy what is meant.

Conductors Wandell and Baumgartner are about to make a trip to Thermopolis, as members of the Elks' band, who have a record throughout the state as one of the best, if not the best, although Lewistown, the Oil City, feels they are the best, as the Elks' band have entertained the public with their numerous concerts which are hard to beat.

Roadmaster J. C. Kidneigh is spending so much time on the Winnett line that one cannot tell him from the laborers of the extra gang, all tanned up.

Mr. Koch made a remark this morning something about three weeks from Sunday, June 27th. All right, Mr. Koch, we know what you mean. You were referring to the annual outing of the employees of the Northern Montana Division, which will be held at Forest Grove this year.

Brakeman F. A. Curtis, but at present operator at Lewistown yard, recently sold part of his homestead to an oil company. If the oil is found there Frank will be in a class with Sacket and some of the other oil kings of the Northern Montana Division.

While Dispatcher T. J. Hansen was acting as chief dispatcher and the chief, E. B. Cornwell, was acting superintendent during the absence of

Superintendent H. M. Gillick, some of the boys were looking for T. J. H. to throw off a "lighted" cigar as a compliment to his elevation.

Engineer "Cy" Spring is always getting pinched by the speed cop, but you can never get him to move faster than ten miles per hour while working.

Understand Engineer C. P. Warner and Cy Spring are going into the turkey business on a large scale with small capital.

By the looks of the crops at present, the Northern Montana Division will be kept busy moving the wheat crop this fall.

C. W. Wilson, agent at Denton, Mont., and wife passed through Lewistown on train No. 116 on their way to Omaha. They are called there on account of the death of Mr. Wilson's 22-year-old brother, who failed to recover from a surgical operation.

W. G. Bennett, the new agent for the Milwaukee & Great Northern Railways at Hanover, checked in at the Lewistown headquarters recently. W. C. Dorsey, the relief agent, whom Mr. Bennett succeeds, was assigned to the position of telegraph operator at the Lewistown yards of the Milwaukee.

F. E. Wharton, chief clerk for the superintendent of the local division, spent Sunday in Great Falls.

Mr. and Mrs. C. C. Sayre, both of whom are employed in the offices of the Milwaukee depot, he as assistant division accountant and she as secretary to the superintendent, left for a two weeks' vacation in Milwaukee and other points in Wisconsin.

Col. C. L. Whiting, formerly superintendent of the local division of the Milwaukee railroad, now in the same position at Moberg, has just been promoted to the position of superintendent of terminals at Milwaukee. He will take charge of his new place July 1st.

Jesse C. Martin, better known as "Win," formerly rate clerk at Lewistown, is the proud father of a son, born on July 3d. Both mother and son are doing fine.

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Men who have real work to do, appreciate the comfort and durability of Mogul overalls. You needn't spare Moguls: they are built to resist wear and strain.

All Sizes at All Dealers

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Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

The Milwaukee System

These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

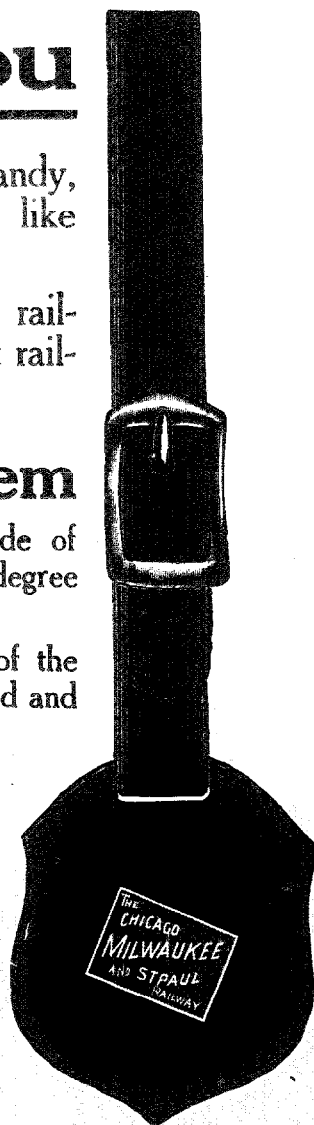
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



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Leather Fob with Emblem . . . 75c
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Iowa Division.

Ruby Eckman.

Engineer Oscar Woods has been laid up at his home in Perry for a few weeks with a seige of carbuncles on his neck.

Mrs. Bert White, wife of the former water supply man at Perry, who had the misfortune to break her hip while on an inspection of the packing plant in Perry, recovered sufficiently to be able to be taken to her home on July 14th. She was in the hospital over eight weeks and made the trip home on a cot, as her limb is still in a cast. The family are now residing at Interior, S. D.

Lester Job has taken a position as chief clerk in the office of the division storekeeper at Perry.

Amos Townsend of the roundhouse force has been off duty a few weeks on account of a mashed finger. He was helping to unload some material when the accident happened.

C. C. Job, formerly a clerk in Perry roundhouse, who is at present dean of anatomy in Loyola Institute in Chicago, was in Perry the fore part of July for a visit with relatives.

I. L. Kline, car foreman at Perry, who took a leave of absence on account of the illness of his wife, returned to work on July 9th. Mrs. Kline was much improved, although she will remain at the home of relatives in Dubuque for a few weeks more until she regains her strength. Paul Trinkler, who was on the job during his absence, returned to North McGregor.

Edward Gardner of the steam derrick force was off duty a couple of weeks on account of an injured leg.

Mike Shearer, a section laborer on the force at Van Horn, was killed the fore part of July. He had started out with the gang after dinner and a rod on the gas car dropped on the track and derailed the car. Mr. Shearer was injured about the skull and died before he reached the hospital. He left a wife and family.

Conductor O. R. Taylor has been off duty several weeks on account of an injury.

June 29th was a big night for the railroad folks in Perry. On that evening the B. of L. E. & M. gave a dance and reception at which time the seventeen members who were in the army or navy were presented with the badges which have been issued by the grand lodge. The affair, which was one of the society events of the season in Perry, was given at the Pattee Hotel. There was nothing left undone to make it a success. All the ladies were presented with flowers. Miss Trine, Mrs. Pattee and Mrs. Chapman, who furnished the musical numbers, were presented with huge bouquets of roses. Sam Scheaurer, general chairman of the organization, was present and gave a talk on the activities in the States during the war. Colonel Parsons, who is the commanding officer of Perry Post, American Legion, told of the work of the boys over there and made especial reference to one of his company to whom a medal was to be presented, namely, Elmer Clothier. One of the local pastors also made an interesting talk. The bronze medals, which have been presented to members by the Grand Lodge of the B. of L. E. & M., are very unique and will be highly prized by the men in years to come.

July 11th Peter Slater and Gladys Lutze, of the car department force at Perry, were married at the Catholic parsonage at Granger, Iowa, at 6:15 p. m. Peter is a young man who has been employed by the car department for several years, except the two years that he was in the navy. His bride is a daughter of Charles Lutze of the car department force and has been working as clerk for the car foreman at Perry for several years. They expected to keep the wedding a secret, but the matter leaked out and they were given a regular old-time charivari by their friends. The men employees in the car department presented them with a kitchen cabinet which was installed in their new home, as they went to housekeeping immediately in a residence on Fifth street, in Perry. The young people have the best wishes of a host of friends.

Edward Jordan, who has been in charge of steam derrick No. 18 for some time, has gone back to his old job on the repair track force. N. J. Buckles comes here from Bellevue to take

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We have a new method that controls Asthma, and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as Hay Fever or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with asthma, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all form of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that this new method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms at once.

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the position of wrecker foreman. Edward prefers the repair track work, as he is able to be at home all the time.

Conductor Charles Craig and wife left the fore part of July to attend the Elks' convention in Chicago and from there they went to Tacoma to visit with Charles Brother Roy, a conductor on the Coast Division. They will stop at a number of places on their way east.

Fireman W. E. Bell has gone to California with his family on account of the condition of his wife's health.

Machinist Elmer Swanson was off duty a few weeks of July on account of a mashed finger.

Brakeman Wm. C. Hunt and Miss Naida Houghton of Perry were married July 7th. Mr. Hunt is a brakeman who recently started to work on the Iowa Division. They will make their home in Perry.

Fireman Leon Brown's baby died July 13th at the home of its grandparents in Jefferson, where she was visiting.

Conductor H. W. Lee and family spent a week with friends at the lakes in northern Iowa in July.

Conductor John Briggie is on Conductor C. R. Cornelius' run for thirty days or more while Mr. Cornelius takes a vacation.

Conductor L. C. Newell's wife died at the family home in Perry, July 7th, after an illness which had extended over a period of two years or more. She had been bedfast several weeks. Mr. Newell and his wife were old residents of Perry, as Mr. Newell is the oldest conductor in the service of the Iowa Division.

Verne Leonard has recently returned to Perry and taken a position as switchman on the yard force.

Conductor Thomas Costello is in Washington Boulevard Hospital in Chicago and is said to be in quite a serious condition. The doctors do not give him any encouragement that he will be able to resume work short of a year.

Charles Willis of the car department force returned to work in July after having been off duty since last September on account of an injury.

Dean Brooks, who was on four months' leave of absence, has returned to his position as cashier at the Perry freight house.

J. W. Sheplar, formerly of the B.&B. department, was here from California the fore part of July for a short visit with friends.

Conductor and Mrs. W. E. Rathman were in Atlantic the latter part of June getting acquainted with a new son at the home of their nephew, Frank Brennan. Mr. and Mrs. Rathman raised Frank after his mother died and he seems like their own son, so of course they were greatly interested in the new arrival.

W. W. Arrsmith, son of the agent at Bayard, who is taking a medical course in Chicago, has taken charge of a doctor's practice at Bagley this summer while the regular physician is on a vacation. W. W. finishes his course next year.

F. M. Blaislee and wife, of Defiance, are on their annual vacation for three months. F. O. Bruce and wife are relieving them.

C. A. Case, agent Panama, is on his annual auto trip, with R. L. Brown relieving him.

Astor station west of Manilla and Elwell station on the middle division were closed the fore part of July. F. F. Foster, former agent at Elwell, will continue to act as custodian at Elwell. J. N. Hutchins of Astor station is doing relief work.

Conductor A. B. Cate and family had an enjoyable trip to the western coast in July.

Conductor C. B. Martin was in North Platte and Lincoln, Neb., the fore part of July.

A ten-pound boy arrived at the home of Yardmaster R. O. Wicheal the fore part of July.

Boilermaker W. J. Barth's wife and children went to Pleasant Valley, Ore., to spend a month with relatives.

Milwaukee Shop Items.

H. W. G.

Nearly a repetition of the June 23, 1917, flood hit the shops at midnight June 16th, after one of the heaviest downpours in many years, leaving a heavy slime from the yellow Menomonee River over the shop floors that took two days to clean up. Water remained in the round-

DUFF GENUINE BARRETT JACKS

Made by the largest manufacturers of Lifting jacks in the world. All types, from 1 to 75 tons capacity, including—

Car Jacks Telescope Screw Jacks
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Gentlemen:—

I received your check today for \$56.00 in settlement of my claim for injury, for which I thank you very kindly for both prompt and generous settlement. I assure you whenever the occasion presents itself, I will boost the Continental Casualty Company.

Yours very truly,

HENRY J. WENDT.

J. E. ROSELAND, Agent.

Carpenter.

CUT OUT AND MAIL TODAY.

Continental Casualty Company,
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM

Division.
Please send me information in regard to your health and accident protection such as are carried by Henry J. Wendt of Milwaukee and hundreds of my fellow employees.

My age is.....

My occupation is.....

NAME

ADDRESS

Continental Casualty Company :: Chicago

house and other pits until nearly the next night. Grand avenue was nearly dark at 1 p. m., the 16th. Both the avenue lights and automobile lights were turned on. Our transfer and turntable dynamos were out of commission two days and would have been out longer if Bob Willits and his force had not worked all day and night through.

A. N. Lucas was at the shops, returning from the M.C.B. convention the 18th. "Abe" looked ready to explode with health.

E. J. Brennan left us at noon the 18th. R. W. Anderson is in the superintendent motive power chair.

Veteran John Horan will make a visit to his daughter at Seattle the latter part of August and attend the Milwaukee Pioneers' annual meeting.

Tony Lapinski, veteran moulder at the foundry, died June 19th, aged 46 years. A comparatively young man in the prime of life, he had worked in the foundry for the last 33 years, well liked by his fellow men and a faithful servant.

Chief Clerk James McCormack was at Minneapolis the 23d and once since. The assistant superintendent motive power office equipment from there is now at Milwaukee shops, from which point all division master mechanics are handled.

That beautiful peony John Horan gave Miss J. K. was a peach and big as a big sunflower. Don't blame the other stenos. for feeling jealous. John received a Leap Year proposal which we have sent to print.

It is a sure thing this time that the offices are going to be moved over to the pattern shop, the machinery in the latter to be returned to the mill, which work is now under way.

Clerk Janke, in the office "engine room," was overcome by heat the 28th and had to be taken home in the ambulance.

The sympathy of the entire office and all friends who know him go to Harvey Trevillian in the death of his wife, who passed away the 27th. This is the third chronicle of similar nature that these items have had to record lately.

Everything for sale nowadays, even the famous crossing store at the north crossing. Mr. Taylor has had charge a good many years.

Attorney H. J. Killilea, at the downtown office, attended the San Francisco Democratic convention and came mighty near being put on the vice-president bunch. Well, H. J., we need you here.

George Prentiss, chief chemist, was at the meeting of the Society for Testing Materials at Asbury Park, N. J. He returned the 28th.

The National Photographers' Convention of America will hold their meeting and grand exhibit at the Auditorium, Milwaukee, August 23-28. This will be some show in the photo line.

Alex. Kennedy of the passenger department, Chicago, was a caller the 29th, and bagged some of our old locomotive photos.

Fred Lemke, one of our 50-year veterans, quit the service June 30th. The shop boys presented him with a handsome rocker and gave him a send-off with the shop band. The \$200 collection which the "Journal" mentioned was not so, nothing but the chair was presented. Mr. Lemke was written up in the magazine a few months ago and his photo shown with that of James Garside and Harry Dumphy.

Parking space for automobiles is now provided for on new cinders at the north tracks crossing. Too dangerous to cross the maze of tracks except for necessary trucking.

President H. E. Byram's freight rate increase article in the June magazine hits the nail on the head in good solid fashion. And Bjorkholm's "Waste or Receivership" is very timely. Major Peterson's Russian letter is good reading and the "Twin Cities of the Chehalls" also makes a good photo display, as does also Sioux City, in the July magazine.

Our old friend George Mason, director. Take what George has got and what we have got will make a big sum, only it was not evenly divided.

Mae McMahon of Joost's office spent the Fourth at her uncle's, near Janesville. Since her return

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she is relieving Miss Mamla Voilkel, who is away on her vacation.

Mr. Umb's clerk for mechanical engineer has quit. Mrs. Barlow is in the M.E. office.

The Veterans' pass business has been pretty well straightened up for once. Sure some mix-up during the transfer back of the railroads.

Miss Jane Kimmish was at her home in Du-buque over the Fourth.

Our old friend A. J. Edmonds, formerly round-house foreman at Madison, Wis., called in July 6th, on his return from a winter in California, returning same day to his home, now in Mason City.

It has just come to our notice that our veteran friend and old-time Prairie du Chien Division conductor died last March at his home in Winneconne, at the age of 82 years, O. S. Vaughn, who was a familiar figure on the old Prairie du Chien line for 45 years. Mr. Vaughn had done no running for the last few years. Mrs. Vaughn remains at Winneconne and frequently visits her son Frank of this city, who is one of the city's chief electricians and head of the street illuminating scheme. Look at the lights on Grand avenue.

We are hoping every issue now to see something about the V.E.A. meeting in this city early in October. It seems that A. J. Earling is chairman and Mr. Carrick vice-chairman. We expect to be roped in same as the meet four years ago. The executive committee met in Milwaukee recently. A bunch of queries on the pension system progress was taken up, but no time to finish all of them.

John Horan slept with his head near the window that hot night and the next two days went around with a mere whisper. John Baumgaertner, the fresco painter, had a similar but worse experience with the window of his office. Worse time than winter to catch cold, boys.

The cinder pit hoisting is soon to be done with dynamos, which will be an improvement over the present arrangement.

Racing the engines of auto trucks when standing is getting to be more frequent every day. Save gas, boys, save gas.

Blacksmith Foreman Bennett got a little jacking up last week; raised his office a foot off the ground, gave it a coat of paint inside, and Miss Mae Elsing in her yellow dress make things look spick and span.

Mr. Crowley's office received a severe renovation, too. Five different departments piled in this one room.

John O'Neil, our inspector at the Baldwin Works, Philadelphia, was home and at the shops July 10th, for a week. O'Neil is looking well. He has three or four assistants from here with him.

Yes! an "item" box in each shop for magazine items might be a good thing for rounding up the news each month. If you don't think it is some job otherwise, try it.

Word has just been received that W. G. Collins died at his home in Seattle July 12th. Mr. Collins was in the lumber business at Seattle, and up to a few years ago was general superintendent of this company. "W. G." used to be a familiar figure, especially when we would hear that his private car was coming. By the way, W. G.'s brother, William, who is in California, is not in the best of health, mostly account of his eyes. We have not seen either of the boys in a long time.

Miss Esther Wissing is a new clerk in the S.M.P. office.

John P. Kunz, gauge tester in the machine shop and one of the veterans, sold out bag and baggage, farm, city house and all, and starts with his wife on a motor trip to California for his health. Sorry to miss you, J. P. Wish you had seen us before you quit the 10th inst. You are a year ahead of us in the service.

The V.E.A. meets the 19th on executive business connected with the October meeting.

The left main rod of engine 8647 on the C.&M. Division let go the other day and knocked a hole in the thick throat sheet, a rather unusual and unique accident.

John Horan is the oldest active employe of the Milwaukee Road, and is over 82 years old and holding up a blame sight better than many of the so-called kids.

"Milwaukee, Wis., June 25, 1920.

"Mr. J. M. Moran,

"Milwaukee Sheds.

"Dearest:

"Seeing Leap Year has approached, it is a girl's duty to propose. I take the opportunity of asking you to be my beloved husband. I have the necessary articles, consisting of a table without legs, a chair without a seat, and a nice bed without spring. Now, if you think me fine and dandy, send me back a box of candy. If you are afraid of my dad, send me the name of some other lad. If for me there is no hope, send me back ten yards of rope. Now, if my name you cannot guess, send it to the girl you love best. Our eyes have met, our lips not yet, but O, you kid! I'll get you yet.

"MISS LEAP YEAR—1920"

East Wind.
"Mile-a-Minute"

The correspondent is not on the job on the date our "news" items are due in the editor's office and it is certainly hard on his nibs "Hamlet." However, will do the best we can with the material we have on hand. Nobody, excepting a few, seems to be willing to furnish us news items, so you see it's your funeral, folks. We'll buy the flowers.

Miss Mary L. Merrill is spending her annual vacation in Canton, Ohio. Can anyone figure out what is doing in Canton? We can't, for the life of us. Hurry back, Mary, and show us. (Maybe she will not wear the ring to the office, fellows; in which case you'll never know.)

We were glad to see Messrs. J. L. Brown and F. M. McPherson the other day. Seems good to see our old friends again even though it is only for a short time.

A. C. Paynter of Mr. Penfield's office has just returned from a sojourn in sunny California, and reports having had a splendid vacation. The weather could not have been any better had it been ordered for the occasion. Mr. Paynter has taken numerous pictures of the interesting scenes and happenings, and they are instructive to say the least. You show 'em the picture of the whale, Mr. Paynter.

The cowboy contest which was staged recently in Chicago's front yard, Grant Park, was a treat for a lot of the Railway Exchange employees. The loss in production during the week the contest was held will surely result in another boost in the hicostolivin. Some of us could not resist the temptation of seeing the cowboys and cowgirls throw the steers, ride bucking bronchos and the like. And the show didn't cost us a cent.

Miss Vila Graves, stenographer and clerk, engineer of track maintenance office, is now spending each week end at her summer home at Long Lake, Ill. That's right, Miss Graves, but can you blame us for envying you?

Jim Flynn drops around once in a while looking for a lost A.F.E. Outside of that, he has nothing to do with us. We are wondering what has been said to hurt his feelings. Didn't we treat you right, Jim?

June 13th certainly did have a funny effect on watches. Some were turned ahead, some remained "as they were," and three disappeared altogether.

Elmer, our office boy in 1215, left to learn the printing trade, and Ferdinand Kranz took his place.

Miss Kathleen O'Neil spent her vacation in Boston, Mass. Miss O'Neil is stenographer and clerk to C. O. Bradshaw.

Miss Edith Monblatt of the advertising department reports a wonderful vacation to Seattle via C.M.&St.P. Miss Monblatt recommends every one of us going to Snoqualmie Falls and Lake Keechelus. She says the dinner served at Snoqualmie Falls Lodge far surpasses anything you can imagine.

A card from our old friend Elmer Schroeder, formerly of assistant general manager's office, and his wife, formerly of Mr. Whipple's office, informs us they are spending the Fourth at Ranier National Park. Elmer says he is working hard, but likes it fine.

D. T. Bagnell, chief clerk to Mr. Bradshaw, is spending his vacation in his old home town, Lincoln, Neb.

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You folks in the Exchange don't know what you are missing over here in the Powers Building. Our west windows furnish an excellent view of— Well, at any rate, it's exciting, judging from the number of sightseers. Also—

Talking about week-end trips, at least two of our younger draftsmen hold a preference for Indiana, South Bend and Michigan City being favorites. Have not discovered what the attraction is, but for further information see L. D. M. and J. F. of Room 1002.

Miss Marjory McLinden of the legal department has accepted a position with the C.&A., and Miss Johnson has taken Miss McLinden's place in the legal department.

Miss Gladys Chamberlain, secretary to C. M. Dukes, assistant general manager, is spending her vacation with her sister in Yellowstone National Park, and reports a wonderful trip.

Miss Dorothy Hart, of general manager's office, has left us and rumor has it that we may soon hear wedding bells. Keep us posted, Dorothy. Miss Alice Olhaber, formerly of Mr. Whipple's office, has accepted the position vacated by Miss Hart.

Miss Ella Hauner of the engineering department and Miss Anderson, stenographer to Mr. Rockefeller, also of the engineering department, are spending their vacation in the West.

After one has taken a trip west via the C.M. & St.P., it is not difficult to understand why everyone is spending their vacation in the West.

Mr. Bahle, chief clerk to Mr. Holt, is spending his vacation at home this year.

Chief clerk Erickson, of superintendent Thurber's office, Milwaukee, called on us the other day. Also Mr. Sowder, chief clerk to superintendent Hoehn, Ottumwa, Ia.

G. R. Morrison, superintendent, employment bureau, is spending his vacation at Canby, Minn.

William Pasho of Vice-President Calkin's office spent the Fourth in Kansas City with his parents.

Yep, it happened. Muriel McCurdy has taken unto himself a wife, and now all of the girls around the Union Depot are oh! so sad. Thanks for the candy and cigars, Mac.

T. E. Cassan, accountant in Vice-President Greer's office, is ill and in the hospital. Best wishes for a speedy recovery.

A. G. Dempsey, chief clerk to vice-president Greer, is spending his vacation in the west.

Miss Dorothy Hallwachs and Miss Anna Plattner of Mr. Whipple's office are spending their vacation at Yellowstone Park.

Jim Kelly, of Mr. Whipple's office, is on a vacation in Kansas City, and Harry Johnson, also of Mr. Whipple's office, is visiting at Burley, Idaho.

Miss Helen Dahlin has accepted the position vacated by Miss Alice Olhaber in Mr. Whipple's office.

Word comes to us that Miss Bessie Peterson, of the pass bureau, has been ill. Here is hoping that Bessie will soon be with us again. She gives us rush service on vacation passes, and how can we get along without her?

Heard around the office: "Hello, Mr. Paynter. Did you have a nice time in California? How's Mrs. Paynter and all the little brushes?"

The office of the auditor of expenditure, commencing with next month's issue, will be represented in the "East Wind" column, we hope. We have been given promise that we would be swamped with news from this source in the future. Here's to the success of our magazine!

Items from the H & D Division "Me"

First trick dispatcher Bock, returned from his two-weeks vacation, spending it with relatives in Iowa and Wisconsin.

Relief dispatcher J. J. Brown spent his two-week vacation with his family at Prior Lake summer resort, fishing, swimming and loafing. Reports a very favorable time.

Lineman Walter Ustrick, who has been on a six-week vacation, just returned and is again on the job. We sure are glad to see Walt with us again. I guess he realizes that his presence has been needed.

Conductor Wilcox, who has been laying off for several weeks on account of rheumatism and tonsillitis, reported for work yesterday. Frank is

minus a little adverbduois but otherwise he is the same guy.

Brakeman Rogne just returned from Chicago, where he has been switching, but now intends to resume work on the H&D. Division.

Chief clerk C. A. Leroy and division accountant F. B. Palkingham spent several days in Chicago on business.

Conductor Tim Warner wears a constant smile. Why? On the first day of June, 1920, at 7 a. m., he took upon himself a wife, in the city of Renville, Minn. Tim and wife have just returned from an extended honey-moon through the Western states and I understand they are going to locate in Montevideo. You have our sincerest regards Tim, and we all smoke.

Engineer Francis Waldron was just returned from an extended visit in the northern part of the state.

Dispatcher Nelson motored down from Aberdeen in his Buick Six. Elva wears a broad smile today. She just loves to drive Buicks.

Ike, the statistician, advises only about six hours' sleep out of the past six days. You could never tell it by looking at him (?)

Conductor Middlebrook is promiscuously passing the cigars around. Just think, Red's about 32 years old and always been a woman hater, (he says), but finally fell in love, and has now performed the necessary. Red's smiling countenance is a perfect picture of happiness.

Another good man gone wrong. G. A. Cramp-ton, superintendent's private stenographer, stepped lightly and quietly on No. 18 the other day with a "fair one" hanging on his arm. Leave it to George. He slipped it over on us but was real generous when he returned. A box of candy for the girls and a box of La Azoras for the fellows. Best of luck to yourself and wife, George.

Conductors Bishop and Bostwick have returned to work after laying off for about a month selling "Gas Savers." The gentlemen report that business was too good, so came back.

Lyle Brown, who just returned from college, is relieving Clara Samdahl, bookkeeper of the accounting office, while she makes an extended tour of the Western States by automobile. Clara will be gone for two months.

I. & D. Division

E. W. Chase, agent, Everly has been taking a short leave of absence, relieved by G. A. Nelson, who took second at Sanborn on Chase's return.

A. J. Berst has been appointed third operator New Hampton; Max Wolf, second operator, Whiteemore; W. H. Klema, third operator, Monona.

First Trick Dispatcher F. M. Smith is enjoying his annual vacation, relieved by J. M. Traver, relief dispatcher, and F. J. McDonald is handling the relief work.

L. J. Walsh, from the C. G. W. Ry., is new relief operator in the dispatcher's office at Mason City, working second trick.

Chief dispatcher O. A. Beerman and trainmaster R. H. Janes went to Sanborn July 13th, to meet the officers' special.

Conductor W. C. Buirge drew J. C. Wiley's passenger run on temporary bulletin and left July 12th to take it.

Ralph Dull has resigned his position in the superintendent's office.

Agent P. A. McNeff, of Monona, is taking a vacation, relieved by B. F. Finnegan.

Operator L. C. Brooks has returned to third at Algona after about a month of sickness.

G. O. Stevens has returned to the agency at Canton after a 90 days leave of absence.

Conductor G. W. Bryan is away on a two-months' trip through the Eastern states. J. M. Smock is on his run.

Conductor G. W. Warner is taking a vacation, relieved by Conductor J. W. McGuire.

Grant Bennett has been appointed ticket agent at Sheldon Junction.

Miss Bertha Conlin, of Sanborn's round house office, has been enjoying a vacation at Dubuque the past week.

Dennis Shea, engineer, has just returned from an extended visit through the west, visiting at points in California. Glad to see you back, Denny.

Warren Gross, fireman on runs 97 and 98 met with a very painful accident in taking coal at Spencer last week, in which he lost part of one finger of the left hand.

H. R. Wells, Pres. Robt. Yokley, Vice Pres.
L. K. Hills, Cashier

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County of Musselshell
City of Roundup
C., M. & St. P. Railroad**

Roundup - - Montana

M. Young, popular passenger brakeman on the east end, was recently united in marriage to Miss Floy Melvin, of Sanborn. Our congratulations and best wishes are extended to this worthy young couple.

W. J. Hughes, formerly traveling engineer of this division, has been appointed and has already assumed the duties of master mechanic of the Rochelle and Southeastern Division. Our good wishes go with Mr. Hughes, that he meet with the same success in his new work that he experienced while on this division. We should like him to know that his work was deeply appreciated and if any part of his success was due to assistance rendered him by the engineers of the I. & D. Division, as quoted from his farewell letter, it was rather the opportunity he gave for a man to co-operate with him. Skulie Einerson succeeds Mr. Hughes as traveling engineer. Welcome to our midst, Mr. Einerson.

Dan Holland, for many years a boilermaker at Sanborn, has been transferred to the Minneapolis shops.

Engineer Al. Swanson, veteran passenger engineer on the Middle Division, has been off of his run for the past ten days, due to sickness. Past reports were that he was improving.

If the guy who put the piece of limburger cheese back of the lagging band on the boiler head of the 7240 reads this, I wonder would he meet me out in the wood yard just back of the roundhouse at Mason City, 6 p. m., August 9th. By mutual agreement, all rules will be suspended, a la John L. Sullivan style.

Section foreman Wm. Rollinson, of Mitchell, S. D., attended the funeral of his brother at Des Moines, June 10th. He has our sympathy.

The depot at Sanborn, Iowa, while it is not a new one, like we hoped for, has undergone quite a change, both on the exterior and interior. With a new coat of paint and new shingles, it hardly looks the same.

Cleo Bradson, car inspector at Mason City, spent a few days visiting friends at Tripp, S. D., a couple of weeks ago.

Thomas Collings was called to Kimball, S. D., by the death of his sister, June 14th. Mr. Collings is a blacksmith at Dubuque shops.

E. R. Bailey, who has been an operator at Deer Lodge, has been back to Garner and Charles City visiting his friends and relatives. He intends to go to Sioux City, where he has a position at the side table in the chief dispatcher's office. He says it seems good to get back to Iowa and see everything growing so good.

A. P. Bersaw, section foreman at Canton, S. D., was laying off for a few days. He was relieved by section foreman Albert Stallings.

Conductor Ed Wortman has made a few trips lately in conductor A. W. Solar's place, who is laying off.

Train baggageman W. W. Cole took his wife to Rochester for an operation last week. His place is being filled by Joe Klass.

Brakeman H. H. Johnson made a flying trip June 19th to North McGregor, where his folks have a summer cottage, to spend Sunday. "Johnson Midway," as the cottage is called, made quite an improvement along the road between North McGregor and McGregor proper.

Clifford Werle, fireman, returned from Chicago, June 18th, where he had been working during the strike.

Holly Lewis, passenger brakeman, was married June 15th, but we were not lucky enough to find out who the lucky damsel was.

John Hart, who has been storekeeper for some time at Sanborn, has been transferred to Mason City.

Fireman Schimke had his wife out to Chamberlain to spend Sunday, June 27th, and show her the scenery.

Conductor Joe Patton, who has been working west of the river on the Black Hills line, came down to Sanborn some time ago, and while he was here a few bridges went out so he has been making a few trips on the Middle division.

B. K. Reed, who runs the Interstate stand in the corner of the depot at Mitchell, has been away for a month and has just returned. He was handing out a few cigars. No, not yet, but he has secured a lifelong cook. We heard him say that he was going home to supper. Congratulations, Mr. Reed.

Gus Radlof, freight conductor on the Middle Division, was passing around the cigars on a baby girl that came to stay at his place June 26th. We remember now, that was the day he tied 72 up on the main line at Sanborn. Well, we don't blame him for being in a hurry.

Wm. Casper, switchman, and his wife were visiting at Sanborn a few days. Quite a change, he says, since he was here last. The paving is getting along pretty good in spite of the wet weather.

Thomas Nolan, machinist of Mitchell, S. D., was visiting a few days in Freport, Ill.

Illinois Division. Mabel Johnson

We welcome to our division new Chief Dispatcher A. J. Elder. J. M. Losey, former chief dispatcher, went to Perry, Iowa, to act in the same capacity. On Mr. Losey's departure he was presented with a beautiful leather traveling bag from the Savanna office force.

Miss Esther Correll, daughter of Operator Sherman Correll, Savanna, left recently for Sacramento, Calif., to visit her aunt, Dr. Nettie Chipman, for several weeks, and will visit other points in the West.

Conductor O. T. Welch and children went to LaCrosse for a visit and on his return stopped off at Prairie du Chien, Wis., where he received treatment in the sanitarium there for rheumatism which was beneficial to him.

Engineer Jack Kindell has returned from the Washington Boulevard Hospital, where he submitted to an operation.

A meeting of the agents of the Southern District was held in the Masonic Hall, at Savanna, June 18th, the purpose of the meeting being to devise means relative to the handling of overs, shorts and damaged freight. Figures presented showed that the amount paid for damage is enormous, and that while some of it was unpreventable, a great deal was due to carelessness. The keynote of the meeting was that hearty co-operation is absolutely necessary to bring about the means of preventing the great losses which occur daily on the road. Agents were present from Sioux City, Sioux Falls, Council Bluffs, Cedar Rapids, Kansas City, Ottumwa, Rock Island, Davenport, Beloit, Rockford, Racine, Chicago and Galewood. Traveling freight inspectors from Chicago, Sioux City, Davenport and Marion were also present. General Superintendent Weidenhamer, Secretary Ryan and H. A. Wick, superintendent of merchandise, were also present. The meeting proved an interesting and profitable one.

Engineer Charles Wright spent a few days in South Dakota looking after his interests there.

Machinist John Westfall and wife, of Savanna, have returned from Mason City, where they visited their son, Attorney Will Westfall, and family.

Rev. and Mrs. W. J. Benson of Milwaukee were guests at the home of Mr. Benson's brother, Machinist John Benson, and wife.

Brakeman F. L. Deering was very seriously injured at Davis Junction, June 25th, and is now at St. Joseph's Hospital at Elgin. He is suffering a scalp fracture, fingers severed from the left hand, broken back and bruised more or less all over. There was no eyewitness to the accident, but it is the supposition that in going from car to tank of engine, that Brakeman Deering fell from car and was dragged about 70 feet. His lantern was found on top of the car. Brakeman Deering has many friends on the division, and all hope for the best in regard to his condition.

Irvin Tyler, clerk in Chief Carpenter Graddt's office, Savanna, and Miss Louis Reinher, former clerk in the superintendent's office, were married at the home of the bride in Tomah, Wis., June 14th. Congratulations are extended to Irvin and Louise; and the office bunch—well, the girls all liked the candy, and the boys all enjoyed their smoke.

Illinois Division Brakeman John Randell was quite badly injured at Mt. Carroll, July 13th. In setting the brakes, cars hit and threw him about 20 feet. He received two wounds on arm, knees bruised and back hurt. He was taken to

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his home in Savanna and it perhaps will be some time before he can resume duty, but all hope for a speedy recovery.

Mrs. Lester Goble and children, wife and children of Conductor L. L. Goble, visited Mrs. Goble's parents in Savanna for a few days.

Switchman George Doty and family have returned from a visit in Mt. Carroll, where they attended the Doty family reunion held July 4th.

Mrs. Ed Reither of Chicago, wife of Fireman Reither, was a guest of Mrs. William Hardcastle, wife of Engineer W. G. Hardcastle, at Savanna, for a few days.

Mrs. Almira Wilson of Chicago, daughter of Superintendent G. R. Morrison, was a visitor in Savanna recently.

Engineer Foreman E. G. Graves, Savanna yard, has returned from Mooseheart, Ind., where he attended the L. O. O. M. convention held at that place.

Savanna friends recently received a letter from Engineer Will McMahon, in which it was stated that he was married January 6th to a young lady from Russia. The young woman is the last remaining member of her family, all her relatives having been killed by the Bolsheviks. She was a refugee in one of the small towns in Russia, where she was found by the members of the American Red Cross forces, and up to the time of her marriage acted as interpreter. Engineer McMahon was a member of Company D, 13th Engineers, and returned home with them, but re-enlisted with the Russian Railway Service and left Savanna for Russia. In the letter it was stated that he and his bride would sail for America soon, and spend a few weeks in San Francisco before returning to Savanna. The news of "Bill's" marriage came as a surprise to his many friends, and all will look forward to his return to extend congratulations.

Conductor and Mrs. Floyd Smith went to Leaf River and will remain at the home of Mrs. Smith's mother, awaiting further word in regard to her brother, who was drowned in Canada, July 11th.

We are pleased to note in our column that Miss Jewell McGrain, chief caller Savanna yard office, who has been a sufferer from inflammatory rheumatism for the past seven weeks, has improved sufficiently to be up and about the house. Her sister, Miss Margaret McGrall, of the division master mechanic's office, accompanied her to Rochester, Minn. Miss Jewell will go to Excelsior Springs for further treatment, and her friends on the division hope for her complete and speedy recovery.

Fireman Edward Vogt and Miss Vertie Orr were married at the home of Mr. Vogt's sister in Ladd, Ill., June 17th. Miss Orr formerly was a clerk at the Savanna yard office and resigned several months ago. Mr. and Mrs. Vogt took an extended wedding trip to points east and north, and have returned to Savanna, at which place they will make their home. Congratulations are extended to the esteemed young couple.

Not asking any questions, but I wonder who likes to ride No. 4?

Baggage man Walter Dyer, Savanna, returned from Muskogee, Mich., where he visited his daughter and family.

Conductor A. B. Pulford, who is now at Excelsior Springs for rheumatism, is not improving very fast, as he is helpless at the present time. As soon as possible he will be taken to Rochester, Minn., for consultation, in the hope of receiving benefit. His friends await further particulars in regard to his condition.

The writer greatly enjoyed a three weeks' vacation to several western points during the month of June. California is fine, but Illinois is, too! Glad to go and glad to get back!

Scraps—West End.

Miss L. Estelle Talmadge and Miss Bertha Munson spent the Fourth at Monte Cristo, and it was some wild trip—grizzly bears 'an everything. Miss Munson says there were a few "horned deers" roaming around, but the grizzlies were quite a trial to Miss Talmadge. Both girls had the fun of riding on a gas speeder for some distance, but those same "deers" would keep crossing the track.

L. E. Neumen, assistant claim agent, has been with us for the past two weeks.

E. B. Williams and family left July 10th for a two weeks' trip through Alaska. They are on the SS. Jefferson.

Miss Grace Gale spent the week of June 20th to 26th at Portland. Gracie is strong for the Mystic Shriners, and, oh, boy! what a time she had!

J. H. Currie was flitting around Portland during the Shrine convention. Didn't check up to see how many of those oasis places he stopped at, but you should see the way he drank water when he got back. Got the habit, I guess.

Have you noticed that Miss Shappee is spending quite a bit of her time in General Agent Hillman's office. They say there is a good looking young man in there.

Elsie Pulzlu appears to be "playing" Bremerton quite often of late. 'Tis rumored that he will be out of Uncle Sam's employ in another year. A year is a long time to wait, but don't neglect him in the meantime, Elsie.

Charles Marlowe asked for a pass to Vancouver, B. C. When the boss asked him what he wanted to go up there for, he blushed and said, "Oh, just to look the town over!"

Yes, Harold Collingwood went to Everett again last Saturday. He simply can't get enough of that burg.

R. M. Calkins, Jr., is the latest addition of that notable family to enter the service of the traffic department. Young Ransom joined us the 1st of July.

Do you folks know that we boast a ball team? We defeated the team of the Shell company a few weeks ago and are now doing secret practice before challenging the Great Northern team.

Miss Grace Cummings spent a very pleasant Fourth at Vancouver.

Harry Rowe returned from Chicago the latter part of June, where he went to get Mrs. Rowe, who had been very severely injured in an auto accident. Mrs. Rowe was in St. Luke's Hospital at Chicago for three weeks, but we are glad to report she is improving nicely.

R. F. Weeks has moved his office to 329 Henry Building.

Miss Baldwin and Miss Gardner are leading the simple life for a couple of weeks over in Oregon farming. They may be able to give you a few pointers on cutting the high cost of living when they return.

Roy Jackson, chief clerk in the general agent's office, is visiting his people at Healdsburg, Calif. By the way, do you know Mr. Jackson is quite an artist and that some of his work is on display at Muncy's Art Store?

Miss Lavina Holmes leaves July 14th for a three weeks' visit in California.

Miss Premguber, too, is stricken with the wanderlust fever and leaves August 1st for a trip to Victoria, Vancouver, Portland, Seaside and Coeur d'Alene. Glad you are not going to Coeur d'Alene first, as then we would be suspicious.

Roy Hayes has found a unique way of advertising. You know, he used to wear cute little roses in the lapel of his coat, and all the girls thought he was a newlywed. The poor boy was quite distracted, but finally hit upon the plan of wearing a bachelor button. Guess it worked all right, as the old smile is back again.

Heard in the assistant chief engineer's office: "Any news from R. J. yet?" (J.M.G.)

Miss Suzanne Johnston returned to work June 15th, after quite a siege of illness. We are all glad to see her so well again.

Mrs. Charlotte James was with us again during the last half of June, in the vice-president's office. She doesn't seem quite so keen about coming down to work, though, as we are to have her.

H. J. Williams, secretary to the vice-president, spent a week at Oconto, Wis., the latter part of June, visiting his home. Henry has quite a failing for Great Falls, so how he got past that town is beyond me.

A. W. Faragher and family are summering at Indianola Beach. Kind of a come-down after that early morning fishing to have to make a mad race for a beastly old boat just to go to work—eh, what, A. W. F.?

Miss Carmen E. Allen, formerly of the civil service at Bremerton, has the honor of being the only lady draftsman in the engineering department.

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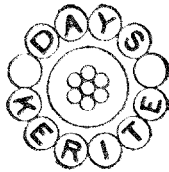
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Percy H. Turner has lost so many teeth that he has had to take a three months' leave of absence, and R. T. Reid has taken his place as one of the castors in the A.F.E. "bureau," but if the accounting department takes this Easter the bureau will be rather lopsided.

J. R. Cummings did a big washing on the Fourth of July with his new electric washer, which he has just finished. Any orders for laundry will be taken at the A.F.E. bureau.

Subject: Pencils.

Place: A.F.E. bureau.

Time: Any time.

Parties concerned: Employees of the vice-president's office.

What these employees get: Nuthin'—simply nuthin'.

Little Boy: Daddy, have you ever seen the engine's ears?

Father: Why, no, sonny, the engine doesn't have ears.

Little Boy: Oh, yes it has, as everybody talks about the engineers.

Northern Division

Hazel E. Whitty

(Concluded from page 27)

Comment of Billy Kees after one trip on A. J. Schmauss' run:

Number 57 and 58

Right on schedule, never late;

Not like the old line run all about.

They don't head in and they don't back out.

Some call it pie, but I call it sauce,

Get on at Milwaukee and get off at LaCrosse.

No wonder A. J. is all swelled up with pride,

All you have to do is to get on and ride.

Maurice Whitty, engine watchman at Horicon, spent a few days at Chicago recently. He liked it very much but his throat is all sunburned from looking up at the big buildings with his mouth open.

More fish! This from an elderly gentleman, too. He was fishing in a small stream and some four hours had sorely tried his patience until said patience was on the point of departing for a warmer climate. Then a change of place was decided on some 25 feet up the stream. He dropped his hook and was kept so busy that he did not have time to pull out his other two lines until he had pulled out 13. Must have been one of those times when he had to get behind a tree to bait your hook. (Name on application to correspondent.)

The rage nowadays is automobiles and babies, mostly automobiles.

WHEN THE JOKE IS ON YOU.

If a joke is labeled in your name,

Don't take it to heart or go insane;

Wouldn't it be awful if we never did smile,

Why, that's what makes our magazine worth while.

So don't get sore if we pop you one,

As we've often said, "It's only in fun."

John Gorman has trained that remarkable dog of his to hunt for arrowheads. John says that the arrowhead business is not very profitable, so he will soon leave for Africa with the dog to train him to hunt diamonds.

Notice is hereby given that each one buy his own tobacco. If you can't afford this, ask Mr. Brady where he gets his.

On June 28th a farewell banquet was tendered to Mr. Rupp, our former superintendent, who has taken an extended leave of absence. He is at present driving mowing machines and doing the work of a regular farmer away from the maddening crowd. Mr. Thurber, our present superintendent, comes to us from the Kansas City Division and has already become well acquainted with us all. All concerned are thinking that in losing one friend we gained another.

The Kaiser has again taken up his murderous work of killing the innocent. Only this Kaiser happens to be a conductor on the Northern Division and his victims some poor mooly-cows who had come out to see the world.