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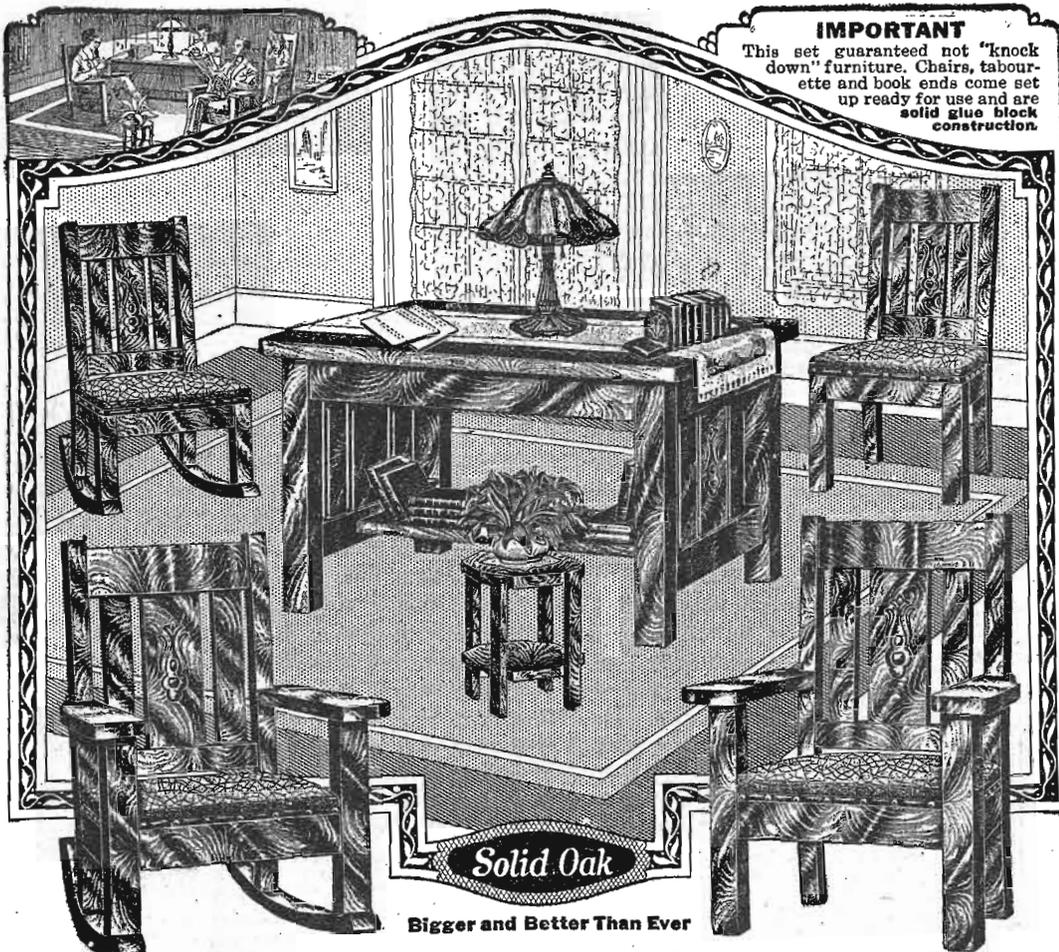
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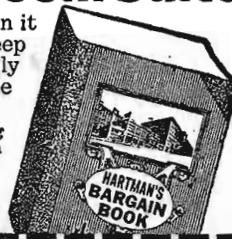
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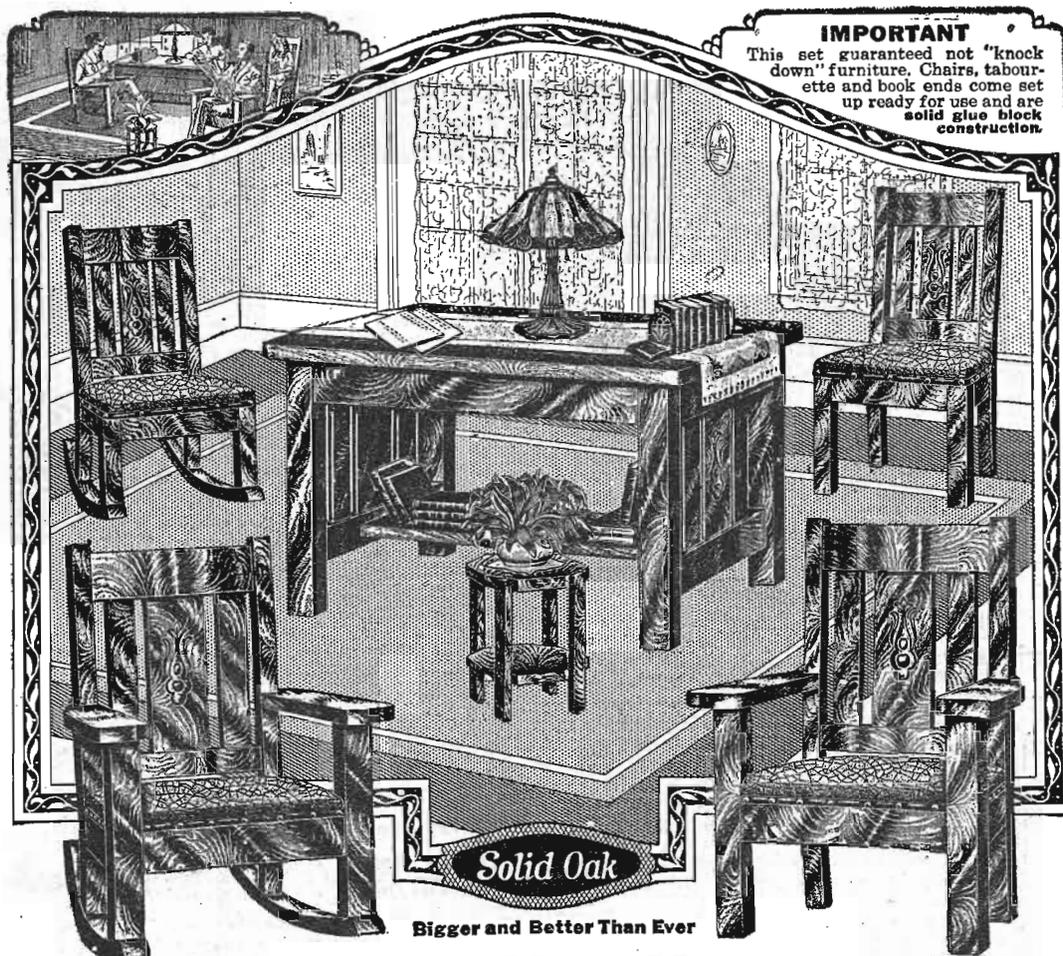
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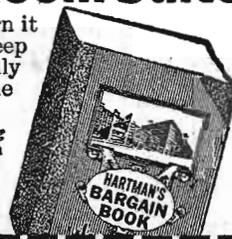
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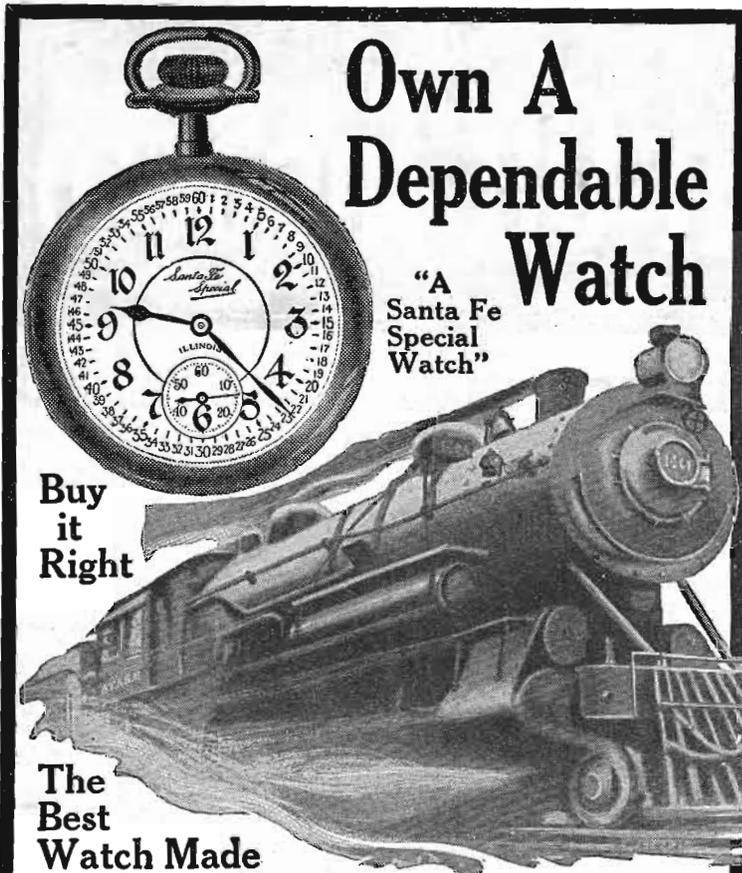
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Railway Exchange Building, Chicago

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

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OCTOBER, 1920

NUMBER 7

## President Byram's Address to the Veterans

Fellow Employees:

It is a great pleasure for me to be here on this occasion. There are so many demands on my time at New York and Washington and traveling on our own big railroad that I have had to do considerable planning to keep this date open.

It is needless for me to tell you that I appreciate your invitation to be with you this evening and I desire also to thank your Executive Committee in behalf of Mrs. Byram for extending an invitation to her also, and to make a little confession—I had intended bringing her along anyway as I was sure she would be welcome, and I am equally sure she will enjoy the evening as much as I shall.

One of the finest things about the Veterans' Association is that its activities include the wives and families of the members, and any organization in which the women participate is sure to proceed upon lines which work for the betterment of mankind and make few mistakes. Woman's influence always leads in the right direction.

Since we met together a year ago a most important event has occurred. One which affects the daily life of everyone of the employees of the Chicago, Milwaukee & St. Paul System.

One which affects the welfare of every citizen of the United States because of the far reaching effect of the decline in the efficiency of the railroads of the country during the past five years. I refer to the release from Government control of the railroads which occurred on September 1st. It looks as if the people of this country have had enough of Government control and are glad to have them back under private operation again, and I am sure we entirely agree with them and we are going to show them that they have not been mistaken.

I have just finished an extended trip over several thousand miles of our railroad and have come in contact with as many of our officers and employes as possible, and also with the public, and everywhere I found evidence of the return of the old Milwaukee Spirit among the employes and a new spirit of helpfulness and co-operation on the part of the public. It is as if they said, "We realize the mistake we made in not treating the railroads right and we want to do what we can to make amends and help them over the rough places and to catch up with delayed improvements so they can give us the service we used to have."

The public has found out how necessary the railroads, efficiently operated, are to the welfare of the country and want to see us back where we were before the war.

And now it is up to us to make good and do what the public expects of us. They have given us generous increases in rates and generous increases in wages and they have a right to expect us to do our part, and from what I have seen on this trip I have no doubt that the Milwaukee Railroad will measure up to those requirements in every respect.

We are short of cars; we are short of locomotives; we are short of many facilities that the financial conditions of the past five years have prevented us from providing, but there is no use to grieve over that. We must busy ourselves trying to make the best possible use of the tools we have to work with until there has been time and opportunity to provide the additional things we need, which means that locomotives must be turned more promptly, cars must be loaded and unloaded more promptly, and moved without delay when released. Bad order cars must be reduced. Supplies and material must be used economically and the old things made to last longer, and that every employe should avoid the idle use and waste of time so that his efforts will produce the most effective results. Every employe can help accomplish this result by responding cheerfully and willingly to the call and observing these suggestions in his daily work.

And now I come to the subject which, as veterans, you are vitally interested in—the subject of pensions. First, let me say that I am heartily in favor of a pension plan of some kind for the Milwaukee System when the proper time comes. But it takes a lot of money to maintain a pension plan on a big railroad like the Milwaukee, and the conditions of the past few years have not been favorable for the building up of surplus which can be used for pensions. I think most people feel that pensions should be based on two fundamental factors:

(1) The duty of the employer to set aside a portion of surplus earnings to provide some compensation for the older employes in recognition of loyalty, and long and faithful service when they are no longer able to work.

(2) The recognition on the part of the employes of their obligation of loyalty to their employer and their performance of long and faithful service.

I believe we have both these requisites present on the Milwaukee, but we are minus the third requisite, which is the surplus, but we hope, under the new conditions, this factor also will be available in a few years and make possible the consideration of this very essential problem, and, therefore, we must wait with such patience as we can for the coming of a more favorable time for its consideration.

My friends, I am proud to be the head of the Chicago, Milwaukee & St. Paul Railroad. It is a splendid railroad and is manned by a splendid body of employes. It ranks among the greatest transportation systems of the world and it stands as a monument to the far-sighted wisdom, the unbounded ambition, and the resourceful ability of your former president, A. J. Earling, to whom we willingly accord the credit.

Although young in the service compared to most of you I have been greatly impressed with the warmth of your welcome into the Milwaukee family, and I especially appreciate your having made me an honorary member of this Association.

In conclusion I wish for this Association and for every member of it many more years of happiness, prosperity and success.

#### Car Mile Rhyme.

Tom, Tom, the piper's son,  
Loaded cars and made them run,  
He sent them east and sent them west;  
Of all good records, his was best.

—B. & O. Magazine.

Most of the Wisconsin Valley Division employes, who have been employed at Chicago for the past two or three months, have returned home and are all back in their old places, which makes things around and about the railroad look more like William Streeter, engine hostler at Tomahawk, has been taking in all the FAIRS he can reach with his fivver, and reports a good time besides lots of fivver trouble.

## The Second Mile

*Address by Burton Hanson of the V. E. A.,  
Milwaukee, Sept. 24.*

Whoever asks you to go with him one mile, go with him two. This is a liberal but a practical interpretation of Christ's admonition to his followers, in the Sermon on the Mount.

I am going to talk to you tonight about the second mile and the need, at this time, of every officer and employe of the St. Paul Company of not only going to the end of the first mile, but of the second mile as well. No one goes far who halts at the end of the first mile or who travels that mile indifferently; and this is why Christ admonished his people to go two miles when asked to go one.

As a rule the "first milers" are mere drifters and are caught as deadwood is caught, in the running stream, by every little obstruction that happens to be in the way of an easy passage. Instead of overcoming obstacles and moving on, they supinely allow the slightest obstacle to obstruct them and then stand still. Indifference soon follows lack of effort, and indifference is the sure forerunner of failure. Those who travel the first mile and those who go to the end of the second mile, are as wide apart as success and failure.

Man cannot live by bread alone; neither can he thrive and grow by constantly comparing the hours he works with the pay he receives. While there should be a proper relation, as there is, between the time employed and the compensation paid, a state of mind that fixes a deadline beyond which one will not go, because it will not add, for the time being, to his daily wage, is killing, and nothing but failure and disaster awaits him. What is true of the single individual is true of the many when acting collectively; for when personal effort and service are restrained and forbidden to go further than the first mile, the very springs of manhood are dried up and decadence follows.

This admonition to go two miles, even though asked to go but one, is more apt today than it was two thousand years ago, when compliance with its commands was never more necessary than now. Every one knows that personal effort, the world over, has slowed down and is barely making the first mile, and that indifferently. And this accounts for most of the ills of which there is so much complaint. New laws to meet changed conditions, are necessary and helpful, but the great need of the hour is that we go the second mile, both in producing more by our labor and spending less by observing the simple economies that inhere in a proper everyday life.

As every one knows, the railroads of the country are passing through a very critical period. When it will end and in what condition they will emerge therefrom, depend almost entirely whether the great body of railway men will go the second mile. Congress, at its last session, enacted some very helpful legislation for the railroads and their employes; and the Labor and Wage Boards created by this legislation, and the Interstate Commerce Commission have dealt very fairly with both, in giving increased rates and wages. This will go far in helping the railroads of the country to furnish the needed transportation facilities and to do their part in restoring the country to its normal condition; but unless the great body of railway officers and employes are ready and willing not only to go the first mile, but the second mile as well, the results of this legislation and of these increases in rates and wages, will, I fear, be very disappointing.

I want to make a concrete application of this admonition to go the second mile, to the St. Paul Company. It has a system of transportation that traverses a country that is an empire in itself, the resources of which are unlimited and unending, supporting today one-fourth of the population of the nation,

and which may reasonably be expected to be doubled in the next twenty-five years.

In these circumstances, it could not be otherwise than that its gross earnings are very large. And they will be larger now that rates have been increased. But the critical situation which confronts the St. Paul Company, as well as nearly every railroad company in the country today, is the high operating cost. Formerly, it cost the St. Paul Company about sixty-seven cents to earn a dollar. During the last two years it has cost nearly a dollar to earn a dollar. And this is true of most of the railway companies, the country over. This relation of the amount earned to the amount spent must be changed, if the St. Paul Company is to continue to own and operate its property under an organization which has existed for more than half a century.

The pressing question therefore is, how can this relation of earnings and expenses be changed? The increases in transportation rates, which have recently been granted by the Interstate Commerce Commission, will go far towards changing this relation, but they will not, of themselves, restore the proper relation that must exist between gross income and operating expenses, if the Company is to continue to maintain its credit which is essential to its future existence and growth. Those who have observed the trend of events during the five years last past, know that there has been a gradual lowering of the efficiency of labor, and that it is quite as necessary to increase the efficiency of labor as it is to increase freight and passenger rates, if the railways of the country are to continue to satisfactorily serve the public. The managers of the railways are helpless in "speeding up" the movement of cars, which is the pressing need of the hour, unless the rank and file of railway officers and employes themselves "speed up" and make the second mile. This is easy of accomplishment. All that is required is a greater interest in our work and a determination to do more and better work. This

is a duty that is incumbent upon all of us at this time; and the assurance that we are doing our full duty is, after all, the most durable satisfaction of life. The coming months now at hand, will be the most critical period of our Company's history. For more than fifty years our Company has kept pace with the country's progress and met every obligation, whether of carrier or debtor. We must not fail now. Mr. Byram, our president, and as such our leader, is asking and expecting every officer and employe to go with him the second mile in a spirit of co-operation.

There is every incentive to such an effort on our part. The St. Paul Company is one of the largest of the world's transportation agencies. Those who took part in the building up of this great transportation system, have mostly passed on, and the responsibility now rests with us not only to preserve, but to enlarge and improve what they builded and established, and to keep the St. Paul Company in the forefront of our nation's transportation systems. This should engage the interest and command and energies of every officer and employe of the Company.

I deem this a proper occasion to speak a personal word of Mr. A. J. Earling, who served the St. Paul Company for more than half a century and who worked his way from brakeman to the presidency. It is obvious that he traveled the second mile. In the few moments that are allotted me, I can only bring to your attention, a fact which you already know, that it was he who conceived and brought forth the Puget Sound Extension which has opened up a domain of new territory that is vaster in area and resources than many of the European countries combined, and which gives to this great, growing and prosperous city of Milwaukee, a line of railway to the North Pacific Coast that is not surpassed anywhere. On the completion of the first Atlantic cable, Queen Victoria sent this message to President Buchanan:

"What wonders God hath wrought."

But when I contemplate the construction of the Puget Sound Lines from the

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Missouri River to Seattle and Tacoma, and their many branches—crossing rivers, mountain ranges and deep ravines, through forests, tunnels and swamps, more than six hundred miles of which are operated by the power of electricity—one of the great achievements in modern railroading—I am led to exclaim: **What wonders man hath wrought!** While Mr. Earling had the loyal support of his fellow officers and of an army of employes, the responsibility of it all, nevertheless, was largely his; and to him we accord the praise that is due him. That great railway, the work of his brain, will be his monument—more enduring than bronze or marble.

I will not attempt to call the roll of the St. Paul family. There are so many of them—those who have passed on and those who remain and are carrying on the work so well begun. Their name is legion—a mighty host! And the gratifying thing about it all is that each one of them won his position by the arduous greatness of things done—by hard, continuous, persistent, intelligent work. **Every one of them traveled the second mile.** Beside these, there is the great army of workers, the men with pick and shovel and hand car, with tool and hammer and saw and axe—the men who operate our trains and direct their movements—the men who perform the clerical work, intricate, exacting and arduous, but not the less necessary to the successful carrying on of the Company's business. These are the unnumbered, and ever to be appreciated thousands of capable, loyal and efficient employes. But the life of each one of these who faithfully performs his duty, although it contains no material for distinction, fame or long remembrance, does contain the material and present the scene for a normal, human development through service to humanity and the betterment of the world. It is just for countless quiet, simple, serviceable, though unnumbered, unmentioned and oft forgotten lives like these, that God made and upholds this earth.

In closing, I want to leave with you, and with every officer and employe of the St. Paul Company, wherever he

may be, or whatever his work, the admonition of the Great Galilean, **Whoever asks you to go with him one mile, go with him two.**

#### On The Old St. Joe

The spirit of the day is mine,  
The light on field and river;  
Above, the murmur of the pines,  
Below, the aspen's quiver.  
The glory of the mountain peak,  
Through misty clouds ascending;  
The wild bird's call, the wrens sweet song,  
Whose joy is never ending.  
The dewy grass, the fragrant breeze,  
With spicy odors blended,  
Arouse my soul from sweet content  
To go forth unattended.  
Though glad or sad earth's music be,  
To sing that she may listen,  
To go with glad and willing feet,  
And at her bidding hasten.  
The laughter of the day is mine,  
My wilful heart beguiling;  
Though storms may break I still shall know  
The river and its smiling.  
It mirrors hill and tree and boat,  
And smiles to know its treasure—  
All, all are mine and in my soul  
A glory without measure!  
—Jean Palmer Nye, Spokane Chronicle.

The author of the above beautiful little poem loves the St. Joe country, and she writes to the Magazine: "Friends in Iowa assure me that they will come by the Milwaukee on their trip west, that they see for themselves the shadowy river of which I have written. I spend my summers, or at least a part of each summer, where I can easily reach the Joe for real rest and perfect enjoyment of Nature."

#### Grand Army Veterans Handled by the Milwaukee

On Sunday, September 19, five special trains, two from San Francisco and two from Los Angeles, California, and one from Minneapolis, en route to Indianapolis, to the G. A. R. Encampment, passed over the Milwaukee from Omaha to Chicago.

The two San Francisco trains consisted of 12 and 13 cars each and the two Los Angeles specials were 9 and 10 cars respectively. The California Veterans were in charge of General J. B. Lauck, special passenger agent of the Southern Pacific Railroad. General Lauck is not only a veteran fighter, but an old time passenger man in the service of the Southern Pacific. The General expressed himself as highly pleased with the attention and service rendered by the Milwaukee. Our company furnished a special representative to accompany each train and also special dining car service, so that not a moment or a mile of the journey over this line should be fraught with anything but comfort and enjoyment to the venerable contingent of the fast-thinning ranks of Grand Army men. We had, in addition to the above, two coaches of G. A. R. Veterans from Des Moines; one from Sioux City and one from Sioux Falls.

## The V. E. A. Reunion

The annual gatherings of the Veteran Employes Association grow in size and interest from year to year, the September meeting, held in Milwaukee, exceeding any of the others in numbers and enthusiasm. Over thirteen hundred were in attendance, constituting, without exception, probably the most remarkable get-together of railroad men in the history of railroading. Few railroads have such a great number of twenty-five-year and over employes as ours; and none has an association of veteran employes with anywhere near so large a membership. All who could be spared from their duties went to the Milwaukee meeting, and the very efficient committee in charge had made ample arrangements to take care of the large crowd. The meetings, receptions and banquet were held in the immense Auditorium Building, which has banquet halls, meeting rooms, reception rooms, reception parlors, halls for dancing, etc., so that the various functions of the two days entertainment could be carried on without interference or inconvenience of going from place to place. The plan seemed ideal.

The Milwaukee passenger station was gay with bunting, and a large banner was stretched across the lobby over the main entrance, welcoming the "Veteran Employes of the C. M. & St. P. Railway." Automobiles met all of the trains, and the hotel committee had provided living accommodations for all of the guests. The annual business meeting was held at 2:30 p. m., the 24th, and, although the hall was large, it was filled to the doors.

The regular routine of business was pursued—the secretary's report, the treasurer's report and reports of the various committees were heard, discussed and accepted. The Committee on Pension was unable to make a report because of the fact that the railroads of this country did not come back to actual private control until Sept. 1, and since that time the executives of the company had been absent on a three weeks' tour of inspection. The plan to employ an actuary for the purpose of working out a possible pension system in which employes should contribute a certain percentage, monthly, to the fund; the completed plan to be presented for the consideration of the management, was discussed and favorably received. It is possible the Association may take some such action before the committee goes before the executives of the company.

The report of the treasurer will be published next month, because of the fact that many at the rear of the hall were unable to hear all that was read. The treasurer's report shows a satisfactory financial condition. The election of officers for the ensuing year resulted in the secretary being instructed, by unanimous vote, to cast the ballot for the re-

election of the president, vice-president, secretary and treasurer and the executive board.

The officers are: President, C. W. Mitchell; vice-president, Wm. P. Harter; secretary-treasurer, Grant Williams. The executive committee consists of the above named officers and Messrs. L. C. Boyle, E. W. Grant, J. E. Roberts and Chas. Wood.

One of the pleasant features of the afternoon meeting was the presence of Mr. Earling, the former and well-beloved president of the company. When Mr. Earling appeared in the hall, he was immediately given a hearty and enthusiastic hand-clapping, all the members of the Association rising and remaining standing until the veteran official had taken his seat. Mr. Earling was manifestly pleased with the spontaneous cordiality of his welcome, and he smilingly spoke his thanks to his "fellow-veterans and co-workers."

Interest of course centers around the big event of these gatherings—the annual banquet. The immense banquet hall was filled and tables were placed on the first gallery along the side of the room. More than 1,300 people were seated before the long file of white clad waitresses appeared with the first trays. The re-union, with its remarkable significance, occasioned much outside interest throughout the city and in the upper galleries were many spectators, who looked down for the first time in their lives on such a gathering of railroad people, coming from many sections of the country, all drawn together by the bonds of brotherhood forged through a quarter of a century and upwards of service with one company; representing every department of that service, those present being employer and employe—the workman and the boss, but brothers all at the banquet board.

A fine orchestra furnished entertainment throughout the dinner, at the end of which, President Mitchell introduced Mr. H. H. Field, general solicitor of the company, who was to have charge of the evening program. Mr. Field has acted in similar capacity at all of the previous banquets, and no V. E. A. dinner would be considered complete unless he presided. Mr. Field is, moreover, the Nestor of the Association. His guiding hand led the committee which formulated the Constitution and By-Laws, and his council and advice is always sought in all Association affairs. He is witty and resourceful, and his introductions are happy and full of good thought. In speaking of the three social meetings held by the Association, he referred to the first one, which took place in the old Alexander Mitchell home—the home of the first president of the Milwaukee Road—as being a peculiarly appropriate beginning for the Association Reunions; the second one was held last year in Minneapolis, and now again in Milwaukee, the legal home of the corporation.

Mayor Hoan, of Milwaukee, welcomed the veterans to the city and spoke of the unique character of the gathering. He said he had traveled far and wide, but he did not know of such a banquet ever having been held anywhere in the country. He dwelt with pleasure upon the policy of the company in retaining their employes through so many years. He said he did not know of any other road pursuing that policy to the same extent, nor did he know of another such an organization as this, with so large a membership. He spoke of the great part the employes of this railroad had taken in the upbuilding of the city of Milwaukee, and referred to several of the oldest employes of the company, who were Milwaukee men. In speaking of the objects for which the Association has been formed—namely, the cultivation of good fellowship—he said that good-fellowship was just what all the world needs—that men, everywhere should organize in good fellowship instead of hatred, and that if this were done, the affairs of the world would soon right themselves.

In introducing President C. W. Mitchell, Mr. Field started a laugh by saying that he had been told Mr. Mitchell went into the business meeting a few hours previously, determined not to permit his name to come up again for re-election, but that after he heard the very favorable financial report of the treasurer, he changed his mind.

Mr. Mitchell said:

"Ladies and Gentlemen:

"It is indeed a great pleasure to see such a large attendance at this, our annual meeting. On behalf of the officers of this organization I want to extend my thanks to you all for the splendid co-operation in making this organization a vital factor in the development of this great railroad; to thank every old employe for the wonderful enthusiasm and loyalty displayed; to the officials of this great road for their hearty co-operation and interest which has done much to foster among the veteran employes the spirit of confidence and loyalty, which is so essential to industrial prosperity.

"The formation of this organization was wise. It had been a source of great pleasure and much profit—

"Pleasure to meet annually and shake the hand of fellow workers who by industry, loyalty and fidelity to duty have been factors, however small, in making this railroad one of the great transportation systems of the world.

"Profit, because it has brought in closer touch and sympathy the employers and officials.

"It is my earnest hope that the membership and interest of this organization may grow and extend beyond its present limits. Never in the history of America has there been greater need of respect and confidence between employer and employe; neither one can hope to permanently prosper without giving due regard to the rights of the other. The meeting and comingling in business and banquet of employe and official, as membership

in this organization does, naturally tends to mutual confidence, respect and affection. When that feeling exists there is no danger of industrial unrest.

"Yes my friends, let us increase the interest in this organization and we take a step nearer the realization of the duty we owe each other as well as the duty which we all owe to the public, which duty no public service employe can ignore

"Again I thank you for your support and interest."

General Manager J. T. Gillick was the next speaker. J. T. G. has lost none of his popularity with the Vets since his appearance among them at Minneapolis last year, when he was the recipient of a tremendous ovation, which was duplicated this year. Mr. Gillick beamed on everybody and when he did have a chance to speak, he said he had had a speech all written and ready; but that he was too scared to deliver it. He wanted to say, however, that he was prouder every day of being a veteran of the organization that was and could more and more be made such a vehicle of usefulness and good work in the great task before the railroad today. He bespoke the active support of every member of the Association for President Byram in the work ahead of him. He told his hearers that every twenty-five year man should make himself a committee of one to help put over the job of restoring the efficiency of the railroad, and that the organization could make its influence for good felt in every branch of the service—for to the extent of the effective teamwork of the entire body, would the railroad prosper, which meant prosperity for themselves as well.

L. C. Boyle, the veteran agent at Viroqua, Wis., followed Mr. Gillick. Mr. Boyle urged every man there to put his shoulder to the wheel as he had never done before; he told some funny stories to make his point, that of making the Milwaukee a perfect railroad. He paid tribute to the officials of the company, both past and present, and complimented the committee who had arranged and executed the plans for the wonderful entertainment which the Veterans were enjoying. No one, he said, could appreciate the tremendous amount of work involved in getting up such an entertainment, and that the gratitude of the entire organization was due the committee, which, headed by Mr. A. J. Earling and Mr. W. D. Carrick, had worked night and day to perfect every arrangement and furnish a program worthy the great organization they were preparing for.

Mr. Burton Hanson, general council of the company, made the address of the evening. It is published in full in another part of this issue. In passing, the Magazine hopes every employe of this vast System will read Mr. Hanson's address. No one can help but admire and profit by the high spirit of loyalty it invokes and the splendid thought it contains. It was delivered with inspirational feeling, which found immediate response with

they are engaged and paid, it is certainly not apparent, and their performance will not single them out as men capable of advancement to better paying positions. Such men are of the class overeroded in times of business depression and the first to go. They are not good citizens, are without pride or ambition; they are, in fact, "9 Spots" in every sense of the expression. Humanity loses nothing when they go beyond. When they become old and infirm they are a public charge, without the asset of a successful life or the consolation of having performed their share of the world's work conscientiously or successfully. Negative characters—nothing in them to reprimand, nothing to commend—just poor, helpless and harmless "9 Spots." They will never have occupied the place among good citizens that is the privilege and right of mankind in this,—the best country on the earth.

Such men do not know, do not care to know, and make no effort to know anything about the business outside of the work delegated to them.

But the public and business world is beginning to tire of this kind of men. And with the return of normal conditions industries will avail themselves of the opportunity to weed out the incompetents.

Public necessity demands, during this period of reconstruction, men who forget that there are clocks, or whistles—men whose going-home time is indicated by the completion of their job; men who are on hand before the wheels of business start, to assist in the starting process if necessary; men who are willing to give an honest day's work for an honest day's pay—this is the kind of men who will win the respect, the confidence and the consideration of the entire world—this is the kind of men who will reach the top and become men among men instead of the "9 Spots" which have developed within the past few years.

There can be but one result at this day and age of the world, for the "9 Spots"—FAILURE. They will always be "employees," who will not even know the measure of independence that accompanies positions of trust.

And when the last page of life's book is reached, and the last entries are made and the accounts are closed, they cannot leave that record with the feeling that it will be opened when they are gone. Their records will not even interest the future generations.

**YOU HAVE IT IN YOU TO GET OUT OF THE MUCK, AND SELF-ANALYSIS AND DETERMINATION TO DO, WILL SURELY BRING YOU INTO THE CLASS WHERE YOU BELONG.**

No matter what class of service you are employed in—common labor, skilled craft or office, your employer ever has his eyes open for the men who are interested in their own advancement and demonstrate by their work their fitness for positions of trust and responsibility.

Be a "Point" in the game of life, not a "9 Spot," and remember, the fellow who can play a poor hand well will beat the fellow that holds the good cards, but plays them poorly.

Ambition.

#### These Crazy Jazz Times.

Strike and the world strikes with you, work and you work alone; our souls are ablaze with a Bolshevik craze, the wildest that ever was known. Groan and there'll be a chorus, smile and you make no hit; for we've grown long hair and we preach despair and show you a daily fit. Spend and the gang will cheer you, save and you have no friend; for we throw our bucks to birds and ducks and borrow from all who'll lend. Knock and you'll be a winner, boost and you'll be a frost; for the old sane ways of the pre-war days are now from the program lost. Strike and the world strikes with you, work and you work alone; for we'd rather yell and raise blue hell than strive for an honest bone. Rant and you are a leader, toil and you are a nut; 'twas a bitter day when we pulled away from the old-time workday rut. Wait and there'll be a blow-up, watch and you'll see a slump, and the fads and crimes of these crazy times will go to the nation's dump.—New York Sun.

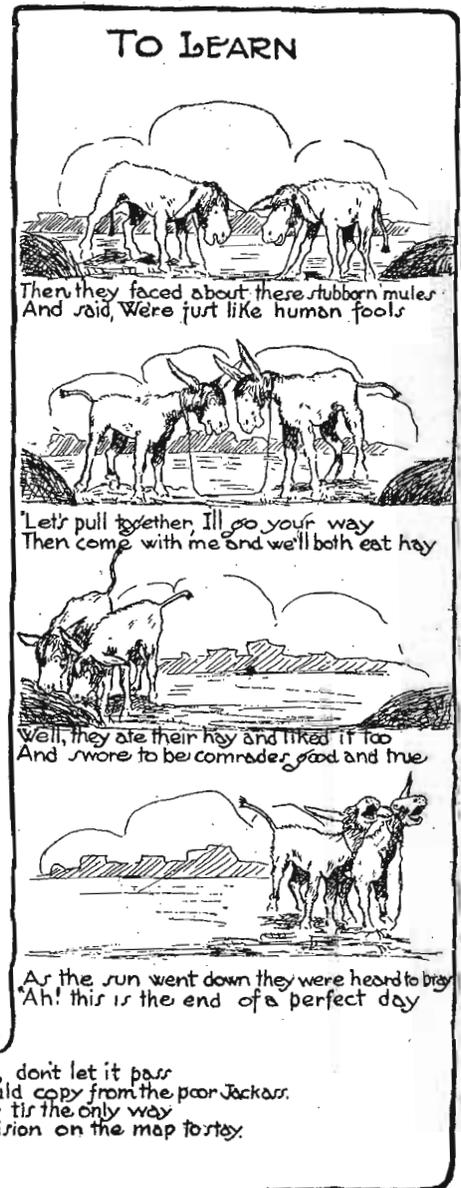
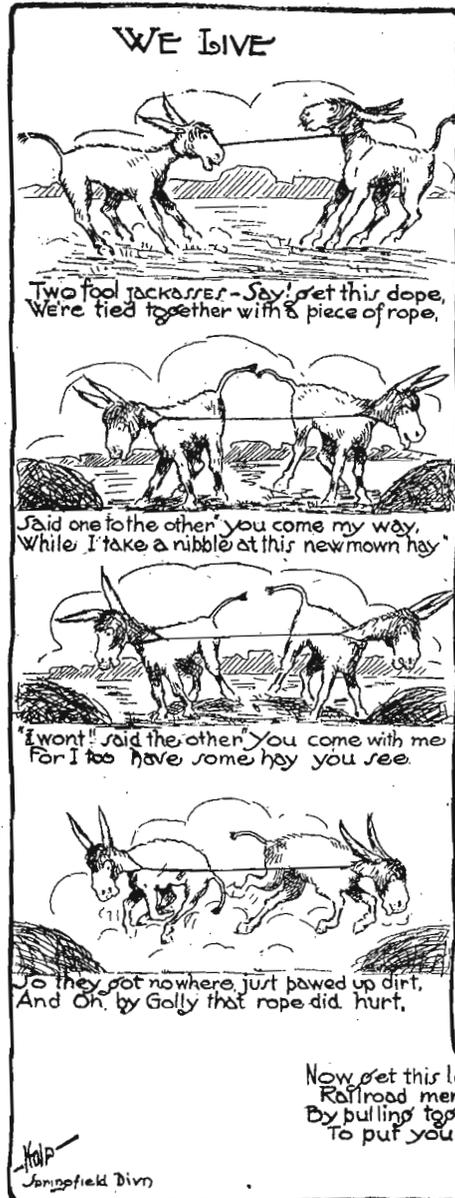
#### West End Scraps

Hugo Engel is handling the diversion desk in the absence of Fred Nye. As Hugo is one of our newly married men, suggestion is made that a wire cage be put around the desk while he is there, as there are quite a few nice looking young ladies coming in every day to have him give them "diversions."

H. B. Brownell claims he is very fond of the song "Smiles."

R. B. Calkins is very proud to state he is the owner of a large family of rabbits.

Grace Cummings is very interested in "Races." (Somebody asked her which race.)



Courtesy of Illinois Central Magazine

#### Improving Conditions on the Railroads

On a recent trip over the line President Byram saw sufficient evidence of improving conditions to warrant him in the prediction that railroads are about to enter into an era of prosperity. He believes this with reference to this railroad in particular, because—to use his own words in a recently published interview—"Additionally and tremendously important is the greater interest manifested by employes in their particular circles of activity. Of course part of this renewal in interest can be attributed to the recent increase in wages, but I believe it more largely

due to the fact that competition has made every man more alert and keen to do his best for the property he represents. Our car service statistics tell the story of greater efficiency. Every division of the road is now charged each day with the cars assigned to it, and credited with its loadings, so we now have a daily check on operations, which has greatly stimulated competition between operating heads as well as all other employes. We have 100 new locomotives coming to us; we sent 50 old ones to the Baldwin company to be rebuilt, and 35 are coming to the eastern division of the road from the Pacific Coast, where electrification has been com-

pleted. With this very material enlargement in motive power equipment, we are in a better position every day to handle business, and as new rolling stock is gradually delivered, the earnings of the property will show steady growth, and the Milwaukee Road will eventually be returned to the commanding position it once held."

The campaign for car efficiency referred to by the president is in full swing on every division, and being pushed. Indicative of what is being done every day and every week all over the railroad in order to make the available car supply meet traffic demands and speed up the business of the country is the report of car movement for September 17, the latest available as we go to press. This report shows a system average of 38.87 miles per day per car, including the Terminals at Chicago, Milwaukee, Kansas City and the Twin Cities. Less favorable performance earlier in the month, during the first days of the campaign reduce the average for the month to the date specified above to 35.25. The month of August 1920 showed an average of 32.7 and September, 1919, and average of 31.2.

### THE HUMAN TOUCH IN THE BUSINESS DAY

The following is an inspirational bit which our agent, Mr. Warren E. Beck, at Geddes, S. D., has posted on the walls of the waiting room in his station. "Man's inhumanity to man makes countless thousands mourn" is no part of Mr. Beck's scheme of life. He has the true Get-Together ideal and his little preachment is a beatitude in itself. Mr. Beck has received much complimentary notice in his "Bulletin."

#### TO YOU

To you who come to this office as a patron, we who represent these transportation companies, extend greeting.

We may never have seen you before, we may never see you again, but just the same, we want you to feel that this is a human institution, and not a soulless organization.

Human beings are employed here—send your telegrams; sell you your tickets; check your baggage; receive and deliver your freight and express; and try to furnish you the information you desire.

They are flesh and blood, as you are; they have their ambitions, likes and dislikes, dreams and disappointments, just as you have.

Of course, you have to pay the price for services received—everybody has to do that, everywhere; but the best part of every business transaction is the flow of human interest that goes with it.

There are rules here that are made for your protection, as well as ours, and they are necessary in every well-conducted business. However, a good rule for any organization,

as well as for individuals, is the Golden Rule—"Do as you would be done by."

We shall try to put ourselves in your place and ask ourselves: "How would I like to be treated?" if our positions were reversed.

And we ask you, to put yourself in our place. Before you condemn us, ask yourself: "What would I do if I were running this office?"

If we fail to measure up to that standard, let us know.

We assume that you are a lady or a gentleman, as the case may be. We believe the average American is courteous, quiet, and willing to come half way. We shall try to meet you on that basis.

May our associations together create nothing but happy memories.

May your days be full of success.

Here may you get good news from those you love. May every telegram be of a kind to make you happier. May every parcel of express and every shipment of freight be delivered to you in good condition.

May this be the happy meeting-place, where you shall greet those dear ones coming from afar.

We are travelers from the port of Birth to that port called Death. Wanderers between the two eternities. For a short space, we pause to greet you, and, ere we part, we wish to put these good thoughts upon you. So, God keep you, brother or sister, and bring your heart's desire.

And as your journey onward—won't you have for this place a bit of grateful feeling?

### Play the Game

*By One of the Players*

Railroad work is a game—are we playing it to **win** or to **lose**? Are we players in the team, through our merits, or are we there by reason of the combative force of an organization?

We can be appreciated or endured—indispensable or non-essential. One of the great problems in successfully operating a railroad is the decrease in shop production. It is a serious problem how to get back to normal output. It is generally believed that the eight-hour day is to a great extent responsible for this condition.

Is it?

Try **yourself** at any task before you, and give it your **very best** effort—whether physical or mental—eight full hours, and see if you are not exhausted to an extent that you should have rest and recreation.

So, we must look elsewhere for the lack of production in the ordinary railroad shop. There is an attitude among a certain percentage of shop employes that the man who can get his wages

with the least actual production is a hero—also, an impression that a man who has the ability and the ambition to produce a little more than the average will keep some other man out of work, and he is politely informed that he must slow up or he will “get in bad” with the organization of which he is a member. The foreman and the department as a whole are handicapped in offering any recognition of merit as a result.

Shop work becomes monotonous—is a drag. Why? Because we are **servicing time** instead of **playing a game**. It is possible to make a game out of any job, no matter how hard—play to improve, to do better today than we did yesterday—become proficient—attain a high degree of skill. It is a pleasure to note our ability to improve as Nature prepares us for the work we have to do. This thing of going to the shop each day to **serve our time** and not to **improve** and **produce** is just the thing that makes our job irksome.

We asked for the eight-hour day—we got it. We asked for a higher rate for overtime—we got it. We now wonder why we are not permitted to work more overtime, and, in very many cases, the output is actually decreased during the regular eight-hour period in the hope of compelling the management to work us overtime to complete the job. Why all this conniving against our employer? There are two good jobs in this country today for every **good** mechanic. We need not fear that we are keeping some other man out of work if we actually produce. Why not make a **game** out of the whole thing? And **play to win**—give eight hours' good, honest effort—be on the job when the whistle blows and be actually producing when it blows the final blast?

Try this—

Imagine yourself the owner of the shop for one day, and take personal observation of how much is actually produced during the last forty-five minutes of the eight-hour period, and ask yourself if you, as an individual owner, could ask for an improvement. Eight hours of our very best effort will make us more satisfied with ourselves—we will be more fitted to enjoy rest—will

stand high in the estimation of our employer and be deserving of a pension when we are too old to work, and we will get it if we deserve it.

Life is short—only time to become proficient and perhaps save a little for old age—so, while we are able to **play**, why not be **master** of the **game**, go to work to **win**? Our efforts will be recognized, and, if not promoted, we will be considered **indispensable** in the organization. We will be a good example to the young mechanic and will be none the worse ourselves, but actually better both physically and mentally.

There was a foreman one day who told a young mechanic that when a certain piece of work was done to keep out of sight, as the Master Mechanic was coming over and would see him loafing. The mechanic told him that he would much rather be producing something if he had anything to do. The foreman thought it such a good joke that he told the Master Mechanic and the foreman was promptly told to take note of the production of this young man, and he did so, with the result that he was consulted frequently on how to increase production, and his answer invariably was, “Get after the individual man and try to induce him to increase his output by giving eight full hours of his best effort, and the shop output will take care of itself. My work is a **game**, and when they wouldn't let me **play**, I lost interest in my work. Producing is a game—hiding out is monotonous.”

Play the game.

### WORK

Work, thou, for pleasure—  
Paint or sing or carve—  
At the thing thou lovest,  
Though the body starve.

Who works for glory  
Misses oft the goal—  
Who works for money  
Coins his very soul.

Work for the work's sake, then,  
And it might be  
That all these things  
Shall be added unto thee.



Wheat in the Highwood Country

## The Northern Montana Division—Its Branch Lines and Resources

H. R. Wahoske

In the lexicon of Northern Montana, there's no such word as "drought," this year of 1920. The crops are a bumper yield, the growing weather and the harvesting weather have been ideal; stock is in fine condition, and the oil business is booming. There are other resources and industries contiguous to this division and its branches, but just at this writing, the above named loom largest in the appraising eye.

While I do not want to take up too much space in our Magazine, dear Editor and readers, I would like to give you a brief synopsis of what we really have on the Northern Montana Division. To begin with if you are familiar with the map of our railroad, you will know that the main line of this division runs between Harlowton, the eastern terminus of the electrification district, north to Great Falls, where are located the big hydro-electric plants that generate the electric current which pulls our trains over the mountain grades, an achievement that has made The Milwaukee famous all over the world as the first big railroad to utilize water power and electricity for trunk line haulage.

The headquarters of this division are located at Lewistown, the capital of the so-called Judith Basin, one of the grandest grain-raising sections in the world. Out of Lewistown we have three branch lines known as the Winifred, Roy and Winnett lines.

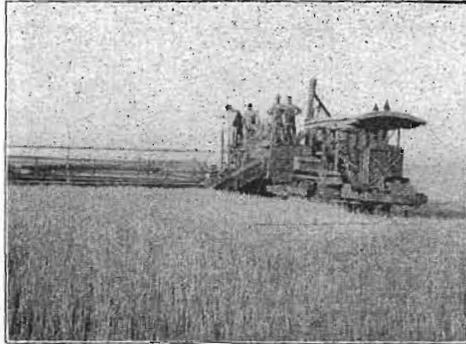
The Winifred and Roy branches extend northward through the Moccasin Mountain district, penetrating a very rich farming country—the little towns which are at the northern termini of these lines, being the market centers of all this land of excellent promise. While grain and stock-raising predominate throughout these localities, considerable quantities of corn and potatoes of exceptionally fine quality are raised here.

Hilger is the junction point of the Roy and

Winifred lines. This town lies near hills which have produced gold and silver for many years, and there are still mines near to Hilger that are producing cyanide gold in paying quantities. The mines, while small, have apparently an inexhaustible supply of the precious metals, for they have been "gophered" on every slope until they look like magnified prairie dog land, and still every now and then a prospector comes out with some new specimens of panned gold or a gleam of silver to show for his pains. Stock raising is also good in the country around Hilger. On every side as one travels through this vicinity today, are evidences of the splendid crops that have been harvested. Indeed, the winter wheat grown this year in the Judith Basin, will average nearly 40 bushels to the acre, while the estimate on the spring wheat, based on what has been harvested, is not less than 25 bushels per acre.

The Winnett Line is just now very much in the public eye because of the recent oil discoveries. This branch, leaving Lewistown, passes out of the Basin via the Warm Springs Creek Valley, rich in splendid grain and stock ranches. The soil of this valley, or to speak in the local vernacular, the "Warm Springs Bench" is a rich loam, yielding bumper crops, and the creek provides a wonderful natural system of irrigation. The principal crops are grain, hay and vegetables. Scattered along are numerous small coal mines which furnish coal locally, to the farming communities. It is easily mined, and easy to get, so there is no need for a panic among the Winnett Line inhabitants, when a probable coal famine happens to be predicted for the northwest.

Oil, just now is the absorbing topic on the Winnett Line—the oil fields to the east having taken on a really proven aspect. There are 56 rigs operating in this particular oil district, at present, and many more coming in. Every rancher for miles around is figur-



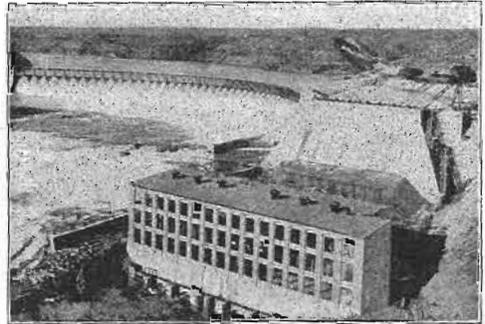
Grain Fields Near Geraldine, Montana



Frantz Well No. 2, 2,000 Barrels per Day



Passenger Station, Great Falls, Montana



Hydro-Electro Plant, Great Falls, Montana

ing up his profits when his land shall bring in bigger wells than any yet discovered. They are all confident they will "strike oil" and are looking forward to a future of fabulous wealth, but most of them, meantime, are wisely sticking to the tractor and the reaper.

There is a pipe line already down, with a capacity of 16,000 barrels a day, from the west dome structure to Winnett, a distance of 23 miles, and this line is now being paralleled with a larger main that will bring up the capacity to 60,000 barrels of oil per day for shipment from Winnett; and shortly there will be daily tank line trains from Winnett to the refineries in Wyoming. September 5, last, was a big day for the little oil metropolis, for then was inaugurated an industry which means everything for Montana. On that day, three tank cars loaded with crude oil left Winnett for Greybull, Wyoming, this being the first shipment of crude oil ever made from Montana. The tanks were taken out on a special train which on its trip down, brought in nine empty tanks. Heavier shipments have since gone forward, and the completion of the new pipe line, means a development of extraordinary magnitude for this entire vicinity. At Winnett, two one-thousand-barrel tanks have been erected at the receiving station, giving a storage of 3,000 barrels, and it is expected that a 55,-

000-barrel capacity tank will soon be added at that point.

Going back to the main division and starting at Harlowton, I should like to tell you something of the country it serves. Harlowton is an enterprising little city of 3,000 inhabitants. It is a freight terminal, and has a roundhouse and machine shops for the steam engines in use on the Musselshell Division, and facilities for light repairs to the big electric operating on the Rocky Mountain Division. Harlowton boasts of a large flouring mill, with a capacity of 1,000 barrels a day, and it has also commercial facilities for a wide area of rich farming country that extends westward toward the Big Belt Mountains following the course of the west fork of the Musselshell River.

Leaving Harlowton, the Northern Montana winds its way over the hills to the northeast and drops into the Judith Basin, where almost immediately there spreads before you a far-flung prospect of the riches of the earth: rolling hills covered with growing crops, sparkling streams, whose wooded banks mark their course as far as the eye can see: prosperous farms and busy towns—the market centers of the Basin.

Lewistown is one of the most delightful, as well as being one of the coming cities of

the state. Its size, its growth, its importance and beauty are a story in themselves, and so I shall leave the Judith Basin metropolis until a later day, when it can be the subject of special attention in these pages.

Leaving Lewistown on the Great Falls Line, still the wonder of the Basin is before you in all its widespread magnificence. The railroad between Lewistown and Great Falls is a remarkable bit of engineering work. It lies up high on the benches, crossing various streams on immense steel bridges and threading a sinuous course among the foothills that stretch in terraced heights toward looming mountains on the far horizon. At the town of Hanover is a large Portland Cement plant, with a capacity of 5,000 bags a day, and a gypsum plant with a daily output of 1,000 bags.

Passing out of the Basin at Denton, we are still in the midst of farming and stock growing. This is a country occupied for many years before railroads entered the northern part of the state, by stockmen who fed great herds on the ranges and drove their product to market over the mountain roads and trails. Four-horse stages were operated, even within a very few years between Lewistown and Great Falls, and to old Fort Benton, of historic note, on the direct route to the Missouri River. Picturesque highlands rise all around Square Butte, one of the landmarks of the Highwood country, and as the railroad lowers down from the grade around Square Butte, it enters the Big Sag, which is claimed to have once been the old bed of the Missouri River. The Big Sag country is one of the choicest farming sections of this line. Throughout this region, stock-growing is still of prime importance, and from this portion of the division, over 2,900 cars of stock were shipped last year, while the estimate on the grain crop of the present year is between five and one-half and six million bushels.

Great Falls, like Lewistown, is far too important a city and shipping point to be merely included in a Division story, and cramped into the space allowed me, at this time, so I shall ask the further indulgence of the Editor for a future Great Falls story, when I can accord the big and flourishing Falls City a fuller justice. Suffice it now to say that it is the Power City, par excellence of the Northwest, a feature which is contributing steadily not only to its own upbuilding, but to that of a great portion of this and neighboring states.

Running out of Great Falls is a fourth branch of the Northern Montana Division—the Choteau or Agawam Line. This passes through the Sun River Irrigation Project—one of the most extensive development works in the country. By means of water from the Sun River, it is estimated that 276,000 acres of land can be reclaimed and turned to the uses of agriculture. This is all a region famous in history of the Northwest Territory, and is now a part of Teton County, Montana. Choteau, a town of 3,000 people, is the county seat, and the site of the oldest

trading station in the state. It was located by one of the Canadian voyageurs, whose name it still bears, and its history antedates that of old Fort Benton of Missouri River fame. Choteau is a prosperous and growing town. The line continues to Agawam, seventy miles from the Canadian Border, in a fine grain and stock raising section.

The Northern Montana Division was the pioneer railroad in much of the country it serves, and the success of its development work has been notable, especially in the growth of the farming communities contiguous to its lines, and the increasing business that a rapidly growing country creates.

#### Inspecting Our Electrification Districts

Delegations of scientists and railroad officials from many foreign lands have come, within the past year, to look over and study the methods of operation of our electrified lines. On September 17, two distinguished parties left Chicago on The Olympian, for a tour of inspection over both the electrification districts. The parties will be met at Harlowton by Chief Electrical Engineer R. E. Beeuwkes, who will accompany them on their trip. One party represented the Swedish government and state railways, and the other was from South Africa. In the party from Sweden were: Mr. Axel Granholm, president of the Royal Administration of the Swedish Government Railways and Mr. Eric Von Friesen, chief engineer, mechanical department of the Swedish State Railways. The representatives from South Africa were: Mr. J. W. Kirkland, managing director South African General Electric Company, and Mr. F. W. Mills, chief electrical engineer, South African Railways.

Previous delegations which have visited our line to witness the operation of trans-continental trains and heavy freight haulage by electric power, have come from practically every part of the world. Parties from England came in January, 1919 and May, 1920; from Russia in January, 1919; from Japan, there were a number of inspection parties traveling over the line during July, August, October and November, 1919. Spain sent a party which arrived on the Milwaukee in January, 1919; Poland, one in October, 1919; France, a very large delegation which made an exhaustive inspection and study of electrification, in October, 1919. The first visitors from South Africa arrived here in August, 1919, and in December a delegation from East India came to inspect; in March and July, 1919, Italy had representatives on the line; Brazil in May and Holland in August of this year. Other South American States have sent inspection parties, and recently the Trans-Andean Railway—one of the most remarkable mountain railroads in the world had adopted electrification, using the system in use on the Milwaukee, as its model.

#### Appointments

Effective September 1, N. A. Ryan was appointed trainmaster of Milwaukee Terminals, vice C. A. Turney, assigned to other duties.

### Good Service to the Public

By circular letter, issued August 31, to the public, the officers of this company have taken upon themselves certain obligations for improved service, which obligations cannot be fulfilled without the earnest and enthusiastic support of the employes in all departments. The volume of traffic to be moved is great in proportion to the amount and condition of our equipment and facilities, and, unless we obtain the maximum of service from each locomotive and car we will fall far short of our promises to our patrons. Not a single employe should think that his part, in this great undertaking, is so unimportant as to be non-essential. On a well-managed property there are no non-essential men, and the man who thinks that his work is of so little consequence relatively, that he is indifferent to the manner in which it is performed, shows very little respect for his employer and still less for himself. The

faithful performance of the duties of every position from water boy, wiper, section man, flagman, trucker, porter, clerk or stenographer, through the long line to superintendent, general manager, vice-president or president, is absolutely necessary to the attainment of those results, which alone will justify our management, and at the same time promote our self-interest. Let each individual employe, therefore, pledge himself, as the officers have pledged themselves, to put forth his best efforts to promote economy, team-work and efficiency, in order that this company may in no wise fail in rendering the maximum of service to all the communities dependent upon it.

The president's circular letter of Aug. 31, is quoted below, because it is desirable that employes generally should have a thorough understanding of the obligations of the railroads to the public. The public has recognized the necessities of railway employes, and

#### OFFICE OF THE PRESIDENT CHICAGO, ILLINOIS

##### TO THE PUBLIC:

Today closes the period of divided responsibility in the management of the railways of the country;—tomorrow the entire responsibility therefor rests upon the officers of the companies representing the owners of the properties.

Since January 1, 1918, war conditions have prevented the carriers from giving, and the public from receiving, that service which it has ever been our ambition to render and the right of the public to expect. To recite the difficulties of the past would be merely the threshing of old straw,—the presentation of facts and conditions with which you are all more or less familiar from your own experiences and observations. Let us rather congratulate ourselves that they are behind us and consider the future in which you and we are equally and vitally interested.

Does the rainbow of the transportation world give promise that the future will eliminate in large measure the deficiencies which have obstructed the free flow of traffic, and permit commercial and industrial activities to proceed on normal lines? It is our belief that it does; that improved financial conditions resulting from the Transportation Act; the generous increases in the payrolls awarded by the Wage Board; the knowledge an intelligent public has obtained of our necessities through Federal administration, and a constantly improving esprit de corps, will enable us to place at your disposal facilities for and results from transportation which have been, for some time past, conspicuous by their absence. To the attainment of that end the best efforts of the officers of this company individually and collectively are pledged, and we anticipate with confidence that same earnest co-operation from our patrons which they have rendered in the past; and without which satisfactory results are an impossibility.

The human element, which plays so large a part in the operation of a railroad property, negatives at times the most carefully prepared program of efficiency, and the presentation to any officer of the company of the facts in any case where your interests have not been properly cared for, will be welcome and receive careful consideration.

The change from the past, which you know, to the future to which we aspire, will be marked, and we bespeak your reasonable patience, consideration, confidence, and co-operation in the upbuilding of that part of the nation's greatest industry for which this company is responsible.



President.

by means of recent legislation has come to their relief. It has now, every reason and right to expect those employes to measure up to its requirements, which are, full and adequate traffic service.

The rejuvenation of the railroads is the biggest job ever tackled in this country in peace times, but with perfect co-ordination in every department, and the united effort of the entire railroad body, it will be put over to the lasting honor and credit of railroad men. Fortunately, every indication points to the belief that the railroad body is awake and on its way.

#### Current Events, Paragraphically

The passenger fare increases seem to have little or no effect on the amount of travel—the principal falling off being in the sleeping-car rooms, probably on account of the 50 per cent surcharge.

This railroad handled Senator Harding and party, from Chicago to St. Paul, Sept. 7.

Also handled Governor Cox and party, Chicago to St. Paul, Sept. 5, and between Sioux City and Sioux Falls, via Mitchell, on Sept. 28.

Effective Sept. 1, our own city ticket offices were opened at Milwaukee, St. Paul and Minneapolis, and effective Sept. 15, at Sioux City.

Contracts have been entered into with the Western Steel Car & Foundry Co., at Hege-wisch, Ill; Pacific Car & Foundry at Seattle, and Sheffield Car & Foundry Co., at Coburg, Mo., for heavy repairs. We have to date delivered to them 371 cars.

On July 31, 1920, there were on hand 6097 bad order cars or 8.1 per cent of all revenue cars on line. August 31 this figure had been decreased to 4942 or 6.7 per cent. The latest figures available, Sept. 18, show 4715 bad orders or 6.6 per cent.

A large amount of passenger business to the recent Iowa and Minnesota State Fairs was handled with efficiency and promptness.

In spite of total decrease of flour and mill stuffs, loaded at Minneapolis by all lines during the month of August, 1920, as compared with a year ago, our loadings were increased 11.1 per cent of the total last year, to 18.5 per cent this year.

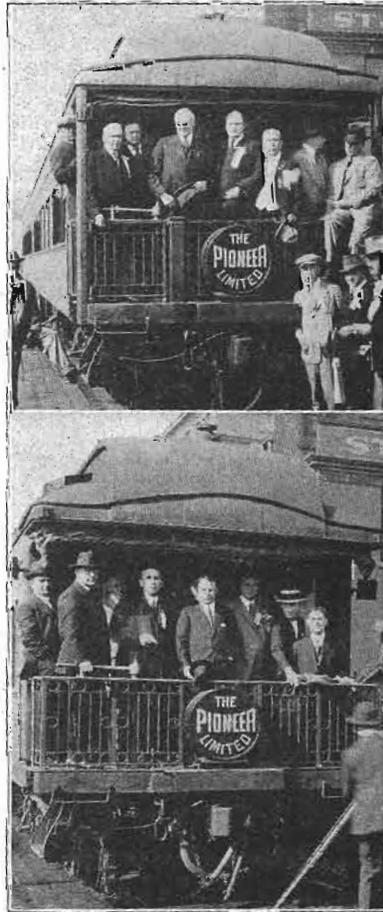
The campaign for increase of daily average car miles is resulting satisfactorily. A gratifying interest in the plan is manifested by officers and employes, and it is hoped that an average of 40 miles next month may be reached, if we do not make it during September.\*

The public also is showing interest in the effort to increase movement of cars available, and, therefore, prompt movement of cars after they are released, is going to be absolutely necessary, in order to show the shippers that their co-operation in this connection is appreciated, and is not nullified by failure

\*September 21, car mileage reached 41.20.

on the part of the railroad to promptly move the cars when they are released.

Four special trains were handled—Omaha to Chicago—and one special—Minneapolis to Chicago—containing delegation to the Grand Army of the Republic Convention at Indianapolis.



The Next President of the United States Leaving St. Paul on the Pioneer Limited

L. E. Carlisle, yardmaster, Miles City, was a recent Seattle visitor.

A. R. Jones, of the superintendent's office, relieved the cashier at Roundup a few days, recently.

Division Freight Agent J. J. Foley, accompanied by his family, who have been spending the past several months at Excelsior, Minn., returned to Miles City recently.

James Griffith, assistant superintendent, motive power, from Seattle, was a recent Miles City visitor.

F. C. Kagles, of the shops, had the misfortune to injure his right arm quite badly, by falling on a piece of machinery.

Miss Hazel Ritchey, daughter of Conductor Ritchey, left recently for Wallace, Idaho, where she has accepted a position of supervisor of music in the public schools of that city.

Excitement among various employes of this division was very intense when word was recently received that oil had been struck in the well of the "56" corporation at Mosby. They all expect to be millionaires before long.

## CLEAN, SOFT WATER FOR MILWAUKEE LOCOMOTIVES

### Paper No. II. The History of Water Softening

*C. H. Koyl, Engineer, Water Service*

Hardness of water is generally due to the limestones—carbonates, sulphates and chlorides of calcium and magnesium; but since the chlorides are taken out by the same process as the sulphates, and since the magnesium salts are very like the calcium salts, I shall use the terms carbonate of lime and sulphate of lime to represent all the limestones.

Beware of the term "alkali"; it is commonly used as a name for anything that is the matter with water; but in this part of the country alkali in water is almost always either carbonate or sulphate of soda, neither of which makes hard water.

The chemistry of water softening is very simple nowadays, but its beginning in 1840 by Dr. Thomas Clark of Mareschal College, Aberdeen, Scotland, made one of the romances of the science.

Dr. Clark had been a practicing physician and had noted the waste of soap, the roughened hands, the much scrubbed clothes, the gummy hair, and the many discomforts of hard water for washing, and when he became professor of chemistry at Mareschal College he immediately set as one of his problems the analysis and cure of hard water. Soon he was able to prove that the hardness of water is due almost solely to limestone dissolved in the water and that it is mostly the carbonate of lime. And then he made the amazing discovery that carbonate of lime—ordinary limestone, marble, chalk, sea shell—is not soluble in ordinary water; and this led to a study of the kind of water in which carbonate of lime is soluble, and to a method for making the limestone again insoluble so that it would settle out and leave the water soft.

In pure distilled water you can dissolve pure lime (not limestone, which is carbonate of calcium, but lime, which is oxide of calcium) to the amount of 80 grains per gallon. This solution of pure lime in pure water is saturated lime-water. If now into this saturated lime-water you introduce carbonic acid slowly (the air from your lungs, blown through a glass tube, will do,) the carbonic acid will combine with the calcium oxide to form particles of calcium carbonate, ordinary limestone, which will settle to the bottom, proving that it is not soluble in pure water. And if you continue adding carbonic acid until there is just enough to combine with all the lime, you will find that it will all settle out except about three grains of limestone per gallon of water, which amount will remain dissolved and invisible. Now add more carbonic acid slowly, and gradually the limestone will re-dissolve in the water until you have a saturate solution of what will prove to be bi-carbonate of calcium, that is, one part of lime to two parts of carbonic acid, or carbonate of lime combined with one part of carbonic acid.

Here, then, is the secret of insoluble carbonate of lime dissolved in water—the water must contain an equivalent amount of carbonic acid; and, since calcium bi-carbonate is not known in the dry state, it follows that when calcium carbonate is found dissolved in water, the water must have supplied the carbonic acid. And to Dr. Clark the method of softening this kind of hard water immediately suggested itself—extract the carbonic acid, and allow the limestone to fall out. Furthermore, what means of extracting carbonic acid so simple and effective as to add an equivalent amount of fresh lime to combine with the extra carbonic acid and form new carbonate of lime which will also be insoluble and settle out so that nothing will be left in the water. Does anyone know of any other remedy for any ill in nature so complete as this? By adding hard lime-water to hard natural water you take out limestone and leave soft water; and after all, the lime merely takes out the carbonic acid and allows the limestone to fall out.

Can you imagine a more beautiful operation, a chemical combination more nearly theoretically perfect? Limestone makes water hard, and in turn lime makes it soft. To this day, to the ordinary man who considers lime merely baked limestone, this is the most marvelous thing in the world. And this was the beginning of the science of water softening.

Calcium sulphate, which also makes water hard, is not affected by the lime treatment; but the brilliant Englishman, William Porter, later pointed out that if sodium carbonate is added to calcium sulphate, under water, a chemical reaction takes place, which leaves calcium carbonate, which will settle out as before, and sodium sulphate, which in small quantities does not injure water; and, with this, the chemistry of water softening was complete. There are other reagents effective for softening water, but some leave the water in bad condition, and some are expensive; so that today lime and soda-ash are used the world over because of their combined efficiency and cheapness. Sometimes sulphate of iron or of aluminum is used when water is softened, but it is used for other purposes and does not aid in the softening.

When water softening first began on a large scale, tanks were set up in pairs, to be used alternately, each while the other was settling; and that is still a perfectly good method except that it is rather slow; we have two plants of this kind, one at Mitchell, one at Montevideo. But soon apparatus was built to operate continuously, hard water flowing in at one end, being mixed with proper amounts of lime and soda-ash, then flowing through a settling tank where the precipitated limestone settles out while clear soft water rises slowly to the overflow near the top. In our old plants the operations are invisible, but the main line plants of this year are so designed that the process is visible from beginning to end, and you will find it interesting.

One pump delivers raw water to a water wheel which furnishes power for pumping the chemicals and for stirring them into the raw water. This stirring process is continuous and is the foundation of the mechanical part of water treating. It is not enough to add four pounds of lime to each thousand gallons of water, but this lime must be dissolved and so thoroughly mingled with the raw water, that each drop of water gets its proportion; and the same is true of the soda. The water flows in at the bottom of the mixing tank and out at the top, occupying about 45 minutes in the passage and being stirred all the time; then it flows to the bottom of the settling tank, rising from there slowly and gradually freeing itself from the precipitated limestone. At the top of the settling tank the water is clear and flows in a steady stream to the treated water pump which puts it up into the service tank.

Usually the treated boiler water is good for drinking, but sometimes a deep well water or a dirty surface water requires overtreatment to prepare it for boiler use, and water is not good for drinking if it has been overtreated with soda.

For a long time these water softening plants were used only in cities or in large factories where they could get expert attention and where they stood inside a large building; but when it was necessary to fit them for railroad use, a new set of conditions were met. Many wayside water tanks are miles from a machine shop, and the pumper is seldom an expert mechanic or provided with tools for repairs. Therefore it is necessary to make these plants almost repair-proof, and our newest ones are so constructed; it costs more, but it pays. And it is necessary to build houses over them and heat the houses; and lastly, it is necessary to take a first-class water service man on each division and teach him enough chemistry to enable him to be a chemical patrolman, so that he can examine each week all the water treating plants on his district. It all costs money but the results more than justify the expense. It enables the engineman and firemen to work with satisfaction; it gets the train over the road, it saves coal and it reduces the engine's time in the round-house several hours.



R. H. Foreman, A. N. Jeffers and Clerical Force, and C. C. Walter Applegate and Clerical Force, Perry, Iowa

### Improper Use of Grain-Door Material.

G. E. Simpson

General Supervisor of Transportation

I was very much interested in reading the article on pages 21 and 22 of The Employees' Magazine for July, 1920, entitled "House Cleaning for the Station Agent," by Warren E. Beck, our agent at Geddes, S. D., and want to compliment Mr. Beck for the interest he is taking in putting his station in order.

I feel sure his advice will be kindly received by his brother agents and will result in improving conditions at other stations.

I want, through The Magazine, to call the attention of Brother Beck, as well as all other agents and employes, without, however, seeming to criticize or discourage the good work, to the paragraph shown on page 22, reading as follows:

"About eight grain doors, some 10-penny nails, a hammer and a saw, six or eight pairs of hinges and about an hour's time, will make a dandy cabinet," etc.

At the present time it is costing our company approximately half a million dollars annually for grain door material to cooper cars loaded with grain and other commodities, and this material should not be appropriated for other purposes; and in addition to using it exclusively to cooper cars, agents should see that all grain door material received in cars loaded with grain, coal or other commodities is RECLAIMED; and used for coopering cars loaded at their stations.

Should grain door material belonging to our company be used at a common point for coopering cars routed via a connecting line from that point, our agent should immediately advise his superintendent, giving number and initials of car, number of grain doors, or feet of lumber used, in order that superintendent may bill again the line receiving the benefit of our material.

At the present price of lumber, grain doors are costing us about \$1.50 per door, and grain door boards about \$60 per thousand feet, consequently the average cost to cooper each loaded car of grain is about \$12.

If any of our employes feel that grain door material is common property and can be diverted to any purpose other than for coopering cars, they should understand this is a mistake.

### Prairie du Chien Division.

C. A. Metz.

President's special passed over the Prairie du Chien Division, September 5.

Max Kelley, who was braking on No. 64 and who is now in the Janesville hospital, is reported to be improving. Here is hoping you will soon be able to be amongst us again, Kelley.

Conductor Charles Ray will leave runs Nos. 21 and 5 and take runs Nos. 1 and 4. Dave Grummy succeeds Mr. Ray.

John McGeen, clerk at Waukesha, took a short vacation.

B. Wilson, Palmyra, spent a few days with his daughter at Waukesha.

Claude Peffer will relieve John Marsh, second switchman at Waukesha, October 1. Mr. Marsh has been working at Waukesha for the last six months. Mr. Peffer bought a home at Waukesha and expects to make it his future home.

## SAFETY FIRST

No. 940

# It's No Laughing Matter



*Courtesy, Berger Manufacturing Co.*

George Boerngen thinks it's no laughing matter when a man comes this close to losing an eye.

He says these goggles undoubtedly saved his right eye.

## Are You as Careful of Your Eyes?

National Safety Council  
Chicago



Bulletin Board Series  
Read by 6,000,000 Workers

Additional Copies of This Bulletin May Be Secured at Cost

## Safety First

*A. W. Smullen, General Chairman*

Men who join hands in a common cause are not only stronger for defense; they are stronger for aggression without which things worth while cannot be accomplished.

See that goods are marked properly.  
Always watch number of pieces in shipment.  
Forget there is a check clerk at the other end, and send shipments out of your station correctly.  
Every man who works for this company owns a share in it and should work accordingly.  
The good will of a shipper often makes the "Monthly earning statement show an increase instead of decrease."  
Your success depends on how you watch the small things.  
Forgetfulness has cost this company lots of

money in claims. Don't "forget" to remove improperly loaded shipments from cars.  
Improperly packed shipments should never be accepted.  
Remember to seal your cars the same as you lock your own house to prevent "Misappropriation" of goods.  
Say nothing to the shipper while "heated up" that would cause you to regret it when you are "cooled off."  
The man who says the least about the competing roads is generally the man whose company hauls the most freight.

### Taking Chances

*W. H. Cobb, District Safety Inspector*

There are a lot of chance takers in this world, and one of the most prominent members of the Brotherhood, or at least the one whose chance that he took is the most exploited is our old friend Mr. Christopher G. Columbus, who in the year 1492 set sail with three schooners to discover something, a difficult feat in his day, but not so here in the U. S. A. in 1920, for now if a man set sail with three schooners, he would soon discover that he had a lot of friends, and all anxious to know where he got them, well anyway, Columbus took a chance, and won out by discovering us and Oshkosh and Kalamazoo and everything, and was greatly rewarded by a lady named Queen Isabelle, who invented Bull Fights and Spanish Omelettes and so Columbus died at a ripe old age after eating ripe olives and spending many years in jail using castile soap.

Of course all of this happened before railroads, flivvers and Andy Gump was invented, but now if a railroad man takes a chance and pulls an extra fancy stunt like kicking a draw-bar, or pushing a knuckle, while coupling up, all that he discovers, if he is successful, is, that most of the other guys think he is foolish and a good fellow to steer clear of; while, on the other hand, if he gets caught, and something happens, it is him to the musicians local for a card as a harp player for the rest of eternity or a crutch and the crossing gate shanty for the rest of his life;—and there are many other fancy stunts pulled on this old railroad, every day, that are just as dangerous and just as senseless, that shouldn't happen.

This taking chances in the railroad game is just like you betting that Kaiser Bill will be the next president of the United States, and you put up all of the money and the

other fellow just says, "I'll bet you, if you win you get nothin', but if you lose—GOOD NIGHT!!!"

No man on this railroad would make as senseless a bet as this with his MONEY, but every time you take a chance and do some dangerous thing that you know you ought not to do, you make a bet with the world, that you can do it, and get by, and you put up as a stake perhaps YOUR LIFE or the HEALTH, HAPPINESS and PROSPERITY of yourself and family, and the world puts up nothing, and is even, not very interested in the bet, so there you are, like the Irishman who said that "he would give a thousand dollars to know the place where he was going to die," and asked why, said, "Then he would KEEP AWAY FROM IT."

The flivvers too, need a word of caution, they are getting too ambitious. We had one recently on our Western Lines, that had an idea it could plow through a freight train that was standing on a highway. Result—bum flivver. But perhaps we should not blame it all on the poor flivver. It did its bit in the world's war, and it helped to make the world safe for H. C. L.—it helped to take off the world's pants and put on overalls, and besides, there are many more pretentious cars that are lying around wrecked, that had an argument with a railroad train at a crossing. The drivers of all of them took chances and many of them cannot tell us about it, but all of it could be avoided by three words, "STOP," "LOOK," "LISTEN," not hard to learn if you wanted to, but fierce if you have got a chance-taking bug under your skin.

And now if you will all gather around, and one of you hold the baby, I will tell you how you can be a railroad man, and be sure of coming home every night under your own power, and that is by thinking of what you are doing every minute, and doing it in a

safe way only, and DON'T TAKE A CHANCE.

### WHAT I HAVE DONE TO PROMOTE SAFETY

*Frank Artus, Committeemen, Dubuque Shops Car Department*

Since this stupendous question is of vital interest to the many hundreds of thousands of American railroad employes and the "Safety First" movement has proven that it can reduce the number of deaths and injuries and make it safer for the generations to come, it depends upon the thinking power of every individual to make "Safety" the shortest road home.

My methods of work or operation are to improve and make safe, defective or improper conditions of ways, structures, equipment, machinery, tools and appliances, and to correct improper methods of work as I see them. To educate and train employes in all branches of service to use necessary care in the discharge of their duties. To eliminate unsafe practices and, to prevent carelessness, will make it safer for my fellow workmen as well as myself. An accident may be a notice that something may have gone wrong. It is easier to do a thing right than to explain why you did it wrong—a minute's judgment is sometimes worth a day's energy.

The most important subject to bear in mind is, NOT TO TAKE A CHANCE, that is, where specific instructions have been given, NOT TO TAKE A CHANCE, for it may mean death or an injury. Do not think that because an accident has not happened, that it won't happen. Every employe should try and eliminate unsafe conditions as much as possible and bring to the attention of foreman or committeeman any suggestions that would be a benefit to all concerned to "Promote Safety First."

### Safety First

*Roderick Weir, Safety Committeemen, Trans. Mo. Division*

On receipt of a letter from former Superintendent Whiting, by the boilermakers shop committee to have a delegate at the Safety First meeting to be called shortly after the railroads passed back into the possession of their owners, the boilermakers and helpers delegated me to that position.

There was some hesitation among the members of the craft about a delegate as I understand, that, in the past, any matters that they suggested and had brought before the committee got but scant attention, as the officials, at that time, seemed to hold Safety First in very poor esteem. That seemed to be the prevailing opinion anyway.

As I understand the line of reasoning, it seemed that they were under the impression that most all suggestions were looked upon as petulant complaints and received but little consideration. I was delegated to take, what might be called, a fling at "Safety First" and I attended the first meeting with some misgivings and with a two-third opinion formed, not to attend more than one or two meetings.

However, I do not want the impression to be given that I was not in favor of the principles of "Safety First" at all times, as I was and still am a disciple of "Safety First." But I did not care about attending any half-hearted, don't-give-a-damn meetings, where a movement, with all of its possibilities, like those of Safety First were involved.

All of my misgivings, and those of my fellow craftsmen were dissipated when we realized that we would get the whole-hearted support and co-operation of Master Mechanic McFarlane, Roundhouse Foreman Pfeifer and Boilermaker Foreman Bone. As fast as my associates brought complaints, and I could get them before this body, the above officials promptly analyzed the suggestions and remedied them as far as it was in their power to do so, with enthusiasm and good will.

So well have they done their part, the boilermakers and their helpers are now working with better equipment, and under better shop conditions than at any previous time, even going back to the time when the first engine rolled into the Moberg roundhouse.

Now air-hammers and other tools have been gotten, making the work more agreeable to the mechanic and far better from a financial standpoint for the Company. Cupboards have been built, smoke stacks repaired, house blower line improved to the point of Safety and efficiency, the roof over the fan room repaired, the house well-lighted, whitewashed and painted, until it is safe and agreeable to work in the night as well as in the day time.

For this change in conditions the men in the roundhouse and the stockholders of the Company have to give thanks to "Safety First" and the further fact that we have a master mechanic who enters heart and soul into the principles of that movement, as, only by his hearty co-operation, can the officials under him enter into the spirit of the movement and carry out his wishes and remedy obnoxious conditions.

The boys in the A. E. F. just before they went over the top are said to have been in the habit of shouting "Let's go" and otherwise encouraging each other while putting the fear of the stars and stripes in the heart of the Hun, and it is in harmony with that idea that I volunteered, at the last meeting, to write this article so as to prove that the boys at the roundhouse appreciate the interest shown by their officials in "Safety First" by getting better tools and working conditions by shouting in spirit "Let's go" and having an article read at a "Safety First" meeting showing their appreciation.

### Mr. McNab Retires

On Aug. 15, Assistant Treasurer John McNab ended his active association with the company after a period of thirty-six years of faithful service in the Treasury Department. Mr. McNab has been a familiar face at the "money window" in the General offices, and he will be missed by the daily callers there, who have had business with him for so many years. Falling health is the cause of his giving up his duties, and his retirement is accompanied by all good wishes of officials and employes.

## At Home

*Hazel M. Merrill, Editor*



Lunch Time at Libertyville  
Donald Roth Good, Grandson of Horace Good,  
Western Avenue Coach Yard, Chicago, Sharing  
His Meal With the Magazine Mascot

### Few Pillows—Many Pillows

In the first instance, pillows were designed for comfort, while today many of them seem designed solely for their decorative value. The necessary bright touch of color can often be added to a room's scheme by introducing a cushion. However, it is entirely wrong to use a decorative pillow only as an ornament. No matter how pleasing the design or how harmonious the color scheme, a pillow should be used only where it fulfills its mission of giving comfort as well as decoration. A floor cushion may be needed to complete the color scheme of a room, but should it be placed not in immediate conjunction with a chair or sofa, it loses its real object and becomes absurd. It should not be tossed into an isolated position where slippered feet would not have a chance to rest upon it. On a divan or chaise longue, a number of pillows add to one's comfort when lying down, and also add to the beauty of the couch and chair when the piece of furniture is unoccupied. Too many pillows in an easy chair are burdensome, but what is more delightful than one good loose cushion placed in an easy chair. Pillows also add much to the comfort and beauty of a screened-in porch.

### Housework by System

Be punctual in all things—even housework. When doing one's own work, there is always a temptation to get out of the habit of having regular days for certain tasks. When one has a woman engaged to come on Monday and Tuesday to do the washing and ironing, it is easy enough to do it always on those days, and if there is a maid, the cleaning will be done on Friday. But when you do it all yourself, and there are many women doing housework these days who never thought of doing it heretofore, there is a temptation not to have a regular system.

You are apt to let such things as a shop-

ping expedition, luncheon downtown, possibly a picture show, keep you from doing the regular tasks. Of course, in a way, you are your own boss, and at liberty to dispose of your time as it pleases you, but the house that does not have the day's work planned cannot be run without friction.

### Be Tidy

Keep your suit pressed. This is especially good advice for the woman who works outside the home. She can always make a good appearance if she has a good-looking suit, which is always kept brushed and cleaned and neatly pressed, as it is an easy matter to keep a fresh blouse, or vest, ready to wear with it. If you have the skirt pressed regularly, say every two weeks, and always take the stitch in time, the suit will never need the hard repairing and pressing that it needs when neglected. It can be pressed by a tailor for a moderate sum, but can be pressed more moderately by yourself if you learn how to do it. If you intend to do the pressing yourself, you should buy a new suit with that idea in mind, choosing a plain skirt, well made, rather than a more elaborate one. Pull the skirt over the ironing board and cover with a dampened, clean cloth, and press with a moderately hot iron until the cloth is dry. Go over the whole skirt slowly and carefully and give it thought and you can make a good job of it. The coat will probably need pressing only two or three times in a season and had better be done by an experienced presser.

### Fads of Fashion

Black embroidery is popular on colored materials.

Plaited chiffon is the favorite material for evening gowns.

Side belts are more popular than any other type.

Many blouse belts are made of narrow ribbon.

Black and white combinations in jewelry are in high favor.

The newest lingerie blouses button in the back.

Lace is often dyed in contrasting color, and lace that is dyed a decided yellow is used to trim pink crepe and georgette lingerie. Lace dyed yellow or shades of orange is very good used with shades of rose, pink and flesh.

### Friend Dog

All children should be taught to love and be kind to animals. The right kind of a dog is a good, true, kind friend for any child. If they grow up together, they will have a happy time, and the dog will watch and play with the children just like an older child. If a dog is taught to watch a child, he will, and will love the child with a great love.



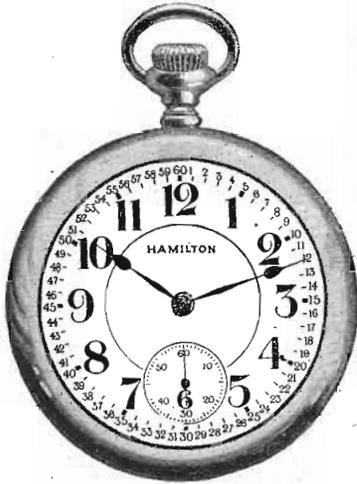
CATALOGUE NOTICE

Send 15c in silver or stamps for our UP-TO-DATE FALL and WINTER 1920-1921 CATALOGUE, containing over 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTI-

CLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches), all valuable to the home dressmaker. Address, Miss Hazel M. Merrill, Room 1215, Railway Exchange Building, Chicago, Ill.

# Hamilton Watch

"The Railroad Timekeeper of America"



*Twenty-seven years at the throttle has shown Engineer Jesse J. Brooksby that an accurate watch has a great deal to do with keeping on schedule. For the past ten years he has run his trains over the New York Central Lines with a Hamilton.*

*Be fair with yourself when you buy  
that new watch*

As a good railroad man you ought to have the best watch you can get—and the Watch of Railroad Accuracy would really cost you no more, because of its extra long life.

There may easily come a time when your safety and that of many others depends upon the accuracy of the watch you carry. In any emergency a good watch to have is the Hamilton.

Ask some of your many friends who own Hamiltons what sort of a watch they would advise you to get. You'll find them enthusiastic over the Hamilton Watch because it combines remarkable accuracy with long

life, even under the difficult conditions of railroad work.

Before you make a selection, have your jeweler show you Hamilton No. 940 (18-size, 21 jewels) and No. 992 (16 size, 21 jewels). They have become the most popular watches in use on America's railroads because they make time inspection a mere matter of routine.

*Write today for "The Timekeeper"*

All Hamilton models are pictured and described in this interesting booklet, and prices given. They range from \$40.00 to \$200. Movements alone \$22.00 (in Canada \$27.00) and up, for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

## THE PATTERNS

3365. **Boy's Suit.**—Cut in four sizes: 3, 4, 5 and 6 years. A 4-year size will require  $1\frac{1}{2}$  yards of 27-inch material for the blouse, and  $1\frac{1}{2}$  yards for the trousers. Price, 10 cents.

3359-3349. **A Stylish Costume.**—Blouse 3359 cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3349 cut in six sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. To make the costume for a 38-inch size will require  $7\frac{3}{4}$  yards of 38-inch material. The width of the skirt at its lower edge is about  $1\frac{3}{4}$  yards. TWO separate patterns, 10 cents FOR EACH pattern.

3368. **Girl's Dress.**—Cut in four sizes: 6, 8, 10 and 12 years. A 10-year size will require  $4\frac{1}{4}$  yards of 36-inch material. Price, 10 cents.

3366. **Lady's Dress.**—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require  $4\frac{1}{2}$  yards of 40-inch material. The dress measures about  $1\frac{3}{4}$  yards at the foot. Price, 10 cents.

3358. **Child's Dress.**—Cut in five sizes: 2, 3, 4, 5 and 6 years. A 4-year size will require  $3\frac{3}{4}$  yards of 36-inch material. Price, 10 cents.

3344. **Dress for Work or Porch Wear.**—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 6 yards of 36-inch material. The skirt with plaits extended measures about  $1\frac{3}{4}$  yards. Price, 10 cents.

3384-3164. **A Modish Suit.**—Jacket 3384 cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3164 cut in seven sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. It will require  $6\frac{3}{4}$  yards of 44-inch material for a medium size. The skirt measures  $1\frac{3}{4}$  yards at the foot. TWO separate patterns, 10 cents FOR EACH pattern.

3361. **A Popular "Cover All" Apron.**—Cut in four sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. A medium size will require  $6\frac{3}{4}$  yards of 27-inch material. Price, 10 cents.

3372. **Girl's Dress.**—Cut in four sizes: 8, 10, 12 and 14 years. A 10-year size will require  $3\frac{3}{4}$  yards of 36-inch material. Price, 10 cents.

3369. **A Unique and Stylish Design.**—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires  $6\frac{3}{4}$  yards of 36-inch material. Width of skirt at lower edge is about  $1\frac{1}{2}$  yards. Price, 10 cents.

3364. **A Youthful Style.**—Cut in three sizes: 16, 18 and 20 years. Size 18 will require 5 yards of 27-inch material. This dress measures about  $1\frac{3}{4}$  yards at the foot. Price, 10 cents.

3370. **Girl's Blouse Suit.**—Cut in four sizes: A 12-year size will require  $3\frac{3}{4}$  yards of 38-inch material. Price, 10 cents.

## GOOD THINGS TO EAT.

**One-Egg Mocha Cake.**—Cream together 1 large tablespoon of butter, 1 cupful of sugar; add yolk of 1 egg; stir in  $\frac{3}{4}$  cupful of sweet milk,  $\frac{1}{4}$  teaspoon salt,  $\frac{1}{2}$  teaspoon vanilla, 1 cupful flour (measured before sifting), sift twice, adding 1 large teaspoon of baking powder; melt 2 squares chocolate or 2 large tablespoons cocoa; add the well beaten whites of eggs. Bake in two layers.

**Filling.**—Cream 1 cupful powdered sugar, 1 large tablespoon of butter, vanilla to taste; 2 tablespoons cocoa and 2 tablespoons strong coffee. Fill and frost.

**Delight Pudding.**—Two full cups bread crumbs,  $\frac{1}{2}$  cup molasses, 1 egg, well beaten; 1 cup of milk with  $\frac{1}{2}$  teaspoon of soda dissolved in it;  $1\frac{1}{2}$  teaspoons cinnamon and cloves; pinch of salt and mace; 1 cup raisins. Steam for two hours in closed, covered dish.

**Beet Soup.**—Boil 4 beets until tender and rub off skin with a coarse towel; chop them fine with 3 onions; add this to 5 pints of rich gravy soup, so as to make it rather thick; then stir in 3 tablespoons of vinegar and 1 tablespoon of brown sugar. Let it boil and add a few forcemeat balls.

**Forcemeat Balls.**—Four tablespoons bread crumbs, 1 teaspoon chopped parsley,  $\frac{1}{2}$  teaspoon grated lemon rind, 1 egg,  $1\frac{1}{2}$  teaspoons chopped suet,  $\frac{1}{2}$  teaspoon powdered herbs; season with salt and pepper and a pinch of powdered mace. Beat up the egg and mix in the above ingredients,

forming into tiny balls, roll in flour, and add to soup.

**Beef, Veal, and Pork Loaf.**—Remove the fat, bone and tissue from 2 pounds of round steak and pass through a meat chopper twice with 1 pound each of lean veal and lean pork, the two latter cut from the leg. Mix thoroughly and add 1 cup of soft bread crumbs (removing the crusts before crumbing), 1 cup of milk, 1 tablespoon of salt,  $\frac{1}{4}$  teaspoon black pepper, and 3 eggs slightly beaten. With the hands, mix until the ingredients are thoroughly blended. Shape in an oblong loaf; arrange six thin slices of fat salt pork in the bottom of a dripping pan; place the loaf above pork and roast in a hot oven  $1\frac{1}{2}$  hours, basting every 10 minutes with  $\frac{1}{4}$  cup of hot water, and after the water is used baste with the fat in the pan. Reduce the heat a trifle after the first hour of cooking. Remove to a hot serving platter and pour tomato or brown sauce around it. In warm weather, prepare the loaf Saturday and serve it cold, thinly sliced, with cream of horse-radish sauce. If the flavor of onion is not objectionable, one small onion finely chopped may be added when mixing.

**Cream of Horseradish Sauce.**—Wash, wipe and scrape off the outer skin of one fresh horseradish root, and finely grate. To 4 tablespoons of the grated root, add  $\frac{1}{2}$  teaspoon salt and  $\frac{1}{4}$  cup of rich cream. Mix thoroughly, then add slowly 2 tablespoons of vinegar, stirring constantly until blended. Keep in a cool place, closely covered, until ready to serve.

**Rice Croquettes.**—Wash and pick over  $\frac{1}{2}$  cupful rice. Soak over night in cold water to cover. Drain and add  $\frac{1}{2}$  cup boiling water and cook in a double boiler until rice has absorbed the water. Then add  $1\frac{1}{2}$  cups of milk and continue cooking until rice has absorbed the milk. Add  $\frac{1}{4}$  cup cream, 2 tablespoons finely chopped pimientos,  $\frac{3}{4}$  teaspoon salt,  $\frac{1}{4}$  teaspoon white pepper, and a few grains of cayenne; add yolks of two slightly beaten eggs and spread mixture on a plate to cool. Shape in cones; roll in fine bread crumbs, egg and crumbs, and fry a golden brown in deep, hot fat. Drain on soft paper. Arrange on a hot platter and pour cheese sauce around it. Garnish with a sprig of parsley stuck in the top of each croquette.

## HOUSEHOLD HELPS.

A near kitchen shade which looks well with white enamel woodwork and rolls easier than others, and which may be washed on both sides, is made of white oilcloth.

If a thick, Turkish towel is folded and placed in the bottom of the dishpan, it saves many a chip on the china and glassware and scratches on the silver when delicate china and glassware and choice silver are being washed.

Old tissue paper comes in handy for polishing mirrors.

Strong ammonia water will remove iodine stains.

If starch is stirred with a paraffin candle, it will become clear.

Good varnish will not turn white after contact with water.

**Bleach for Linens.**—Here is an excellent bleach which was used 100 years ago, when housewives treasured linens that were spun and woven from flax on the home farm: One pound of washing-soda,  $\frac{1}{2}$  pound of chloride of lime, 1 gallon of water. Dissolve thoroughly and keep in a large glass bottle. When you want to remove a stain, place a little of the bleach in a shallow dish and press down the stained spot into the bleach. Soak for five minutes and immediately rinse the linen well in clear, cold water. If the stain does not come out, the process may be repeated, but never soak the linen very long at a time.—Daily News.

When making an omelet, if the salt is whipped in with the whites of the eggs instead of the yolks, a light, dry omelet that will not fall will be the result.

Sprinkle potato cubes, which have been fried in deep fat, with chopped parsley and pimento, and they will be found to be delicious.

There will be no more tears if you use goggles when peeling onions.

A thin slice of onion placed on a roast of beef while cooking improves the flavor.

**Illinois Division.***Mabel Johnson.*

At Davis Junction, August 28, occurred the marriage of Charles Bilhorn, Illinois Division conductor, and Miss Anna Nagel. They left immediately on a wedding trip to various points and will visit with Mr. Bilhorn's parents, who are now living in Seattle, Wash. Charlie told us that he was going to Seattle to "harvest apples" on his folks' land, but the form 3 read "and wife," and that told the tale. Friends on the division unite in wishing them much happiness and prosperity in their wedded life.

Mrs. R. L. Piper, wife of Conductor Piper, visited in Savanna for a few days with her mother, Mrs. Thompson, and other relatives.

Engineer and Mrs. Harry Carmichael have returned from Rochester, Minn., where Mrs. Carmichael had an operation for the removal of a goiter. The operation was a successful one and she is doing nicely, which is a pleasing fact to her friends.

Mrs. J. P. Flynn and son of Chicago, wife and son of Conductor J. P. Flynn, have returned from Seattle and other western points, having enjoyed the delightful trip.

Brakeman Kenneth Burligh left for Seattle, Wash., in the interest of his health. It is a lung trouble and it is hoped that with the change of climate he will improve within a short time.

Conductor A. C. Kramp, wife and son returned from their vacation trip to Salt Lake City and other points of interest.

Conductor C. A. Altenbern was off duty on Nos. 35 and 36 account sickness. Conductor H. A. Wilson relieved him.

Conductor N. E. Winslow and wife have returned from a camping trip, having been in company with Conductor Kearney and wife of Dubuque, at Lainsville, Iowa. Says he made some good catches of fish up there.

Conductor R. L. Pipe and son, Leslie, have returned from their vacation trip to Niagara Falls and report a nice time.

Dispatcher George Humphrey and wife have returned from their vacation trip, same having been spent in Seattle, Wash. They visited at the Bilhorn home, also visiting Engineer Clarence Layman and wife while there.

Miss Helen Patton, stenographer for District Carpenter F. E. Kling, has returned from Iowa points, where she spent her vacation.

F. E. King, district carpenter, Savanna, spent a week visiting the home folks in Minneapolis recently.

A baby girl arrived at Dispatcher R. D. Fields' home, September 6. The little girl will answer to the name of Nelda. Congratulations extended.

It was observed on train No. 46, Labor Day—Brakeman H. J. Mahoney going home with a big Cupid doll and four boxes of chocolate candy. He had been over to the Elks' convention and won all for a dollar, it is said, "from the fakers that get people's money." Nevertheless, it was a very pretty Cupid doll, and I thank you.

M. H. Davis, 110 clerk, dispatcher's office, Savanna, wife and son Junior, spent the week-end with relatives and friends in Chicago the latter part of August.

Miss Yvonne Losey, clerk in General Car Foreman Lenhan's office, visited with relatives at Pekin, Ill., for a few days.

Assistant Roundhouse Foreman Harry Pile, Savanna, returned from Knoxville, Tenn., where he enjoyed a visit with his father.

Mrs. Leonard Carter, wife of Operator Carter, Savanna, is visiting in Albert Lea, Minn. Operator Carter has also gone there for his vacation. He is being relieved by Operator Oscar Kline.

Engineer Leonard Johnson, wife and children have returned to their home in Savanna from their vacation spent in the mountains near Sheridan, Wyo.

Fred Jenks, car department, Savanna, wife and son are visiting in Minneapolis and other points, with relatives and friends.

Engineer and Mrs. C. Wright of Savanna went to St. Paul and Minneapolis and from there will go to Aberdeen, S. D., on a business trip.

Jimmy Chambers, son of J. H. Chambers, chief clerk at Beloit, who spent the summer with his father, returned to Savanna to take up his school duties.

#### A Few Threads From the Bolt Shop— Minneapolis, Minn.

Well, now, whatcha know about it? Ned Larson, the bolt shop mechanic, has purchased a car, but no one has seen him using it yet. Ned maintains that it is an Overland, but we have never seen it "Over" this way yet. I think Ned just got it for an ornament for his garage.

Joe Humphrey, formerly foreman of the bolt shop, enjoyed a week-end at his old home in Missouri. We all expected him to remain away from the shop for at least a week, but Joe couldn't stay away from his plants and flowers that long. Joe said that he was kinda skeptical about trusting the boys with his beautiful (?) flowers.

John Fritzhenry, our bolt shop specialist extraordinary, is offering a liberal reward for the capture and imprisonment of the "beezard" that swiped his "box." John was a fixture on this "box" and only the five o'clock whistle could make him move off of it. It's tough luck, John.

Frank Schlink, the head bolt cutter, of the bolt shop corporation, has reached to that high and lofty point of popularity that even the fair sex have trouble in finding him. By the way, Frank, who was that last young lady who visited you yesterday?

Al Swedbloom, the Svenska poika, is certainly the most industrious person about the shop. He is either eating apples or looking for work—just as if he couldn't find work about here without looking for it.

Joe Kenny, foreman of the bolt and wheel shop, was forced to cancel his morning inspection today. What's the matter, Joe—are the "nuts" and "wheels" around here getting you, too?

Isador ("Jakey") Fishman, our bolt designer, is the proud father of a fine eight-pound, healthy baby boy. Congratulations, Jakey. The increased wages came just in time, eh, Jakey.

Melvin Brandger, "the bushel basket millionaire," is getting "nutty." Mally still has faith in Ponzi and expects soon to receive his 50 per cent. Mally has been working so close to the "nuts" lately, which I suppose accounts for the delusion.



## Stifel's Indigo Cloth

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Manufacturers of  
the cloth only

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## Special Commendation

Illinois Division Engineer A. Born has been specially commended for having in mind the interests of the company when, on August 15, extra east stalled at Spaulding, he being on a westbound train and blocked by a train ahead, cut his engine off and pushed the stalled train out of Spaulding without much delay to his own. This was done on his own initiative and in order to save all possible delay and tying up for rest. Such careful thought for the good of the service is greatly appreciated by the management.

Operator C. C. Chapman, Dundas, Minn., has received special commendation for watchfulness while off duty, discovering a broken rail east of Dundas, on September 11, while on the way home from work. He notified the dispatcher immediately and also the operator at Dundas, thus averting a possible serious derailment.

S. C. & D. Division Conductor A. R. Maroney, while throwing main line switch behind his train at Charter Oak, Iowa, July 16, noticed spring rail on frog did not spring back in place. Upon investigation he discovered that a bolt had become loose and lodged in the frog. Train No. 6, following, was flagged, which prompt action on Maroney's part undoubtedly prevented a derailment. Conductor Maroney has been given special commendation and credit for his action.

### This Is the Kind of Service That Wins.

The following copies of two letters in relation to a thoughtful action on the part of one of our Southern Minnesota Division engineers and the appreciation of the beneficiaries is evidence enough that it is the small acts of courtesy and care-taking which win the friendship and good will of the public for our company and its personnel:

"Austin, Minn., September 1, 1920.

W. C. Jeffers, Engineer,  
Austin, Minn.

It is with great pleasure that I read the letter quoted below, which I received from President Walker of the Farmers and Merchants State Bank of Austin, and I want you to know that I appreciate the service which you rendered Mr. Walker fully as much as he does.

(Signed) E. A. MEYER,  
Superintendent."

"Austin, Minn., August 30, 1920.

E. A. Meyer, Superintendent,  
C. M. & St. P. Railway,  
Austin, Minn.

Dear Mr. Meyer:

We know that you are pleased to hear of cases where your employes go out of their way to give real service for your road, and consequently it gives me pleasure to call to your attention an act by Mr. W. C. Jeffers.

About a week ago we had a carload of stone come for our new bank building. The draymen unloaded it and supposed they had taken out all of the stone. This morning Mr. Jeffers came to the foreman on the job and told him that he happened to notice one small stone left in the car, and as it was not very large Mr. Jeffers took it on his engine with him, carried it to La Crosse, and as soon as he returned to Austin came up and told us about it. We went down and got the stone and found that it was a small stone which, if it had not been discovered, would have delayed the progress of the building considerably.

We appreciate the service which Mr. Jeffers rendered us and thought you also would like to have this called to your attention.

Very truly yours,  
(Signed) W. W. WALKER,  
President."

La Crosse Division Conductor F. C. Flanders and Brakeman C. F. Otto have received special commendation for discovering broken truck in Extra 8558, west of Tunnel City, September 6, and for the prompt action taken by them to avert further damage and a possible derailment. Chief Yard Clerk Martin P. Notske and Yard Clerk George Hutchinson, Seattle, have been spe-

cially commended for prompt action upon discovering a fire starting near our record room at Seattle. The fire was quickly extinguished through the efforts of these gentlemen and no serious damage resulted.

Section Foreman J. Boland, Landsburg, Wash., has been specially commended for careful observation, discovering a brake rod down on mail car of No. 15, the night of August 22. He succeeded in getting the train stopped and the rod was removed, thereby possibly averting a very serious accident. It is gratifying to the management to know that our men may be depended upon to protect the company's interests and the traveling public from accidents which might result in serious personal injury.

The following letter to Mr. Merrill Graves of the Skagit Log and Boom Company of North Bend, Wash., speaks for itself. Mr. Graves discovered this broken rail just previous to the time of No. 16 at Bandera, Wash., and his prompt action in reporting same undoubtedly prevented a serious accident to a heavily loaded transcontinental passenger train:

"Tacoma, Wash., August 25, 1920.

Mr. Merrill Graves,  
Care of Skagit Log & Boom Company,  
North Bend, Wash.

Dear Sir:

As a result of your careful observation and prompt action in connection with reporting a broken rail in our main line east of the east switch at Bandera on August 20, you no doubt prevented a possible serious accident.

Due to your interest in the matter, we succeeded in getting an extra gang with tools and material to repair this broken rail without any further damage to our track or equipment and allowed us to experience very little delay.

We wish to commend you for your prompt action in reporting the matter, as your notice was received by us about twenty minutes before the arrival of our No. 16.

If you are in Tacoma or at any station where it would be possible to do so, I would be glad to have you call on me and I can express my appreciation further.

Yours truly,  
F. C. DOW,  
Superintendent."

Joe Roller, Lind, Wash., has been specially commended for vigilance, discovering a broken rail near Lind and reporting same promptly, thereby doubtless averting a more or less serious derailment.

The following is but one of the many instances of faithful service on the part of our old and tried sleeping-car porters—men who have been running on our through trains for many years and have handled and cared for thousands of dollars' worth of lost money, jewels and other property with scrupulous integrity:

J. S. McDaniel's of Bonner Springs, Kans., was a passenger in sleeping car "Smyrna" on Pioneer Limited train arriving here on Saturday, Aug. 21.

He had a small envelope containing a fifty-dollar bill, and Liberty bond interest coupons amounting to \$643.86, which, apparently, fell out of his pocket into the pillow box under the berth.

He did not discover his loss until the afternoon of his arrival at Chicago. He had no idea where he had lost the envelope and made no report to this office. He did, however, wire his brother at Minneapolis.

Porter Sam Burnett, who has been with the company a good many years, was assigned to car "Smyrna" leaving Chicago, Saturday, August 21, and in making-up the berth found the envelope and turned same in to Conductor W. E. Green.

The envelope contained the Minneapolis address of Mr. McDaniel's brother, with whom our Minneapolis agent got into communication, resulting in Mr. McDaniel being wired at Chicago to call here for the property, which he did on the morning of the 23rd, same being delivered to him upon proper description.

He left a reward of fifty dollars for the porter.

## Scraps From the West End.

R. W.

"Birdie" Lanning is with us again in the Engineering department. Everyone is glad to see him back, especially the girls. That's all right, Birdett, if they bother you too much tell 'em you are married.

J. W. Pearce is also back again in the engineering department. Mr. Pearce was with the Milwaukee during the construction of the Everett line, but has recently been connected with a ship-building concern in Seattle.

Peter Plinck is away, somewhere. Some say he is away getting married; others, that he is over in Spokane acting as best man for his chum. Anyway, we know he is either best or second best at somebody's wedding.

James Wilson and wife have just returned from a trip through Yellowstone Park. They report a very nice trip, good weather and everything.

Mrs. Nettie Britt and Mrs. Blanche Lecrone, of the purchasing department, have just returned from a two weeks' trip in Alaska. They, too, had a very delightful time.

Miss Elsie Gale, of the purchasing department, just returned from a two weeks' trip through California. I can't just remember whether she said she spent most of her time in an Oakland, or whether it was at Oakland. Anyway, if he doesn't live in Oakland, he has one. Of course she had a good time, but don't ask her too much about the country, as that car only went sixty miles an hour.

Miss Irene Maricle, stenographer in N. H. Fuller's office, spent a week with us, during August, visiting her sister Lucile. Miss Maricle also visited Spokane on her way home. The G. M.'s office was glad to see you, Miss Maricle. Come again.

Charles Winter has gone to Chicago on special work and his position here is now filled by Ed. Stablein.

A. W. Faragher has just returned from a two weeks' vacation in Montana. During his absence Samuel Greengard kept us all busy.

Miss Bertha Munson left September 4 to visit her home in the east. Miss Munson is also visiting San Francisco. She has a month's leave of absence and has planned a very nice trip. Oh, for a whole month's vacation—gee!

That good-natured looking girl in the G. M.'s office—you know, the one with the radiant locks—is Estelle Lacigne. You might ask her how she likes Vancouver. Incidentally, she is making a collection of Canadian "quarters."

Mr. Harrington, of the purchasing department, was taken ill with appendicitis while at the office a few days ago and was operated on, September 10. The patient is getting along very nicely and no doubt will be back at work before many days.

Miss Mildred McIntyre is wearing quite a disconsolate look since her marine has gone to Berkeley. Too bad, Mildred, too bad; but if you write often enough, he may come back.

Our friend Harold Collingwood is working quite hard these days, distributing supplies of "blankets" for the winter.

George Stevens is a new addition to the general freight department.

E. H. McAvoy just returned from Chicago. He reported they worked him hard back there, so he was glad to get back to Seattle.

Every noon—every night—we see Vivian with Bill. Some people say they're in love, but we know it.

We understand there will be a large delegation at the depot Sunday to meet George Gregor. He gets in from Canada.

Some people in the general freight department must think they are good-looking. We started writing this about twenty minutes ago and she was giving herself the once over then—and we see she is there yet, or again. We don't know which.

If dreams were worth ten cents apiece, we know of two people in the general freight department who would be millionaires.

"Coming!—Coming!—Here!—Going!—Gone!"  
The above is a complete history of our back pay.



## Railroad Accuracy that Lasts

**R**AILROAD men who carry South Bend Watches frequently remark upon the lasting quality of South Bend accuracy. After years of strenuous service they find their "Purple Ribbon" Watches keeping to the same close limits which pleased them so greatly when they first became the owner of a South Bend Watch.

That's because all South Bend Railroad Watches are made with a full appreciation of railroad requirements; with exceptional strength and durability to perform their exacting tasks for years and years.

Write for free booklet.

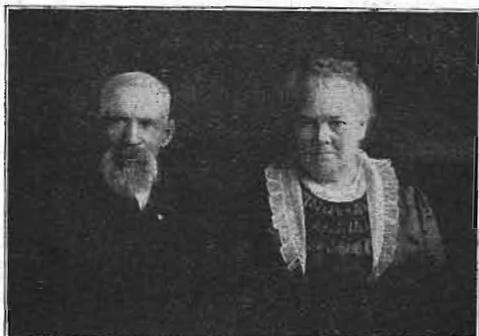
SOUTH BEND WATCH COMPANY, 1310 Studebaker St., South Bend, Ind.

# South Bend Watches

*Known by their Purple Ribbons*



## On the Steel Trail



Mr. and Mrs. Kennedy



Mr. and Mrs. N. A. Wells and Family

### Wedded Fifty Years.

On July 6, Flagman and Mrs. Mike Kennedy of Faribault, Minn., celebrated their golden wedding jubilee. Mr. Kennedy has been continuously in the service of this company for fifty-four years.

On July 3, Mr. and Mrs. N. E. Wells of North McGregor (Marquette) renewed their vows, after fifty years of wedded life. Their golden wedding was attended by children and grandchildren, many of whom came great distances to be present on the joyous occasion. The place cards for Mr. and Mrs. Wells at the wedding dinner were gold coins of substantial value. Mr. Wells has been in the employ of the company since 1873, has raised a family of ten children and sent two sons overseas to fight for their country.

### Married, at Butte, Montana

Announcement is made of the marriage, on Sept. 2, at Butte, of Mrs. Nora Breckenridge Sill and Mr. Leonard A. Decco. Mr. and Mrs. Decco will make their home at Three Forks, Montana. The congratulations of all Magazine readers are extended, with heartfelt wishes for a long and happy life. The Magazine is fortunate in, that Mrs. Decco will continue "Motoring on the Milwaukee Up and Down Hill on The Rocky Mountain Division." We could ill afford to lose her.

### "Gossip from the Trans Missouri"

M. F. H.

Mr. and Mrs. J. M. Waters and children have been enjoying an outing at Shell Lake, Wis.

Mr. and Mrs. A. D. Anderson and son, Earl, spent a few days visiting in Chicago and Austin, Minn.

Brakeman Ray Doud has returned from Walla Walla, Wash., where he has been spending the summer.

"Mickey" Gilmore, Berne Scheffelbein and Edwin Carlson took a short trip to the Coast recently. The report a wonderful time.

E. F. Bright, division accountant, recently underwent an operation for appendicitis at Rochester. He is getting along as well as can be expected and we hope that he will soon be back.

Miss Ray McCauley has taken a position in the relay office at Moberidge.

Miss Irene Maricle spent her vacation at Seattle, Tacoma and Spokane. She visited her sister Lucille, formerly stenographer at Moberidge, and also saw a great many other former Moberidge people, among them the Baggers and Mullens of Spokane.

This is the month for vacations, so it seems. Mrs. Gene Warner is spending her's at Chicago and New York.

Brakeman Geo. Heitkemper spent a few days at Ennet Swim, S. D., fishing.

Miss Joe Bamberg, assistant cashier Moberidge freight office, is convalescing from an operation for appendicitis. She expects to be back at work in a short time.

Grace Horrigan is spending a few days in Minneapolis, taking in the Fair and visiting friends. Mrs. Charles Richards, Sr., is taking her place.

Fireman Otto Petre, who was injured about a month ago, is able to be up and around. His friends are all glad to see him out and hope that he will continue to improve rapidly.

Conductor R. K. Doud was married on Sept. 4th at Montivedlo, Minn., to Miss Lillian Jurgeson, formerly of McIntosh. They expect to take a short trip and will then be at home to their friends at Moberidge. Congratulations.

Fred Nelson, material clerk in the Superintendent's office at Moberidge, will take his vacation in September, at his old home in Indiana.

Mr. and Mrs. Harold Scott are spending a few weeks at Spokane and Seattle.

Brakeman Chas. Fowler, who has been gone for some time, has returned and reported for work.

Mr. and Mrs. Emil Johnson are visiting at Chippewa Falls, Wis.

Mr. and Mrs. A. B. Rooning are spending a two weeks' vacation in Minnesota.

### Milwaukee Shows Items

H. W. Carlson

Miss Ruby Anderson returned to the Wisconsin University after office work during the summer recess.

On a scattering around the old office force, SMP Department Superintendent M. P. Anderson and force are in the old pattern shop, recently remodeled, as also Dispatcher M. M. Joost and the timekeepers and shop engineer. The M. E. department with the drafting room and blue print room are up on the MCB office floor, where Mr. Bitty's office is, and where the photo department will soon be, when the elevator is out and space floored. Chief Chemist Geo. Prentiss and staff bunk in the east end up-stairs next to the platers.

The telegraph office seems not to be relocated at present, and as soon as Mr. Brandt and force finish up the Government work, the old office building, which has done duty for 35 years, will be torn down, meeting the same fate as the wrecking derrick shed.

A. Vollendorff and Jno. Baumgaertner of the car department have returned from a two weeks vacation. Mr. Baumgaertner was at Seattle and reports having a fine time, and mountain sketching.

SMP Assistant Chief Clerk Ed. Zimmerman was on his vacation in the northern part of the state.

Inspector W. H. Gardiner is getting over his annual attack of hay fever.

Chairmen Smith and Shauer were at the shops August 26th. These gentlemen have not been very frequent callers of late.

Twenty-seven traveling engineers attended the staff meeting at Mr. Bjorkholm's office the 27th.

William Durkee, of the general SMP office, was a caller the 18th of August.

There have been so many of the VEA meeting notices returned for proper address that it is up to all members to notify the secretary of any change of address. Still, this shows the value of a shop chairman.

The shop committee of the VEA held their postponed meeting September 1.

Veteran John Horan returned from a month's vacation on the coast the 4th of September. He attended the meeting of the Pioneer Club at Seattle. It seems that Earl Brady, who took their bunch to the dolings, had his automobile stolen, which was found unharmed the next day. Steal a horse you are liable to get hung, steal a \$5,000 automobile and call it fun.

Bub Skelton called the 2nd inst. Bub is in the oil business; a very good business.

Roy Campton is back on the job; at present with Brandt's force.

The chemists started moving over the 2d and finished the 9th.

Every man his own janitor.  
Assistant General S. M. P. Martin was at the shops the 9th.

Miss Laura Stadler is the new stenographer in L. B. Jenson's office, taking the place of Miss Leona Schults, transferred to Mr. Juneau's office, a well-merited promotion. Miss Gussie Rauk is Charles Petran's new stenographer. Somehow or other, Petran does have a peculiar way in picking up the nifty ones. Still, looks count for a good deal, that is where Charlie shines, believe us. Why! when C. P. goes through an office, work stops for the instant, goo, goo. When we go through it is more like getting our hair pulled. Liable to when Izetta sees this.

Veteran Peter O'Connor, car machine band in the car mill, died September 9, aged 69 years, after an illness of some months. Mr. O'Connor had been with the company since 1891. He joined the Veterans' Association in 1918. The funeral at the residence, No. 4 1/2 Thirty-first street, Milwaukee, the 11th. Another of the old faithful gone from among us. Our sympathies go out to the bereaved family.

Roundhouse Foreman W. C. Kinney has gone to Madison, Wis., in the capacity of division master mechanic. Mr. Emerson takes Kinney's place at Milwaukee.

Miss Mae McMahon of the division M. M. office here is on her two weeks' vacation.

We are rather short on items this time on account of everything and everybody torn up, getting settled in the new quarters.

You all have undoubtedly noticed in the September magazine that our C. H. Bilty is chairman of the motive power standardization committee. Mr. Bilty has just returned from a trip to Philadelphia.

Some radiators are being put back in the old S. M. P. building. Bet two more cents that it will be occupied all winter.

**C. & M. Division News Items**  
*R. M. C.*

Senator Harding and Governor Cox both made use of the service of the CM&StPRy recently, which is infinitely better than some others we could mention. We brought them both in on time.

GTC and EHB sneaked A. W. O. L. a couple of afternoons lately to view and criticize the Elk parade. On the second afternoon they both became highly excited upon recognizing one—Jim Calligan. In fact, Jim was dressed up in a most pompous policeman's uniform with a black eye and a very ruddy complexion. However, the complexion came off. "Hello, Bill."

I understand Peggy Dornn spent the Labor Day holidays entertaining his country cousin from Chicago.

An usher came running up to room 13 the other night and told Eddie Hawtrey that a young lady was in the ladies' waiting room to see him. Eddie got all fussed up and beat it down-stairs, the usher then told him that this lady was in the little lounging room at the side. Eddie fixed his tie and marched in. Immediately he was seized with a great desire to laugh. There, sitting, quite unconscious of the joke, was a nice fat colored lady. Eddie's retreat was remarkably swift and when he got to the door saw the entire station force on hand laughing at him.

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**Sloan's Liniment** (Pain's enemy)

Peter Horner is in our midst at present writing, having just returned from the farm. He reports having had a fine time out there pitching hay, etc.

Norman Bennett, E. & F. timekeeper, is away on a three weeks' vacation, which he is spending out west. He will visit Portal, Vancouver, Portland, Los Angeles, San Diego, Salt Lake, Denver and Ogden.

Our chief clerk, E. Erickson, has managed to break away from the daily grind for a couple of weeks. His present whereabouts are unknown, as it is understood he wishes to take a complete rest.

Miss Lillian Brandner is also away enjoying herself for three weeks while the rest of us toil.

Oscar Tysdal, formerly of this office, called on us the other day for a few minutes.

Thomas Hughes, brakeman, is again in our midst. Glad to have you back, Tom.

Brakeman William Zoelner has gone and done it. He is now taking an extended trip through the west—on his honeymoon.

Bill Zimmerman and Charles Shaft are stalking the wild duck. Let us hope they are not frightened by loons or make a mistake and shoot a crane or sparrow.

Charles Spoor and his mother took their annual trip to the Elkhorn fair this year.

Operator G. C. Brown, who has been absent from service for some time, on account of ill-health, has recently undergone an operation and is improving in health rapidly. He expects to be able to resume work within a year.

Harvey Buckholz is taking in the White Sox-Yanks series this week.

Mrs. E. H. Bannon, who was severely injured recently by falling down-stairs, is improving slowly.

September 1—All markers, back-up hose and hand lamps are being sent through from Chicago to Minneapolis on through trains. The LaCrosse men are the lucky members—all they have to carry is a flagging bag.

Jim Leathers, brakeman, who was severely injured on March 28 at Tower A, is now out of the hospital and although it will be perhaps a year before he will be able to resume work, he is looking very well, indeed.

While strolling through the superintendent's office we noticed the superintendent's personal stenographer, who is also our fair and honorable correspondent, wearing a brilliant sparkler set in a gorgeous platinum setting.

All of the boys, including myself, and the girls, too, are expecting to get an invitation to attend the charivari, if not the wedding.

Pray, Rosetta, tell us who is the fortunate young man?

#### Kansas City Terminals

L. E.

Harry Zane is back in the general agent's office again as city solicitor. His old position as warehouse foreman was taken by Bert Williamson.

A. M. Linder, the operator at the local freight house, is taking his vacation. We understand he is touring in his new Briscoe. He is being relieved by operator B. K. Welch.

Gene Reed, of the car department, is the proud daddy of a new baby girl. Congratulations.

Guy Graves and wife are enjoying a vacation in Colorado.

Mr. Kendricks has taken third trick as operator at Coburg, temporarily. Mr. Morrison, who was on the job, is holding down third trick on the bill desk.

J. H. Lord has been appointed roundhouse foreman. We are glad to welcome him back again.

W. M. Weidenhamer, general superintendent, visited our terminals August 4th.

F. A. McCarthy, operator, spent Sunday and Labor Day with relatives at Chillicothe, Mo.

H. S. Zane and wife enjoyed a pleasant trip in California during the past month.

Train Master T. P. Horton and Superintendent Hoehn, of Ottumwa, spent a few hours in Kansas City, Sept. 13, on business.

C. O. Bradshaw, assistant general manager, who was on the President's special train through here the early part of September, was taken seriously ill with appendicitis. He was taken to St.

Luke's hospital and operated on. From last reports he is getting along very nicely.

B. E. White, traveling freight agent, just returned from his vacation at Milwaukee, Wis. We do not know why Bert should be visiting in Milwaukee now.

George Washington Thomas, of the passenger freight office, spent his vacation at Boonville, Mo.

Harry Austin, our congenial yard clerk, states that he cannot get enough sleep when working nights, or working days.

C. M. Dukes, assistant to general manager, was in Kansas City on business September 3rd.

Jimmie Tigerman and Henry Prior, of the superintendent's office, went up the line fishing August 22nd. We understand they are some fishers but we are from Missouri. Anyway they brought back a big appetite. Like to count ties, Jimmie?

Pauline Neher and Nellie McGraw spent their vacation at Roaring River, Mo.

Sibyl Clifford was in Joplin over Sunday, Aug. 29th.

Anyone wishing to have first class painting done should call on Jesse Reeder, rate clerk, general office, as we understand he just finished painting his house and acts like a real painter.

Jennie Andrews has returned from her vacation. She reports that she visited Cleveland, Buffalo and Niagara Falls.

Sue Conwell and Sibyl Clifford spent Labor Day in Milwaukee. We understand that Miss Clifford is a better sailor than Sue.

Jimmie Tigerman spent Sunday, Aug. 15th in Chicago.

Geo. Deyo is enjoying a vacation from his duties at Liberty street.

The auto in which operator McCarthy was going to work in the other morning overturned, with six others besides himself. When asked if he got hurt he said no, but while they were pinned under the car a woman stood on his neck for about five minutes. He states there was one fellow in the wreck that wanted to start a riot because he could not be the first to get out. Mac said he told him to keep still until the ones on top got out and said also that he was second out from the bottom of the list.

Henry Price spent Sunday and Labor Day in Chicago.

Ringling Bros. & Barnum & Bailey's circus arrived in Kansas City, September 12th, in four sections. They stated that they had a better run over the Kansas City Division than over any road this season.

#### Iowa Division

Ruby Eckman

Miss Corrine Martin, daughter of Conductor Charles Martin, was selected as a special music instructor in the Lincoln (Neb.) schools this year.

Mrs. L. M. Rice returned the fore part of September from Springfield, Ohio, where she had spent several weeks with her mother, who is very old.

Chief Yard Clerk H. E. Rooney, Engineer Harry Bertholf, Engineer Dave Lanning, Machinist Lawrence Gallagher of Council Bluffs and Agents J. N. Hutchins of Yorkshire and C. A. Lee of Dawson were in Perry, September 7, to help give Trainmaster Maxwell the third degree in Masonic work. The ladies served a fine chicken dinner and that was considered one of the side attractions. It was the first visit of Yard Clerk Rooney to Perry since his recent marriage, and the office force looked for him with a box of cigars or sweets under his arm, but the only ones who saw him were the members of the office force who were in attendance at the meeting.

A party of ladies, who are members of the G. I. A. to be B. of L. E., enjoyed an outing at Council Bluffs the latter part of August as guests of Mrs. John Kenyon, one of their members. They had a picnic dinner at Lake Manawa and attended a first-class show and enjoyed every minute of their stay.

Engineer Ralph Owen's wife spent a couple of weeks with relatives at Hooper, Neb.

Car Inspector Victor Lewis spent his annual vacation with his parents in Ottumwa.

Bernard Reel, who has been working as yard clerk in Perry yard, has resigned to resume his school work. Harry Brulport relieved him.

Engineer Earl White, who has been off duty for some months, on account of poor health, returned to work the latter part of August.

Herbert Langdon, stenographer at the roundhouse, enjoyed his vacation the first two weeks of August. Caller Anderson relieved him.

The president's special moved east over the Iowa Division the early part of September, and, as usual, found everything in first-class condition on the Iowa.

Engineer Fred Peterson, who was so badly injured several weeks ago, was able to resume work the latter part of September.

J. C. Thornton, who has been on a leave of absence for some time, on account of poor health, did some relief work on the Iowa Division in August and September. He relieved N. N. Embree at Madrid, who took his annual vacation, then went to Newhall to allow O. H. Huyck to get away. M. M. Trumer, another former agent, also did considerable relief work on the Iowa Division, allowing D. A. Bowen at Van Horne and O. P. M. Huffman at Woodward to have a vacation.

C. E. Heffer, agent at Ferguson, has taken a four months' leave of absence. Ferguson station put on permanent bulletin and was landed by Ben F. Haffner of Dunbar. G. L. Bucknam drew Dunbar station when it was open. R. L. Brown of Yorkshire station has been doing relief work at Ferguson and J. N. Hutchins, recently relieved at Astor, has been in charge of Yorkshire station.

Engineer Earl Holdridge and wife were the parents of an eight-pound boy, born September 10th.

Engine Inspector William Barker's wife was seriously sick in a Des Moines hospital in September.

Hugh Jones and wife and M. C. Jacobs and wife of the Perry freight office force spent their vacations in Colorado in September.

Engineer M. O'Loughlin returned to work the fore part of September, after a several weeks' lay-off.

Conductors Ray Hickey and W. E. Harvey were in New England, North Dakota and Miles City, Mont., in August, booking after some land interests.

Conductor Walter Walrath went to South Dakota the fore part of September to remain till after he recovered from the hay fever.

Machinist E. Hawk was off duty several weeks of August and September by an attack of lumbago.

Chief Dispatcher A. J. Elder and wife of Savanna were in Perry the fore part of September for a visit with Mr. Elder's parents.

Brakeman C. D. Milnes was in Braymer, Mo., about six weeks in August and September, on account of the serious illness of his wife.

Engineer August Koch, who has been on the engineers' lay-off list for several months, has resumed work.

Train Dispatcher C. C. Marchant's wife had a severe seige of poisoning the fore part of September, supposed to have been contracted by contact with a poison weed while in the timber. Both arms were badly affected.

George Orbin of the car department force was off duty some time, on account of injuring his back while lifting heavy timbers.

Mrs. Gladys Slater, clerk in the car department at Perry, came in contact with some poison ivy the latter part of August and was compelled to be off duty some time. Lois Hildrith worked in her place.

Conductor M. F. Burnham, wife and daughter, Helen, spent their vacation in August with relatives in Galesburg, Ill.

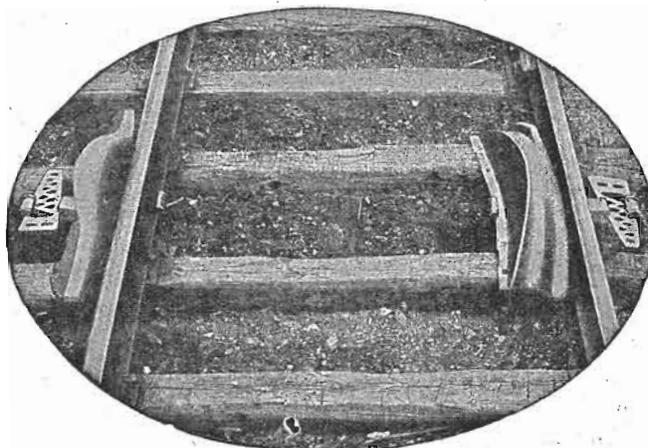
Fireman C. E. Warner, who has been on a farm during the last few months, has returned to Perry and resumed his place on the fireman's board.

Machinist Frank Mullen and wife returned the fore part of August from a trip to the western coast. Frank was compelled to be off duty on account of an injury and spent the time visiting. He returned to work about the first of September.

Machinist H. S. Williams and wife visited with relatives in Michigan the fore part of August.

Boilermaker W. J. Barth mashed his little toe August 21, when a heavy piece of iron was dropped on it. He was off duty a couple weeks as the result of the injury.

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It is known as a power limiting and indicating system. The system is based on the desire to obtain an equipment which would give the highest load factor consistent with good railroading and to prevent excessive peak loads which might cause serious voltage variations and require the installations of excess generating apparatus to take care of the railway load.

The system accurately records at one place and on one meter the total power supplied to the road's transmission lines at a number of different points instead of the necessity of laboriously adding up records of as many as five curve drawing meters which would be difficult to synchronize.

It is essentially an ohm meter on a large scale, consisting of a pilot wire circuit extending the length of the division, connecting in series all of the substations and the train dispatcher's office with contact making wattmeters with suitable rheostats at the incoming power points and contact making ammeters with voltage lowering generator rheostats in each substation.

The picture shows the train dispatcher's office at Deer Lodge, Mont., with the indicating instrument above the clock. The function performed by this device is that of limiting the maximum power demand and indicating and recording the total net power at all times. The combination of these two functions accomplishes the following:

- 1—Independent of the number of feeding points indicates to the train dispatcher at all times the total net amount of energy being delivered to his division, with permanent record for future study and as basis of power bills.
- 2—Automatically deducts regenerated power if returned to the power company's lines or transfer of power from one line to another over the railway company's transmission line.

The 220-mile Rocky Mountain Division was selected for the first installation as being the most difficult section, due to the five feeding points and the heavy grades with regenerative braking. The apparatus described was designed, built, installed and tried out in service on this section before going ahead with similar equipment for the 220-mile Missoula Division, which has only two feeding points.

One of the great indirect benefits obtained is the valuable assistance the indicating equipment gives the train dispatcher in dispatching trains in such a manner as not to give excessive peaks and thereby lowering the voltage due to the power-limiting equipment. By careful train dispatching, so that one train is ascending the mountain grade while another train is descending, it is possible to assist the automatic equipment in maintaining a good load-factor very materially, and to greatly increase the efficiency of the general operation of the railroad.

Division Master Machanic C. L. Emmerson loaded his household goods and moved to Marlon, August 23, his office having been moved there a few weeks prior.

Conductor J. B. Bryant and family spent their vacation in August in Galesburg, Ill.

Harold Hass, son of F. M. Hass, of the special agents' department, has taken a position as machinist in Perry roundhouse, so that he can make his home in Perry, where his parents are located. He completed his apprenticeship in the M. & St. L. shops in Marshalltown after his release from the army.

Engineer Thomas Rellihan has been in a hospital in Des Moines for several weeks suffering with a severe attack of kidney trouble.

C. L. Emmerson, master mechanic on the Iowa Division, was promoted the fore part of September to a similar position in the Chicago terminals. He was succeeded on the Iowa Division by E. L. Notley, former general roundhouse foreman at Soo City.

Car Inspector William Lee and wife and Roundhouse Employee Jesse Moore and wife were called to Buffalo, August 24, on account of an injury to a daughter of Mr. Lee. The young lady was at an amusement park when she fell and injured her back, but recovered nicely from the accident after a few weeks.

Train Dispatcher Harry Buswell met with hard luck while taking his annual vacation this year. He had gone to Phillip, S. D., to spend the vacation with his parents and while shifting the gears on an auto broke the third finger of his right hand. He was able to return to work in about a week after the end of his vacation period.

Train Dispatcher M. A. DeVoe's mother was quite seriously injured September 5, when an auto in which she was riding skidded and threw her and her two grandchildren from the car. She had one elbow dislocated and her arm broken, also some bad cuts about the face and head. Mrs. DeVoe had expected to accompany her son and his family on a trip to New York a couple days after the accident, but was unable to make the trip.

Conductor Thomas Costello, who has been spending several months in the Washington Boulevard Hospital, Chicago, taking treatments for an injured shoulder, was released the latter part of August. He will be able to resume work the latter part of September.

About the first of August an eight-pound baby girl made her appearance in the home of Conductor Harley Wicheal at Perry.

Ray Wolfe of the car department force spent his vacation with relatives in Springfield, Mo. His wife accompanied him.

Engineer Henry Clark was off duty about three weeks in August and September on account of sickness. Engineer William Caldwell relieved him on the short run between Perry and Manilla and Engineer Pandy had Caldwell's run on the Soo Falls train, between Manilla and Perry.

Machinist Lee Varnadore was off duty on account of sickness during September and took occasion to visit relatives in Sioux City while he was recuperating.

Ralph Goodwin had a chance to do some cooking for himself in August while the "Missus" and children visited relatives in Illinois.

Paul Rhodes of the Perry yard force had his face badly scalded the fore part of September, causing him to be off duty some time.

Conductor A. J. Schloe and his mother, Mrs. Caroline Schloe, spent September in Florida visiting friends and attending to some business matters.

Switchman John Knapp and wife visited in South Dakota a couple weeks of September.

One of the Prairie du Chien Division family has transferred to the Iowa Division during the last month. On August 24, Miss Nena Voss, daughter of Conductor and Mrs. C. W. Voss, was married to Herbert L. Adams, a young newspaper man at Perry. They will be at home to their friends after September 20.

Frank Crowe of Chicago spent a few days in Perry the fore part of September with his brother, D. J. Crowe, the day operator at dispatcher's office.

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**Dubuque Division**  
*J. J. Reilly*

You know what the Governor of North Carolina said to the Governor of South Carolina. Well it's about the same length of time since the Dubuque Division was heard from. It may take several issues to get back to the old style of spreading it, but if the Editor will give credit for the space we were entitled to, your humble servant will try to do the rest and give you a good write-up each month.

D. L. Hickey, operator Dubuque Shops, has returned from an extensive trip through the east and points of interest in Canada. We are a little bit surprised to learn that Dennis made quite a lengthy stop over at Montreal.

J. P. Gerky, formerly helper at Waukon, but now district inspector of the Railway Service & Advertising Co., made an inspection trip over this division last month.

Operator J. C. Freyhaig has been laid up for a month, being confined to Mercy Hospital, Dubuque part of the time. It was thought for a while that he would have to be taken to Rochester for an operation, but Joe beat the doctors to it and is now back at his old job at North MacGregor.

Robert E. Clancy, switchman, Dubuque Yard, has departed for Minneapolis where he will take in the Minnesota State Fair.

Miss Verna Nelson, second trick operator at Gordons Ferry, is taking three months' vacation, spending her time with relatives at Fargo, N. D.

Roadmaster J. J. Lanin met with an accident in getting off a moving motor car, on the West Union Line, that laid him up for repairs several days.

Dispatchers W. O. Wright and Vic McCurdy took in the scenery along the line last month, making the trip by way of freight.

W. G. Norman, formerly chief dispatcher on this division worked second trick at Dubuque Shops during the absence of Operator Hickey.

The Honorable Cletus Riley, chief clerk to roundhouse foreman, Dubuque Shops, has returned

from a very interesting and exciting trip covering Des Moines, Cedar Rapids and Chicago.

Agent H. A. McKinney and wife, of Lansing, are rejoicing over the arrival of a baby girl at their home last month.

Operator C. F. McCloskey, third trick at North MacGregor has been granted a three months leave of absence. R. A. Wilkinson, an old time operator on this division, is filling in temporarily.

Conductor W. A. Cutting visited Chicago for a day or two last month.

Fireman Jay Galvin and Brakeman M. J. Flynn spent two weeks sight-seeing on the Pacific Coast, the center of attraction being Seattle.

Carl V. Riley, who for the past two years has been chief yard clerk at Dubuque Shops yard office, has signed up with the Cedar Rapids "Bunnies" to play with that team for the remainder of the season. We note with great pleasure that Mr. Riley is making a very good showing in all the games in which he has participated, and we wish him all the success in the world in his endeavor to hit the big league stuff.

A sad and fatal accident happened to three of Martin Whalen's men, who were employed on extra gang, in the vicinity of Kains on Aug. 26th. At the noon hour a friend from New Albin came to where the gang was eating dinner and invited several of the boys to take an auto ride. For some unknown reason the car turned turtle, killing Harry Houlihan, of Harpers Ferry, and seriously injuring his brother, Arthur, and Harold McDonald. Houlihan's remains were taken home the same day, the funeral taking place the 28th, under auspices of the Knights of Columbus.

Operator B. C. Campbell has been assigned to third trick at Reno.

Brakeman Art Lenz is visiting relatives and friends in Minneapolis and St. Paul.

Agent Lyle Webb, Dubuque Shops, has been absent from his duties for about a week, due to sickness in his family. Operator L. F. Jess took charge of the station during Mr. Webb's absence.

The B. A. Towle family have removed from Lansing to Madison, Wis., where "Jack," former station helper, and Wilbur, coal passer, will attend the State University.

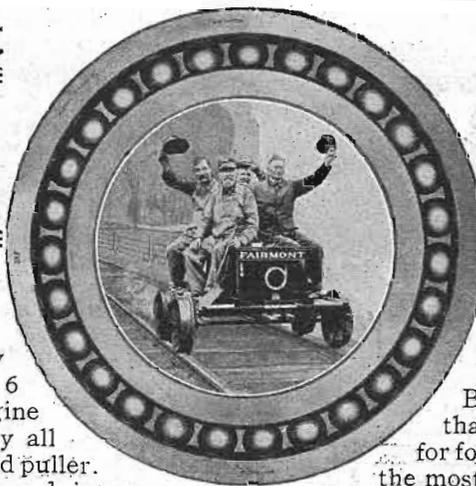
## Fairmont

**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

Lou Hos, pump repairer helper, has returned from his farm work and has again taken up his work with "Is" Fretz, with headquarters at Dubuque.

The office of chief carpenter on this division has been consolidated with the Superintendent's office.

John Kelleher, section foreman at Lansing for a great many years has been transferred to North McGregor Yard.

Brakeman Max Parker and J. J. McCauley are enjoying their annual vacations camping out in the vicinity of Kimball's park. The old haunts still continue to be quite prominent.

Business car 555 with C. O. Bradshaw, accompanied by the division officials made an inspection trip over the division Aug. 27th.

Miss Enid Russell, third trick operator at Lansing, took a two weeks vacation. She visited relatives at Madison Lake, Minn., also took in the sights in Chicago.

On Sunday, Aug. 15th, the Dubuque Shops base ball club were beaten by the Lansing Sox on the latter's grounds by a score of 4 to 6. The ground was in good shape and a fast game played. Lansing scoring only in the third inning. Had this game been played on a ground where the fielders could get to a ball there is no reason why Lansing should not have been shut out, but in the unlucky third a hit was made into a forest and swamp in the left field with the bases full and the result was a merry-go-round. George and McKinney were the battery for the Shops, Lansing using Ingles and Sullivan of Logan Square, Chicago. Forest Plass umpired the game to the satisfaction of both clubs. Manager Harry Hansen wanted this game played on the Harpers Ferry grounds, which are the best in the country, but Lansing would not consent to it.

Following is the score:  
 Innings—  
 Dubuque ..... 0 0 2 2 0 0 0 0 0—4  
 Lansing ..... 0 0 6 0 0 0 0 0 x—6

On September 6th, after the Preston Line train had reached La Crosse, Engineer Wm. Frith fell unconscious from a chair at the hotel. His friends brought him out of it and he remarked that nothing like that ever happened to him before, and

he immediately went into another fainting spell. He was at once rushed to the hospital where he died the same evening. His remains were removed to Dubuque, the funeral being held from Sacred Heart Church, Friday the 10th. Mr. Frith has been an engineer on this division for about 15 years, and for the past two years had the run between Preston and La Crosse. He leaves a wife and one daughter to mourn his loss.

Operator F. J. Dwark enjoyed a well-earned vacation the early part of September.

Martin Whalen's extra gang is surfacing track in the vicinity of New Albin at present.

Peter Ott, agent at Preston, is taking his annual vacation. He is relieved by his son William. Harry Cline is working second trick and E. B. Gibbs, formerly agent at Waukon, has come to the rescue and is helping out by working third trick.

Fireman Murl McKinney was so disappointed with the result of the ball game at Lansing that he took revenge the following day, when he and Umpire Plass got into the fishing district and hooked out 125 bass. It took 5 men to hold up the string so that a photo could be taken of them. This is no "fish" story and if we can get a photo it will be sent in to the "mag" for publication.

Telegrapher Ed Boeckh, of Lansing, took a months' vacation and took a trip through the east, stopping at Chicago, Cleveland, New York, Buffalo, Niagara Falls and Detroit.

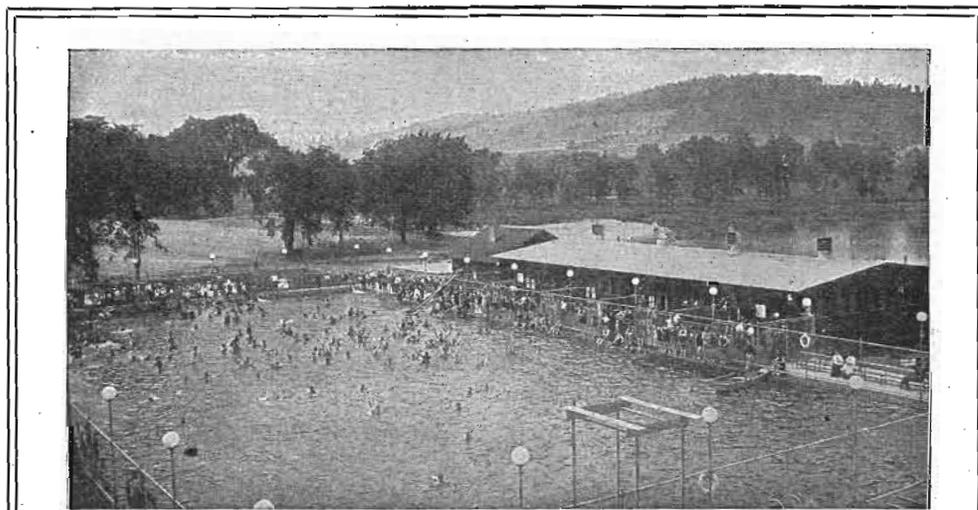
Engine Caller Sidney Haudenschild is again back at work at Dubuque Shops, after being absent from the job for about two months.

Agent H. A. McKinney had to go to the hospital at La Crosse and submit to an operation which laid him up for about a month. Ed Boeckh had charge of his station while Herb was swapping yarns with the nurses.

Operator Clyde Botsmer has been taking treatment at Hot Springs for the past month or so.

The many friends of our former Superintendent W. M. Thurber were pleased to meet him on his way from Minneapolis back to the I. & D. Division, Aug. 27th.

The office forces in the accounting department and division master mechanic entertained at a delightful luncheon in the "mess hall" at Dubuque Shops Aug. 31st. The luncheon was complimen-



The Swimming Pools at Endicott and Johnson City, N. Y., are very popular during the summer months. Each day finds a large crowd of people enjoying an invigorating plunge in their cool depths.

## ENDICOTT-JOHNSON

*Shoes for Workers and Their Boys and Girls*

Endicott, N. Y.

Johnson City, N. Y.

tary to their fellow clerk, Miss Ruth Bishop, a bride of this month. Miss Bishop was presented with a handsome piece of cut glass.

Freddie Beck has been appointed station helper at Lansing, caused by the resignation of Jack Towle.

Agent C. W. Patters, at Guttenberg, has been laid up for several weeks, suffering from a severe attack of lumbago.

What's the matter with the Dubuque Shops base ball team? Nothing. Just look and see what they did. They captured the 1920 pennant of the Dubuque Industrial League when they defeated the Brunswick-Balke-Collender Co. team, champions of the first half season on Tuesday, Sept. 7th, by a score of 12 to 7.

Brakemen "Scotty" Muir and Philly Parnell have quit the West Union Line and have returned to Dubuque and are working on the main line at present.

Telegrapher Art Adams is building a new home at Clayton.

Joe Dean, second truck operator at Clayton, and Miss Day, of Preston, were married last month. After a two weeks' honeymoon they settled down to housekeeping at Clayton.

Yardmaster E. G. Kiesel has returned to the performance of his duties last month. After a two weeks' vacation spent in New York City, Boston and other points on the Maine coast.

J. H. Robertson has got done relieving at Lansing and is now working third trick at Harpers Ferry. His brother, W. F. Robertson, is working second at Buena Vista, while A. F. Mullane has charge of the station at Mabel.

#### Signal Department Wig Wags—Lines West "Slim"

O'Dore's crew is still working west from Harlow on maintenance repairs, picking up line wires, renewing trunking, changing impedance bond leads and in general getting signals ready for winter, and at this writing are at Lennep. Bill Grenier is off on his vacation and as soon as he returns George Hessel will be off. C. C. Richardson of this crew has been in Bouchet's crew wiring new signals at Tacoma Junction. Bill Hammond was straw boss for Bouchet on

these signals and as soon as they were in service moved to Maple Valley to handle a few changes around Cedar Mountain and Indian.

F. M. Applegate, helper at Renton, was off a few weeks seeing stock in a milk bottle cap concern, and came back in time to relieve A. Ayres at Easton while Andy moved his family from Auburn.

E. Z. Montgomery has resigned and Fred C. Lee is Curt Mills a new helper at Kittitas.

Supervisor Westermarck's men are all back from their vacations and Nels says he is going for a few days himself, but it seems that there is an excessively high discharge on the operating battery on signals at east end of Lind that takes a lot of attention. How about it, Fat? What the Helz in that battery well, anyhow?

A. C. Biddle, maintainer at Butte Yard, is off, being relieved by Glenn Collins from Gold Creek. Understand Al is on a honeymoon trip in the Reo, but won't say for sure until we know.

Mike received a wire from Butte and had to give O'Dore a cigar and stay up all night to catch the morning train so he could answer said wire in person. Don't know just how serious it was, but Mike told me himself he just had to get to Butte, and I haven't seen him since.

Glenn DeGraves has a new bug and they put on another traffic cop in Tacoma on account of it. Anyhow, that's what Shorty Bouchet told me.

H. B. Crantford, formerly supervisor at Deer Lodge, now sales engineer for the Philadelphia Battery Company, visited all along the lines west. None of us are very much interested in his line. In fact, have several hundred battery-operated signals we would like to get rid of, but "Doc" had a good line of chatter and we enjoyed his visit.

#### Notes from Iowa, Eastern Division, Calmar Line J. T. Raymond

Engineer and Mrs. W. E. Smith and their daughter, Ruth, visited at Rockford, Ill.

Mr. and Mrs. John Brutsman and children visited in Minneapolis, Milwaukee and Chicago.

They have a daughter residing in Milwaukee. Conductor and Mrs. J. F. Coakley made a trip to Wibaux, Mont. They have a farm close to that place.



20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

## Ford Auto

The letters of the alphabet are numbered: A is 1; B 2; C 3; D 4, and so on. The figures in the little squares to the left represent four words. (20 is the letter "u"). What are the four words? Can you work it out? If so, send your answer quick. Surely you want this fine, new Ford auto. Send no money with solution.

**SEND ANSWER TO-DAY**

We not only give away this Ford auto, but hundreds of dollars in cash and scores of other valuable prizes.—Bicycles, Guns, Watches, Talking Machines, something for everybody. Everyone who answers this can have a prize of some sort. There are no losers. Nothing difficult to do: Everybody wins. Someone gets this new 1919 Ford Auto free. Why not you? Address

**FORD WILLSON 141 West Ohio Street, Dept. 75, Chicago, Ill.**

**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.

**BOSS NUT COMPANY**  
CHICAGO

Miss Edith Trine of the master mechanic's office, Marlon, spent several days visiting in Chamberlain, S. D., and Perry.

Mrs. Arthur Vaughn and daughter, Irene and Virginia, visited with relatives in Ohio.

Word has been received at Marlon of the death of Fred E. Schmidt at Seattle, Wash. He has been ill for the past sixteen months, having suffered a stroke of paralysis. Mr. Schmidt was clerk and chief clerk in the superintendent's office at Marlon for a number of years, leaving here about ten years ago. He had many friends at Marlon and on the division who deeply regret his passing.

Operator L. A. Patten, first, Indian Creek, was away on a short vacation, A. H. Claussen relieving, and Mrs. Mosinee working second at Louisa in Mr. Claussen's place.

C. L. Emerson has been appointed assistant master mechanic at Chicago. He had just moved his family to Marlon and got nicely settled when the call came to go farther east. He has made a fine record on the division and we regret to see him leave. He is succeeded by E. L. Notley of Sioux City.

Mr. and Mrs. Leonard G. Hewitt visited several days with relatives in Minneapolis during Leonard's vacation.

Mr. and Mrs. Albert Kindler and granddaughter, Grace, went to Cleveland, Ohio, to visit Mrs. J. P. Burnett, a daughter of Mr. Cross.

Born, August 24, to Mr. and Mrs. Hubert Deming, a son. Mrs. Deming is the daughter of Superintendent and Mrs. C. H. Marshall and has been spending the summer in Marlon.

Mrs. B. F. Hoehn of Ottumwa visited in Marlon several days as a guest of Miss Minnie Lathrop.

Harry J. Murphy and family have returned from Northern Minnesota, where they spent the summer on a farm. Harry's health was much benefited and he is again on duty in Superintendent Marshall's office.

Leon Huffman, second operator at Oxford Junction, off three weeks, account "sickness," and going to Dakota to recuperate. From ap-

pearances the last time we saw him, we guessed the nature of his malady, but do not think he will improve much.

L. J. Miller, agent at Springfield, has just returned with his family from a three weeks' visit with relatives in Colorado. George Madsen, who drew "OM" on bulletin, relieving.

Percy Parmenter, second trick leverman at Paralta, is making the rounds of the state fairs in Iowa, Illinois, Minnesota and the Dakotas. Percy is, when not railroading, a breeder of "Big Type" Poland-China hogs, and has a sale at Cedar Rapids the latter part of September. Operator I. W. Williams in his place.

Relief Dispatcher R. L. Leamon has gone to California on his two weeks' vacation.

Born, August 4, to Mr. and Mrs. R. L. Kindig, a seven-pound girl. Roy, who is third operator in M. A. office, Marlon, finding the house in which they were living was sold, bought the house occupied by Conductor Pringle on South Tenth street, and has the family established in their new quarters, and has asked no favors from anybody.

Lumir Lessinger has returned to work in superintendent's office after spending his vacation in Cedar Rapids and Solon.

John Worman is again on the job, after a siege of summer "flu." Ed Claussen, second leverman at Green Island, took in the state fair and visited relatives at Vining.

Mr. and Mrs. Carl Oxley spent Sunday and Labor Day in Chicago, Mrs. Oxley remaining for a longer visit.

Mrs. Alice Cornelius has accepted the position of stenographer in division master mechanic's office, Marlon.

Fred Lindmeier, third, Green Island, went camping a few days the middle of August, Fred Bowers of Sabula relieving, an extra man from Sabula taking Bowers' place on the bridge.

V. M. Reichert, division accountant, made a brief visit to Chicago recently.

The President's Special, with Messrs. Byram, Greer, Gillick, Whipple, Weidenhamer and a number of other officials aboard, went over the

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**CHICAGO, ILLINOIS**

**STORMY DAYS**

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**FISH BRAND**

**Coat or Slicker**

He has the best water-proof garment made. Two styles of medium length coats, Nos. B411 with buckle fasteners; B421 with buttons and Reflex Edges that stop the water from running in at the front.

**TOWER'S**  
TRADE MARK  
**FISH BRAND**

Dealers Everywhere

**A. J. TOWER CO.**  
BOSTON, MASS.

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The same standard of purity, strength and excellence is maintained in every bottle of Swamp-Root.

It is scientifically compounded from vegetable herbs.

It is not a stimulant and is taken in teaspoonful doses.

It is not recommended for everything.

It is nature's great helper in relieving and overcoming kidney, liver and bladder troubles.

A sworn statement of purity is with every bottle of Dr. Kilmer's Swamp-Root.

If you need a medicine, you should have the best. On sale at all drug stores in bottles of two sizes, medium and large.

However, if you wish first to try this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing, be sure and mention this paper.

division September 7, on a tour of inspection and an earnest drive to keep cars moving.

One day, during the period recently when box-cars were moving west, on the Eastern Iowa Division we handled seven trains westbound, including the way freight, with an average of eighty-four cars.

Star Klink of the superintendent's office is pulling strong for the White Sox, as his plans are to see the world's series this year.

G. W. Linscott has been appointed car mileage clerk at Marion. Mr. Linscott formerly worked in the freight agent's office at Cedar Rapids.

Born, to Mr. and Mrs. Frank Higgins, of Marion, a son, John Francis. Pa Frank and Grandpa "Jack" are very happy and proud, which is quite justifiable.

Engineer Charles Green has been at Rochester, Minn., a couple months for treatment, and word is received that he is making good progress toward recovery.

H. J. Peterson, agent at Anamosa, was away on account of sickness, M. M. Trimmer relieving.

Agent N. J. Edwards was away for a week the latter part of August, driving his Ford to Clarence, Mo.

Conductor Fred H. Williams was off duty several weeks on account of being sick. O. E. Torrence and J. F. Briggie on 23 and 24 while Fred was away.

Engineer Len Lowe is back on 93 and 94, between Monticello and Calmar, after spending the summer at Spirit Lake.

Engineer and Mrs. Frank Keith spent several weeks on an extended trip, visiting at Niagara Falls, New York City and other eastern points.

Foreman Jack J. Timson and wife spent their vacations visiting relatives in Ohio and were in Gallion, Ohio, during the annual three days gathering of the Erie railway employes. Jack says there were twenty-seven brass bands in one of the contests and everyone had a grand time.

Engineer and Mrs. L. K. Owens returned to Marion, September 10, after an extended visit with a son in California. They returned via the Milwaukee Line and report very enjoyable visits with officials and employes at Seattle, who were formerly located on the Iowa Division.

A work train with steam shovel began work September 10, filling in the approaches at Indian Creek bridge, near Marion.

Miss Jennie A. Nightingale of Cedar Rapids and William W. Kinder of Marion were married in Marshalltown. Mr. Kinder is night baggage-man. We wish the young couple a long life and a happy one.

George Engstrom and family of Chicago were in Marion to be present at the wedding of Mr. Engstrom's sister, Norma, who was married September 4.

Mrs. Arthur Daniels and two children of Minneapolis visited in Marion with relatives.

Miss Idelle Fullerton of the superintendent's office spent Sunday and Labor Day in Chicago.

### Motoring on the Milwaukee—Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

There isn't going to be any news this month, because I am going on my vacation right now, and what notes I have wouldn't take the space assigned to one of my regular brainstorm paragraphs, but as I told our lady editor I'd not neglect this for one single time, here goes.

Operator Thornton, who came to Three Forks from Sixteen, has been sent to Martinsdale, where Miss Francis Peacock, daughter of the agent here, is visiting home folks, and also taking a trip through the park same as every one else in the United States is doing this year. She expects to stay several weeks and will return to Tacoma at the end of her vacation. Miss Bee Flynn accompanied her and is shaking hands with old friends on the R. M. again.

Mrs. Bostwick, wife of Engineer Bostwick, who is holding the position of master mechanic for the Kalamazoo and Saginaw Railroad in Michigan, made a flying trip out here to look us over and tell us what a nice place it was back where she came from. She was winned and dined while here a few days and spent a day with Lewistown friends on her way home.

Tommy Lefever is off the passenger trains for life, he says, and back again on the head end of those strings of boxcars, empty and otherwise.

that follow (maybe) the motors along this railroad. Besides, his small son was the happy receiver of the gift of a goat, and Tommy has to stay home to keep the goat from eating all the clothes in the neighborhood.

He says he is glad there wasn't any more goats, as one is plenty.

Engineer Echard has taken a run on passenger and also Engineer Jack Mahone, who has been on for some time and I fully intended to say so long ago and forgot it.

Mrs. Spector, wife of Fireman Spector, who has been visiting her mother at Miles City, has returned home again. Mrs. Gavin made a short visit with her daughter at her home in Three Forks before their return, stopping at Loweth on their way.

The sad news reach the division last week of the death at LaCleda, Mo., of the mother of Train Dispatcher Jack Weatherly and his sister, Mrs. Schaffer, operator at Piedmont, August 13. They have the sympathy of the entire division in their grief.

Conductor Dautremont, wife and family, and Conductor Boyer and wife are among those from Deer Lodge who have just returned from trips through the Yellowstone Park.

Mrs. Hayden, operator on third, Three Forks, has been off a week on a visit to Moberge, where Mr. Hayden is chief dispatcher. She didn't like the looks of the job, so came back again.

The small son of Scott Macellaney, brakeman, who has been living in Seattle for some time, was struck by an automobile and killed August 18 at that place. Mr. and Mrs. Bates left for Seattle and returned home, accompanied by Mr. and Mrs. McEllaney and the remains. They have the sympathy of all in their loss of the little son and grandson, who was a favorite with all who knew him.

H. L. Wiltrout has a new car. Oh, my, no! nothing like "Auburn," the one he had out on the coast. We don't allow that kind here. He don't do a thing now but lie flat on his back and work under the car an' get out and smoke bum cigars his lady operator friends give him by mistake, and the reason I know he is never going to take me a ride in this said car is mostly on account of that same cigar, but, honestly, I didn't know it was one of those blow-up kind. I forgot to say the roadster is a chummy and H. L. W. says he isn't on speaking terms with half the town now—they all want to ride at the same time and it can't be done.

C. L. Dietrich, none other, was that very nice looking man who stopped off a few days and was planning on taking a trip down through the canyon for a fish or so, when E. H. B. took the car along with him, the mean thing, and every time he got where the car was, it wasn't. Can you beat it? If I had invited some folks for a party I'd stay where the party was. Oh, maybe if I had a private car I'd feel different about it, though.

What do you know about Miss Florence Ross O'Dell? That is what the small sister of this very important young lady says she is going to be named, and she cries and they are going to keep her. She arrived August 25, and Ross says she is worth a million dollars, but he hopes she don't make him walk the floor nights, just the same.

At Helena, Mont., August 24, occurred the sad death of Herbert Wagner, father of Al and Herbert Wagner, firemen of this division, and of Mrs. Charles Blechner, wife of Train Dispatcher Blechner, of Moberge, who came over for the funeral, which was held in Helena. Mr. Wagner was a long-time resident of this place, having lived here when the first houses were built in Three Forks, and was for many years proprietor of the Wagner rooming house. The Rocky Mountain offer their sympathy to those who mourn the loss of father and husband.

Mrs. Pat O'Regan, wife of Fireman O'Regan, is east again on a visit some place or other, and between turn arounds and doubling, Pat don't know whether to feed the chickens now or wait till next week, and if she don't get back pretty soon there won't be any spuds to dig, because the frost has got part of 'em now. Still Pat says there are other things you can use cellars for.

When you read this I will be eating fried chicken an' sweet corn an' everything over in the shadows of that La China sign.

H. H. HEWITT  
President

W. H. CROFT  
First Vice-President

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Cardigan Jackets, fancy front, 3 pockets; black, brown and oxford grey. Sizes 38 to 46. Sweaters are pull-over or coat style. Navy blue, gray, maroon and dark green. Sizes 32 to 46. Money back Price if not satisfied. Write us **\$10.45** about anything else in the sweater line. We have it. **Postpaid**

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JOHN H. HARDIN, Pres.

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CHICAGO, ILLINOIS.

Charlie Davies says that car don't plow up the ground at Piedmont—what does that is Lieb hanging his feet out the back of his old Ford. I wonder if we could coax him for some of those cute pictures of all the engineers' wives in the plunge at Pipestone the day they were so nicely entertained by Mrs. Lieb, Mrs. Williams and Mrs. Rowland. Now, for goodness sake, if I have this wrong, don't holler at me, because I wasn't there and that is the way I heard it. If there is a picture to be had, I'll have it, though.

#### News Items from the Northern Division

Hazel E. Whitty

The moon can never get full again on its last quarter.

Mr. and Mrs. Charles Chambers attended the Shriners' convention at Eau Claire.

Raymond Fischer of Milwaukee is taking the position left vacant by Milton Barnish as second trick operator at Horicon. Though rather youthful, Raymond is showing us that he can handle the job in A1 shape.

Guy Leaverance was off to take in the fair. Jed Taylor is off on an auto trip through Northern Wisconsin. Jed says the pine odor is most refreshing.

Conductor Monogone's rear man is some runner. It is claimed that he ran from Iron Ridge to Horicon without stopping. More power to him.

This rain and sunshine ought to make something grow and we are suspiciously watching the upper lip of Max Schessow.

At last we have been able to discover a prince on the division. Nobody is able to find out what he is prince of. He is from West Virginia and is not married. He does not wear a monocle, but every other indication points to the fact that he is a prince in disguise.

Miss Mayme Handley is helping out the division storekeeper in the taking of the inventory.

Mr. Hammer of the store department gave John some valuable tips on the handling of the inventory.

When it comes to a real sportsman, take your hats off to Bill Dornfeld. Bill is in bad shape, having recently fallen off a car while icing cars, but still he allowed himself to be taken to Milwaukee to see the auto races.

A party of friends planned a surprise on John Gorman one night last week, but they got somewhat of a surprise themselves. They knew, of course, that John wasn't much of a night owl, but it being Sunday night, they thought he might stay up a little later. However, when they arrived at the house they found that he had gone to bed that night at the customary hour—7:30.

Mr. Holt is stepping high as a blind horse these days. The reason is that he has bought a new hat which he thinks is a valuable piece of furniture for his head. Watch your step, Fred.

Conductor and Mrs. L. Nonguesser and the two little Nonguessers spent a sixty-day vacation at Bitternut, Wis. Louie says he was just in time for silo filling, barn raising and a charivari on his sister's wedding. Ach, Louie, for why you tell us about it? It makes us so jealous.

The depot at Horicon was treated to a new coat of paint recently. It surely is a great improvement.

Mr. Yerk recently purchased a home in Horicon. Glenn Armstrong, who has been a trusty time-keeper on one of the extra gangs, recently resigned his job and took a trip to Perry, Iowa. Earl Sullivan of Fond du Lac is filling his place.

The fellow who isn't fired with enthusiasm is apt to get fired.

William Whitty, fireman, is not very excitable, but the other day, one of the boys offered him a stick of "Wrieler's" and William proceeded to light up just as if it was one of his favorite Camels. Nervous? Oh, no.

Two-thirds of promotion is motion. Walter Bretzman of the carpenter crew was laid up recently with some very bad boils. He tried various remedies, but his skin was so tough nothing seemed to have any effect.

The fence gangs on the division were taken off on September 1, and most of the other extra gangs on the 15th.

We are now in the most beautiful season of the year. This is the time known as "Indian Summer," often called by the old Acadian peasants "The Summer of All Saints." It is at this time that the climate of Wisconsin is at its best. It would seem that Mother Nature is defy-

ing winter to come and rob her of her beauty. As a challenge she puts on her fairest robes and it is this that fills us with reverence and a sadness as we gaze upon this loveliness and know that so soon will the waters be hushed, the bright leaves fallen and nature will fall asleep in her grandeur till another spring. Spring is radiant in her coming, autumn is glorious in her parting, leaving us the harvest we have worked for and consolation for the coming winter. Perhaps Helen Hunt Jackson has portrayed the beauties of autumn more than any other later poet. She says:

Oh, suns and skies and clouds of June,  
And flowers of June together,  
Ye cannot rival for one hour  
October's bright blue weather.

When springs run low and on the ground,  
In idle golden freighting,  
Bright leaves sing noiseless in the hush of woods  
For winter's waiting.

When on the ground red apples lie,  
In piles like jewels shining,  
And, redder still, on old stone walls  
Are leaves of woodbine twining.

When all the lovely wayside things,  
Their white-winged seeds are sowing,  
And in the fields, still green and fair,  
Late aftermaths are growing.

Oh, suns and skies and clouds of June,  
Count all your boasts together;  
Love loveth best of all the year  
October's bright blue weather.

This poem is taken from the longer poem entitled "October's Bright Blue Weather," which it might be well for anyone to read at this time in order to better appreciate the beauties of autumn. It gives us one picture after another and describes Wisconsin exactly as it is on a rare October day.

Conductor Schroeder bought some new clothes, including a tie, lately. We notice that he generally wears them at Oshkosh.

Butch Schultz took a ride in the aeroplane, it is rumored. He says going up was fine but coming down, oh, my. Butch is some bird, we say.

Mr. Harding, Republican candidate for President, passed over the Northern Division on train 101 recently. The Senator had his two special cars, the Indiana and Wisconsin.

S. O. S., Tacoma, Wash.  
R. R.

Oh! Oh! Folks, listen! We done had a base ball series, yes, it was serious all right. The three games played by our "Big League Teams" store and accounting departments. Well, folks, o' course you all know real ball was played, the accounting department being winner of the first game, the last two, the store department fought hard for and won. The last one was played on "Pacific International Grounds" with a large number of "FANS" present—NO, not electric or summer fans—real ball fans. You all know what I mean—a large crowd. And oh, the playing. Dorsey and Friars came home in the first inning; our "Babe Ruth" Morrill and Bay came in to home for us in the third. Around about the third, the store made five homers, and we made two. You all know that "Captain Dorsey" done broke a bat, and some one lost our \$2.50 ball, so it was real playing. Along in the fourth we held the store down and they went out with nothing as a score and we made two, so we sure were some happy. In the

### 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. Wolpers, Dept. 181, at 1201 W. Van Buren Street, Chicago.

## The Massachusetts Bonding and Insurance Company

will contract with four ex-railroad employes who can devote their full time and several who can devote part time to soliciting applications for our "Paramount" Accident and Health Policies from the C.M. & St. P. Employes

All of our representatives are making a good income selling our "Paramount" Policies. If you are a "salesman" you can do the same.

General Offices  
Accident and Health Department  
Saginaw, Michigan

## HISTORY of the WORLD

At a Bargain



We will name our Bargain prices and easy terms of payment only in direct letters and will mail free our 32 beautiful sample pages to all readers interested. A coupon for your convenience is printed at the bottom of this advertisement. Tear off the coupon, write name and address plainly and mail now before you forget it. This is an advertising offer. We do not print our low price as it would work injury to future sales at the higher price of the publishers.

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140 So. Dearborn St., Chicago, Ill.  
Please mail your 32-page free sample booklet of The History of the World, containing sample text pages and beautiful photogravures of great characters in history, and write me full particulars of your special offer to Milwaukee Employees' Magazine readers.

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## Times Do Change

The wheels of progress grind slowly, but they grind exceedingly fine. Progress forced upon us new ideas in national government in the suffrage and prohibition amendments. Through popular demand governments are changing their policies and are coming down to a more democratic level. Industry has heard the call of changing times and is adapting every available improvement to its particular need.

Electricity is the next step in the scheme of progress. The steam railroad engine is gradually drawing into the background and the electric locomotive is supplanting it in hauling tremendous loads over the towering "Rockies." Other forms of motive power in the industries are giving way before the inroads of electrically driven apparatus. Thus progress goes merrily on, ever changing and bettering existing conditions.

Industry can see the value of electricity—why not the home? The birth of industry is in the home, yet how little of modern industrial methods are used there. The home should be wired for electricity and then equipped with all of the modern appliances.

The automatic range, which is almost human in its method of cooking and usually more accurate, is an indispensable part of the equipment. The turnover toaster, toaster stove, percolator, iron, washing machine and all other electric appliances are necessary parts of the modern home equipment. Plenty of receptacles or outlets in the home, with all the modern labor saving devices, will make housework a business proposition and a pleasure. How is the average woman to find time to vote if something is not found to carry part of the burden of housework? Progress points to electricity.

### To Ticket Agents C. M. & St. P. Ry

Are YOU selling our  
Accident Insurance  
Tickets?

*If Not, Why Not?*

The Travelers  
Insurance Company

Ticket Department  
Hartford, Connecticut

fifth each team made one, and our "Babe" hurt his right shoulder sliding on to first base, putting him practically out of the game and off work, too. The sixth inning came to be, and the store made one more, so the game was decided in favor of them. Due credit is coming to each player and special mention to the "Pinch Hitter" A. E. Johnson—and we also want to thank "Mac" of the local office for his "official" umpiring, fair decision and otherwise. The score was 9 to 5.

Miss Gertrude Pollock is leaving for a month's vacation in the east, to be spent among relatives and friends.

I am trying to persuade "Tony J." to visit Salt Lake City. Such a variety and so pleasing are the "Misses." But no hopes for Salt Lake. Tacoma and Portland hold the "charms" for him.

Roy E. Tidd has returned to us after venturing on the sea of matrimony, having taken a lovely "Mate" and started sailing in July. We sincerely hope and wish them both much happiness on their trip through life. A lovely silver set was the gift by which we wish to be remembered.

A. C. Eppler is also among those who have joined the "Wedded Club." Some time in July it happened. Much joy, bliss and happiness go with our congratulations to you Clark and "Mrs."

We have a new and charming addition in the store department, and we all want you to know Miss L. Hall, that you are very welcome among us here.

Miss Betty has returned to us after a few weeks spent in Portland and Yakima. Same place as last year. Must be some attraction there to have lasted a whole year, when she is among so charming an office force.

Miss "Bobby" Burke has left the worrying over trying to figure the oil report for perfect "Bliss." As Mrs. Chester A. Poole of Cle Elum we hope she will be perfectly happy and think sometimes of the "bunch."

We are pleased to hear of the arrival in our city, and her former home, of Mrs. C. A. Filstrom, nee Ruth Snyder, former stenographer to the DM M., and with her came C. A. Junior.

Miss Irene Campbell is back with the usual vim, after a vacation spent within the state.

George Pvette, ACSA some twelve years ago, left Milwaukee on July 31, 1908, to open the store department office at Miles City, Montana, arrived on August 8th, when the evening heat registered 103 degrees in the shade, and NO SHADE. Again in 1920, July 31, he left Tacoma for Miles City to open the shop accountant's office, and he found the same kind of heat with much less shade.

Rumor has it we'll soon be losing another charming "Miss" of the time department. California holds the one "who claims."

M. G. Skacel is here again with his usual smile and good nature, and also a temporary office force to get out some special work.

Miss Bess Johnson, from Mr. Walsh's office, Chicago, stayed here a day, the guest of Mr. and Mrs. M. G. Skacel and Mr. W. A. Bolte, formerly of the auditor of expenditures. The evening was spent in touring our city in Mr. Bolte's car, and we hope Miss Johnson will enjoy her trip through our "Great West."

Chicago and Milwaukee think a good deal of Tacoma, judging from the recent arrivals most all of you have been here within the past two months and come on out again "You're all welcome."

Those who have been adding their checks to the collecting of "SPEEDERS" in Tacoma and Seattle are, Fred Lowert and George Pvette. Mr. Pvette was absent from us a few mornings, but the papers got it wrong; he wasn't in "jail" at all; only in Seattle on a business trip.

Mr. and Mrs. M. W. Eshelman are going to move into town in the North End. They say they'll miss the country and I guess we'll miss the apples, too.

Louis Bay, our 1722 clerk, is very still. No one knows why. Of course it could be natural, yet one wonders if it is natural, and if not, WHY?

Bill Smith is much interested in the berries this year. In fact he can tell how many are picked a day.

Everyone was much excited yesterday. The first month's back pay check came to us, the rightful owners. Thank you, Chicago, for the speed you've shown. Honestly we all appreciate your effort.

O. F. Wille has been seen recently in a five

passenger Dodge touring car of his own, and a rush trip to Posco is enough material for any romance. How about it, Wille?

#### Tacoma Local Freight Office

*Mrs. F. C. Clover*

Miss Frieda Marty's sister and niece, of Monroe, Wis., made her a visit recently. They enjoyed a trip to The Mountain together.

J. A. McKay's father, of Spokane, Wash., is spending a few days in Tacoma.

Lawrence McKay relieved Raymond Fink, our messenger boy, during his vacation.

Miss Coral Frost spent Sunday and Labor Day in Spokane, visiting friends.

W. S. Burroughs enjoyed a two weeks' vacation, returning August 23rd.

Keith Williams, Chester MacLennon and W. B. Alleman and wife were Vancouver, B. C. visitors Sunday and Labor Day.

Mrs. F. J. Alleman is visiting friends and relatives in northern Illinois and Wisconsin.

Miss Gwyn Gusslander, who has been camping at American Lake this summer, has broken up camp and is sleeping in a regular bed once more.

T. J. Dollie made a trip to Seattle recently, we think studying Per Diem.

Mrs. Geo. Twite made a trip to Chicago recently to visit relatives. Mrs. Twite's mother returned with her.

The Clover family, having spent an enjoyable summer at Spring Beach, have broken up camp and returned to their home in Tacoma.

#### M. C. B. Jottings

*"Izetta"*

To begin with, our office is being enlarged, the partition between the M. C. B. and the M. C. B. billing offices being removed. Everybody is wishing that a noiseless hammer had been invented, for the pounding that has been going on lately is something terrible. However, at this time the carpenter work is nearly completed, but after that we will have the grand paint smell.

The drafting department has been transferred from the S. M. P. office to the place formerly occupied by F. S. Brandt and his clerks. The place looks entirely different, some little private offices having been built, etc. We welcome the newcomers and hope they like this building as well as they did the S. M. P. office.

B. F. Palmer, district general car foreman, was Minneapolis, was at our office a couple of days during the month. Always glad to see our men from the different points on the system.

C. R. Gilman, car lighting engineer, was absent from his desk several days on account of illness. We are pleased to report that he is again back on the job.

Gene, who are you getting those dainty little letters from? Are they perfumed, too?

We had some Chicago callers during the month, two of them being R. L. Whitney, statistician, superintendent motive power's office, and N. J. Van Schovck, supervisor mail and express traffic.

Martin Biller spent a week-end at the capital during the month.

The vacation list is almost finished, those having gone since the last jottings were sent in are as follows: Catherine Butler spent her time in Chicago and Ft. Wayne, Ind., Detroit, and also spent a day at Windsor, Canada, where she was "playing the ponies." Margaret Stromberg was at Okauchee and Superior, Wis. Floyd Streeter enjoyed his vacation with Walter Foesch, formerly of our office, at his cottage on Nehmabin Lake. Al Barndt and wife went to New York, Philadelphia and Buffalo. Jerry Rosar took an automobile trip to Fond du Lac and around the northern part of the state. Steve Filut was at Minneapolis and Okauchee. Bertha Gephardt spent her time with her sisters at Chicago and Evanston, also was at Waupun for a day. Walter Stark also found attractions in Chicago, and Julia Weins was at Minneapolis.

During this rebuilding stunt, one has to be careful or a board will fall and hit him. One day one of the boys said, "Did you hear about the accident?" Yours truly answered, "No, what was it?" And this fellow said, "A plank fell and hit Miss LaSage on her desk." Anyway she screamed real cute.

O, yes, we had a little vacation around Labor Day too, and quite a few of the employes were out of town. Norma Luetzenberger was at Columbus, Wis., Alvena Wittack, Lillian Skobis and Ger-

trude Haas were at Niagara Falls and Eleanor Bartz was at Antigo.

Talk about forgetfulness, here's a good one. Norman Fuller and Gene Kleiner went to Minneapolis. Well, Gene wanted to buy a collar so he went into the store, bought one, and walked out, leaving the package on the counter; then he bought himself a shirt (don't know if it was silk or not), paid for that and left that in the store. When he got on the Wells St. car, he noticed he had forgotten his grip. Gene, O, Gene, have thy thoughts gone astray?

#### Items from the H. & D. Division

*"Me"*

Trainmaster W. L. Schmitz has returned to the East H. & D. Division, after spending six weeks riding time freights out of Chicago.

In my notes of last month I stated that Operator E. J. Ruehmer of the dispatcher's office was to spend several weeks in the west. I'm a liar. He returned on the tenth day. The reason: "The little nurse."

Conductor T. A. Monroe of the West H. & D. Division has been appointed assistant general yardmaster at Montevideo.

Operator McCormick of the yard office is taking a short vacation, spending a few days with his brother at Aberdeen.

Chief Timekeeper Myrtle Brown will spend next week with her folks at Bradley, S. D.

First Trick Dispatcher L. F. Brock spent last Monday and Tuesday riding the wayfreight for the purpose of acquainting himself better with the physical condition of the East H. & D. Division. On his return Tuesday night he was taken sick and the doctor was called. We have been informed since that Mr. Brock has a touch of acute indigestion and will not be able to work for a few days. We hope that his condition will not be serious.

Operator Jarvis of Montevideo yard laid off last week to attend the state fair.

Conductor William Harding, who has been working on the Fargo Line for the past several years, and Conductor F. Reeve, who has been working



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Capital and Surplus - \$15,000,000

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## Saint Paulograms

No. 11

Saint Paul is without question the leading wholesale market west of Chicago for drygoods and notions.

Drygoods and notions to the value of more than \$35,000,000 were distributed from Saint Paul in the past year.

In addition, men's furnishings worth approximately \$16,000,000 were sold by Saint Paul jobbing houses, a considerable proportion of which was manufactured here.

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



**THE MERCHANTS  
NATIONAL BANK**

*"For Saint Paul and  
The Great Northwest"*

out of Milbank, have now returned to Montevideo, and are taking their turn running out of here on the extra list.

Miss Genevieve Thompson, stenographer to the division master mechanic, is spending a couple of weeks on the western coast with her sister, Clara.

Miss Esther Bergendahl has accepted a position as stenographer for the division storekeeper at Montevideo, succeeding May Wilkins, who has left to attend school.

### Northern Montana Division

A. B. G.

Chief Dispatcher Cornwell and family have just returned from a two weeks' vacation spent on their ranch at Ryegate. E. B. C. spent his time running oil wells down to earth.

Dispatcher Crandall is now taking his vacation and putting in his time trying to catch the big fish which every one is talking about, but which he cannot seem to locate.

C. H. Mitchell, who was working as extra dispatcher, has resumed his position as operator at Winnett.

Fireman L. A. Rogers, who sustained several burns recently while on duty, has gone east to visit relatives.

Robert Randall of the freight department enjoyed a surprise party in honor of his birthday, a dozen friends being invited. "Anne" drew the ring in the very first piece of cake (we've suspected it, A. B. G.), while Bob and the young lady in question were rewarded with a button and a thimble, indicating that each would lead a life of single blessedness. However, we've read somewhere that one shouldn't always believe in signs, and we suspect that the button and thimble belonged elsewhere in the cake, geographically speaking.

G. C. King, formerly roundhouse foreman at Marmarth, N. D., was appointed division master mechanic at Lewistown, effective August 15. He has just returned from a business trip to Tacoma.

O. A. Coltrin, acting master mechanic, has resumed his duties as traveling engineer on the Musselshell Division.

Mr. Coonrod, ticket agent, and son, George, went to Butte, where George had his tonsils removed.

Mrs. W. P. McDonald, wife of Brakeman McDonald, and children will go east for a few weeks, after which they will make their home in California, as Mr. McDonald will give up his position with the Milwaukee and locate there. Their many friends wish them good luck in their new undertaking.

Baggage man P. M. Gwynn informed us that the stork visited his home a couple of months ago, leaving a fine baby daughter. We would have announced it last month, but did not hear of it in time.

A shop train has now been put on between the depot and the roundhouse, leaving the depot at 7:14 a. m., returning at 3:30 p. m. This will be a great convenience to the men living uptown, especially in the cold winter weather.

A little bird told us that "wedding bells will soon ring twice in the freight house." S-s-h—There may be an encore, making said bells ring three times.

H. E. Dorsey, operator, Lewistown Yard, has purchased a house in South Lewistown, and is preparing to stay a while.

Miss R. Patterson has returned from an extended visit to her home in Canada. R. P. says nothing like Montana after all.

Mr. and Mrs. A. M. Maxeiner went to Butte Sunday, where they met their daughter, Catherine, who has been on a five weeks' visit with relatives at Dillon, Mont., Salt Lake and Ogden, Utah.

The claim prevention meeting, held at Lewistown, two weeks ago, was very interesting and very instructive to the employes of the Northern Montana Division. It is regretted that only three subjects were discussed at any length, which were the handling of live stock, grain and the matter of loss of entire packages or merchandise. Freight Claim Agent Dietrich presided. General Manager Nicholson made one of his usual happy talks on co-operation between the officers and employes. Superintendent Gillick told of general conditions on the Northern Montana Division and

Agent Maxeiner choose as his subject "Loyalty to Your Employer." Arrangements were made to have similar meetings held from time to time on the division and all were agreed that much good would come from them.

W. H. Beckett, chief inspector of the Western Weighing and Inspection Bureau, has returned to Lewistown and will be located here again, in charge of the bureau's work with the Milwaukee and the Great Northern.

W. E. Brown, formerly roadmaster on the Northern Montana Division during construction, and afterwards superintendent of the P. S. & W. H. Ry., passed through Harlowton Sunday en route to Cincinnati, Ohio, where he is now located, being second vice-president and general manager of the C. H. & D. Ry. Mr. Brown was very much pleased to meet so many of his old friends while on our line.

Chief Clerk T. R. Gilmour has moved his household goods in from his ranch and says he is here to stay, at least until they bring in a "gusher" on his holdings in the Mosby country. Tom made the trip overland from Mosby to Winnett and had to sleep out several nights owing to the bad condition of the roads, due to recent rains.

We now have a regular oil run on the Winnett line, the Franz well having put in a pipe line from their big well No. 2. Business will be much heavier as soon as the second pipe line is completed.

Cashier C. M. Brown and wife are the proud parents of a seven-pound baby boy, born on August 20, 1920.

Mrs. J. Ross and little son, John Jr., of Three Forks, Mont., are in Lewistown, visiting with Conductor B. S. Ford and wife.

"Learned" recently that George Baker, formerly dispatcher at Lewistown, is now dispatching at Deer Lodge.

We sincerely hope M. G. A. will continue to wear those shoes in order that we might be able to then tell just exactly how white the beautiful snow is.

**Seattle Comment**

*Jay-Aye*

We have heard of booze profiteers, but who ever heard of a hose profiteer? Ask our messenger boy, L. M. Matthison.

Now that we have the increase of pay we prophesy that Vancouver, B. C., will be a haven of rest for many.

Jonteel—Hurd—is again moving, this time to the Sorrento. His back pay will keep him there for a month at least.

Byron Inslee is showing his bride his extensive land holdings in Alberta, Canada.

Jack Webb is back after spending a very delightful vacation with relatives in British Columbia.

Chief Clerk M. Notske has returned after spending a few days at the ocean.

Ward Bell is on his way to visit relatives in Iowa. (Corn-fed.)

William Kerwin and W. J. McMahon think Des Moines has the best dance floor on the coast. If there is any question about it, ask "Meat" Parks.

If any one wants to start a fight, just ask Doc Henricks the price of pork on foot.

F. J. McCullough doesn't say much these days. Wonder who the girl is.

W. J. Murray, our genial order clerk, dreamed the other night that he could fill all orders for any kind of a car—but it was only a dream.

R. Clark thinks the Lyric has the best show in town. We can't vouch for this, but you may ask Miller.

Hazel Baugh, our reclaim clerk, and Mr. Peterson, the Whatcom avenue checker, cut a neat caper at the clerk's dance the other night. Ask Hazel who is the best dancer in Seattle—that starts an hour's conversation.

Frank Quigley doesn't say much, either. I've heard he is very devoted to Lizzie.

Who likes the blondes? Just ask Jonteel; he'll tell you.

Miss Annette Harrison has left for a vacation and trip in the mountains.

Mr. Cheney, formerly of Tacoma, has taken the position of assistant agent.

Charles Brown, who has been at the Milwaukee ocean dock, has taken the position of customs entry clerk.

Friends of Edward Jones, formerly switching clerk, will be pleased to hear that he has re-



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**\$2.48**

**Work Shoes** Send No Money

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**\$2.48** for a pair of real honest built work shoes. Sounds impossible but it is true and the best part of it is that you do not have to send any money to prove it.

Very durable, made of high grade oil tanned leather. Has a very flexible leather sole.

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The dress shoe we are offering at **\$4.89**, just think of it, **\$4.89** for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for **\$2.48**. A price that sounds like the days before the war. Imagine for a total expenditure of **\$7.37** actually less than the value of the dress shoes you will have two pairs of shoes.



Men's fine dress shoe of high grade in a leather, extra quality leather soles, extra wide last, high in comfort too.

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Railroads are built on a roadbed of investments provided largely out of workers' savings. What you bring to the savings department after every pay day is used to help finance the country's railroads and other big industries. Keep in close touch with your local banker.

First Wisconsin National Bank  
Milwaukee

turned from a very interesting tour of China, on which he was accompanied by his wife.

William Daly, who has been east for some time, has returned, and is working at the local freight office.

Mrs. Larsen has just returned from a visit with friends in Spokane.

### River Division Nothings "Bell"

Well, October with its frosts is with us. Absurd as it may seem, when an audience makes it hot for a bun actor, he is said to have received a frost. When a callow youth proposes to a girl and she coldly turns him down, then "the frost is on the pumpkin." Speaking of pumpkins, they ripen up this month. Pumpkin pie is a good thing for an open-faced person who likes it. Pumpkin vines grow very rapidly, often so rapidly that they wear out the pumpkins dragging them over the ground. Hallowe'en occurs the last of this month. Spirits are supposed to walk abroad on Hallowe'en. These spirits are full of fun. Frequently they pull up your cabbages, steal your front gate and upset your hen-house. Hallowe'en comes only once a year—once is enough. It is now time to put on your winter woollens, get out your goloshes, wool mits, furs, etc. You ought not to put off putting them on any longer or you are liable to get pneumonia, phlewalgia, or some other new-fangled ailment. I perceive Operator E. B. Wilcox and Accountant Charles Jay are ready for winter with their extra coats of fuzz. No chance of a smile freezing on their faces. 'Tis well to be forehanded, boys.

Engineer Marshall recently took unto himself a help-meet, but there's a mystery somewhere and we are wondering what happened.

We also hear that Engineer Hendry raised strong objection to our calling Engineer Fred La Bree the handsomest engineer on the River Division. Well, perhaps we were a bit rash in our judgment. Let's put it to a vote. All Riverites have the privilege of sending in the name of any engineer on our division whom they think the handsomest, whether he wear a mustache or no; all votes to be in Trainmaster's office by November 10th so we can announce the winner of the beauty contest in our December Magazine. Is that fair now, Marshall?

Accountant Helen Partridge went up in the air recently. Honest! But she didn't stay up long cause she was a bit shaky the first time. Try it again, Helen. Better luck next time, and more nerve.

According to Hoyle, we'll all be traveling in flying machines in a short time. They will soon be as common as automobiles as they can be bought just as readily by mortgaging one's home. Following are a few simple rules it would be well to master before venturing aloft:

When traveling in an airship, keep to the right. A runaway airship has right of way over an airship under control. Airships laden with cargoes of milk will keep to the Milky Way. If the airship is punctured by a church steeple, you will take the first elevator car going down. Scorching on a down grade is excusable if the gas bag springs a leak. In case of a hot box rise to an altitude where the air is cold. Be careful about throwing empty bottles or other ballast over the side when at a great height—you are liable to hurt somebody on the ground floor. If you run out of hot air, anchor over a smoke stack. If you see an airship sinking it is etiquette to throw life preservers to the passengers of the unfortunate ship. Never throw sinkers. In jumping overboard it is always well to pick out a nice soft spot on which to light. After you alight it is considered good form for your friends to have a coroner to sit on your remains—if there are any.

Nobody donates to the good cause anymore. Hulda Sens of Winona, who so kindly sent me such delightful newsy items each month a while back, has evidently deserted the Winona staff. I have a hunch she took on a new boss for life. Won't somebody from Winona take up needle and thread and weave a few news items for the Magazine? Also would like to see all other stations on the River, CV and Wabasha Divisions get on the map. We want to make our Division bum in the Magazine, but to do it I yelp for help, HELP! I need assistance as I'm running out of joy juice, I am.

Chief Timekeeper D. M. Wheeler is still walking around cockeyed because of the arrival of an eight-pound son at his house. First thing we knew about it was when D. M. arrived at the office August 31st wearing a big smile and handing out the cigars and candy. He's some proud daddy, and is having a lot of trouble picking out a name good enough for the little fellow. Readers might assist by sending him their favorite selections.

Assistant Timekeeper Mike Ahern got married at nine a. m. Saturday, September 11th. We haven't yet met the lucky bride, but hear she is some good-looker. Don't be so stingy, Mike—bring her up and let us have a little peek at her.

Switchman J. J. Seleski wired for a week off in which to get married. Can you beat it? This sure is leap year.

**Minneapolis Shop Happenings.**

*James Nellins*

See that we must get on the job again with happenings. Had engaged another party to do this corresponding in the future but he failed; (he being a young fellow and a wrist watcher) he did not want to continue, so the Sage is back on the job.

We recently had a visit from the Safety First man, Mr. Cobb, from Milwaukee, and he presided at a meeting held at the shops and made it a success. Mr. Cobb takes immensely well here, and he was busy shaking the glad hand of those who had previously met him, and all hope to see him again under similar circumstances.

The General Storekeeper, Mr. Curtis, was a business caller at Minneapolis a while ago, it being his first call since appointment.

The employees who were here in the early "nineties" were sorry to learn of the death of our former Assistant General Superintendent W. G. Collins. Mr. Collins was a most popular official and man with the old-time employees, and a right good mixer with the rank and file, and many pleasant reminiscences were recalled concerning him.

Another death that cast gloom over his many friends, was that of Engineer Henry J. Loddell, this sad event occurring in New York City about the middle of July. His remains were brought to Minneapolis and burial took place July 17th, and any attending the funeral at Lakewood Cemetery could see a good representation of the older set of employes in this vicinity. Mr. Loddell was one of those jolly, good fellows, who made himself a driver away of the blues wherever he went, and it seems sad to think he will never be seen here again, and with scores of his friends, he is mourned as a personal loss.

Still another death that brought sorrow to shop men was that of Edward Jones, gang foreman of this machine shop, this sad event occurring on Aug. 5th. His death was rather sudden as he was around and jolly as usual up to Friday prior to his death, when he went home feeling ill and died as stated. There was an immense attendance at his funeral on Aug. 7th, the church filled to capacity, and an extraordinary large funeral procession. His jolly personality will be missed here and sincere sympathy is extended his family by his thousands of friends.

Division Master Mechanic E. M. Hopp and Travelling Engineer O. A. Mattice were business callers at these shops recently.

General Boiler Inspector Edw. H. Young was a two days' business visitor in these parts a short while ago. Every one glad to see him and regret that his two hundred pounds of good nature does not come more frequently.

Former Car Department Foreman W. E. Campbell, of Aberdeen, gave us a surprise by dropping in on us recently. He was on his way to Chicago and dropped off over a train and couldn't well remain away from the shops, and all were glad to see him. The west appears to agree with him.

Inspector Wm. A. Gardner was also a business caller at these shops a short time ago and he, too, is good medicine for grouch, as he has a way of making a fellow, who may be in the dumps, ashamed of himself.

One set of valuation men left us on Aug. 9th, but then, we have another lot, so what is the difference.

Well, the nerve racking question concerning the increase in pay has been settled, and it is now safe to walk about the plant without being afraid of some one asking, "How about the increase in pay and the back pay?" We can stand a short recess on this question now, and see if this increase cannot be appreciated and an inducement



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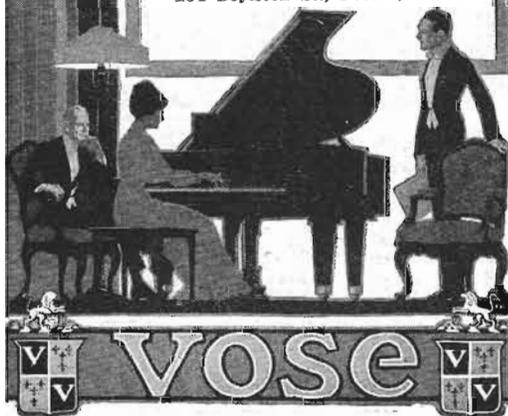
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Alr Brake Superintendent James Elder was here September 9th, appearing to be in his usual good health, at least it would be so inferred from the smile he brings with him and the real hand shake he offers.

While this correspondent was out to lunch recently, he noticed a number of the shop men looking up toward the sky as if in search for an aeroplane, but it proved to be Motor Car Inspector H. H. Rupp and Machinist Carl Ehrenholm testing out Mr. Rupp's new invention of a Bosch Magneto on a Fairbanks Morse No. 41 Inspection Car. Well, believe me, Ralph De Palma hasn't a thing on this new outfit as the motor surely does purr pretty and wish Mr. Rupp success in his new experiment.

We note an item in the Milwaukee Shop Items, H. W. G., editor, that Pigville was visited by another flood on June 23rd. Well, a little water does not phase that lot of good old-fashioned Baptists, but as they recently had a fire visitor (the slaughter house) it should be borne in mind that fire and water does not hitch.

It is also noted in the Milwaukee Shop Items that Veteran John Horan was about to take a run across the continent. Well, he apparently polished up his shoes and put a paper collar or two in his pocket and just went, as this writer met him at the depot here about a week ago, on his return, and had a nice little talk with him. He was much pleased with his trip and visit and loud in his praise of the western part of this road. He looked well, as usual, and just the kind of a young chap that young ladies like to receive peonies from. Our friend John surely did appear to be enjoying good health and we congratulate him.

By the time these items are published, the Veterans will have held their annual meet and returned to their customary occupations. All enjoyed the meet last year and Milwaukee generally does the handsome thing to her visitors, so let there be a good turn out of us "old stiffs." Wonder if the going out of the famous beverage took with it the famous pretzel, the broiled crab and the hot dog. If it has, why Milwaukee is then no different than any other town, but if any one wishes to see "us," come to the neighborhood of Milwaukee Gardens, Quintin's Park or White Fish Bay or Pabst Park. We may have a sad look about us, but will be recalling the good old days, when we could get two for a nickle.

To read in the magazine of the Nelson W. Pierce children about to be married surely reminds one that time is fleeting and waits not for the sluggard. We remember when all those children were born and it was our pleasure to work under the jurisdiction of the older Mr. Pierce away back in 1879, at Watertown Junction, and if Mr. Pierce attends the Veterans re-union, trust that he will make an effort to signal us out for a good hand shake and a few words of the old times.

The article of Mr. A. M. Jackson, "Old Days on the Milwaukee" was fine reading, and made old employes look back to their younger days. Let us have some more articles of similar nature.

All employes should read the contributions of President Byram and Vice-President R. M. Calkins. They are well worth while, so read them carefully, and then wait a while and read them again. None of us too old to take council.

Benj. M. Benson has been transferred from the roundhouse force to the position of chief clerk to superintendent of shops office, and seems to be making good on his new job. He takes the place of W. O. Hiddleston, who accepts other lines of employment. Glad to see the former come in but sorry to lose the latter.

Division Master Mechanic H. G. Dimmitt, being transferred to new headquarters at Austin, the old room he formerly occupied seems unfamiliar without him being there, but he has gone to a good live wire town.

Miss Augusta B. Sprague, chief clerk to the division master mechanic at Austin, gave us a call a few days ago, looking as though the world and people were good to her.

In making a change in master mechanic here, Miss Emily Hiddleston is made chief clerk to Division Master Mechanic John Turney of the River Division and Twin City Terminals, and Miss Nellie Hiddleston, stenographer and clerk in same office. Mr. Turney is to be congratulated in getting such an efficient office force.

It sounded good to read a letter complimenting the accounting and pay-roll department at Minneapolis shops for their promptness in making up the pay-roll covering the back pay for months of May, June and July, and all are pleased to see that the good work of Mr. Nickey, Gray and aids is appreciated. Congratulations to all of you, as it sounds good to people that are used to hearing how well things are done by some other fellow.

**Notes From Milwaukee.**  
*O'Malley*

Everything looks good around the Milwaukee Terminal again, everybody working eight hours, and no more strike arguments to be heard; when anyone wants a vacation, he takes it in a legitimate manner.

I noticed a strange face in Miss Knowles' placé, in C. A. Bush's office. Wonder where Miss Knowles is?

I always did contend, and am still of the same belief, that you never can keep a good man down. Young Bill Breckenridge is away on a vacation. O. V. Anspach and family just returned from a trip east.

Bill Kay and family have also been away at the lakes somewhere.

M. A. Dahlke spent his vacation at home. Well, Max never did care to run around.

Had a hand-shake with everybody's friend, J. W. Casat, the other day; Jack is always working hard to advance the interest of the B. of R. T. And when on the footboard he is just as zealous in performing his duties for the company.

Some of the former C. Y. A. men are proving that they are men and are acknowledging that they were misled by false reports, and they are big enough to say so; others of them are still sulking and are permitting their families to suffer, because they have not got sense enough to know when they are licked; while still others have played Judas to all parties, and are reaping the benefits of the work of loyal brotherhood men, and at the same time are trying to spread discontent among men who have proven that when they make a contract, that it is not a mere scrap of paper.

Trainmaster R. D. Miller, wife, father and mother have recently returned from a trip to the Coast. They report a delightful trip, the first vacation in seven years, Ray says. What about the years you lived on the Blue Mound road and 53rd St., Ray? Most any mortal man would say he had a continuous vacation, raising prize chickens, and ducks, potatoes, etc., etc., and parsley equal to any fern that ever grew, Mrs. O.M. says. And the everbearing strawberries, for "Shortcake!" with real cream. Well, they do say, the Good Lord never did intend for us humans to be satisfied on this earthly plane, guess it's the truth. However, from all reports, and it must be true, the trip to the coast is a wonderful trip, via the best railroad on earth, or any place else via the Milwaukee road.

And still another boost for the Milwaukee road sleeping car service. Mrs. O'Malley informs me that it is the only one that has an electric heater for the convenience of the ladies to curl their hair. And I know the berths are longer than others, and I have ridden on a few.

Yardmaster K. G. Schwartz is gone on his vacation trip since the state fair.

O. V. Anspach is assisting Ed Wells, from Chicago, lining up the boys for the B. of R. T., and it is gratifying to note how willing the majority are to place themselves right in the opinion of both the company and the men.

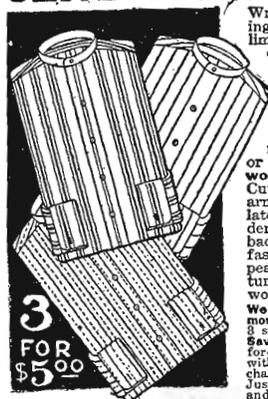
Mrs. Bannon, wife of Ed "Fuzzie" Bannon, is suffering with a severely sprained ankle. We hope she will recover speedily.

Conductor Harry Vedder, from the Prairie Division, reports having a very pleasant and interesting trip to Eau Claire, Wis., recently, with the Shriners.

And that reminds me. The Wisconsin Elks had their round-up and carnival here last week. Great jumpin' jack-rabbits! What a mob; some bunch of live ones. The city was just turned over to them, that's all.

In perusing all the notes in the September issue, Mrs. O.M. noticed where Nora B. charges one Operator Edison with having an apple ranch; and she being a Missouri farmer, wants to know, has Burbank been at work on said Operator Edison's farm; and is it a new species? She says she has heard of cattle and sheep ranches, but never of

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an apple ranch, but we are all willing to learn. So even our "little editor" took a little jaunt west with the pioneers club. We do think she might tell us about her trip, for we know it would be interesting to read. Well, perhaps she will.

I am afraid I started something, when I told all the girls to guess who the good-looking man in the "trainsheds" was. All the men of any size are posing around hoping to be guessed. They even guessed Pete Murray. The girls are still calling my wife on the phone, wanting to know who. My! but it must be a pleasure to be good-looking. But I will tell you this much, it was not Pete Murray. It was a dark complected man.

Ray Anderson was promoted to roundhouse foreman. Wm. Kennedy promoted to master mechanic, with headquarters at Madison, Wis. We wish him success at his new location.

Regret to report that Joe White was injured, while he was taken to hospital, the seriousness of the injury was not learned.

Clarence McGinnis had several of his fingers injured.

A. J. Hammerer had to leave work the other day on account an attack of rheumatism.

Mrs. J. J. Kolley was reported sick at hospital. We hope all will speedily recover.

Mrs. Lewis, wife of Yardmaster R. R. Lewis, is leaving on the 18th for Indianapolis, Ind., to attend the convention of the auxiliary of the Sons of Veterans.

T. J. Heaton is leaving for the east soon, on a little business trip. We all hope he will have good success.

Somebody from freighthouse is sporting a nice big diamond. We wonder when it is going to happen?

Hope you will soon be well rid of that cold, Irene, for we don't want to have to buy flowers when you cannot look at, and enjoy them.

I am not particularly anxious to be old, but oh, how I wish I was one of the old veterans who are going to have their reunion here in Milwaukee beginning the 24th of Sept., for I know just what a good time they will have. But they deserve it all, and I know their many friends wish them a

very merry time and many more on the same occasion.

#### Signal Department Bubble—Lines East.

*"Suds"*  
Everybody in this department has a sort of satisfied look on their faces since they received their back time checks. It took about all of mine to pay my coal bill.

Mr. and Mrs. F. D. Morehart and children are spending ten days with relatives in Ohio.

Walter Pevey, assistant signal supervisor, with headquarters at Perry, Iowa, paid the office department a visit recently. Walt had several good suggestions to offer regarding signal standards.

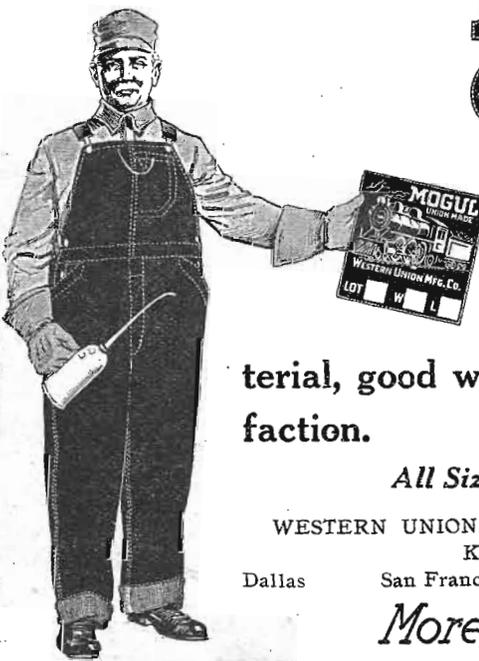
Neal Simpson, Ernie Barton and Joe Munkhoff are safely back from the West End where they had been the past two months in connection with the signal valuation work. Neal brought about two hundred pictures back, giving one a pretty good idea of the scenery on the West End.

Earnie Barton and Joe Munkhoff came all the way from Beverly, Wash., to La Crosse, Wis., on a motor car. They came through the mountains without a pilot and had some thrilling experiences. Signal Inspector Wilkerson has made our drafting room his test room. Wilkie is making an endurance test of a Columbia and Edison B. S. C. O. cell. Frank Leahy, our chief clerk, helps Wilkie take the readings.

Margaret got back to work after spending two weeks out west and is now practicing cooking a few of her favorite dishes for her father, as her mother stayed out west for a longer visit. If her father survives she knows the dishes won't hurt her future husband.

Several of the boys in this department went out to Lake Winnebago on a fishing trip. Well, the lake was too rough to go out and fish, but all reported having a good time. It took a couple of days for them to catch up on their sleep.

The C. M. & St. P. Bowling League held a meeting recently. Officers were elected, committees appointed and bowling begins Sept. 20, on the Milwaukee alleys. Only one team was entered from this department. The teams entered in the league are the "Dicks," Rates, Accountants, Cashiers,



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suicide in his own home on Thursday, Aug. 26, by hanging himself in a clothes closet. Although no positive reasons are known for this rash act, it is supposed that he had been despondent over ill health for some time. On this particular date he had made one round trip on the night freight run, and it was during the lunch period that he went home and ended his life. He was a member of the B. of R. T., No. 128, and leaves a wife and seven children to mourn his loss.

Yard Conductor James Nelson was off temporarily, due to a slight case of blood-poisoning, Al Christensen relieving him.

Engineer Harry Woodward and Fireman Roy Fleck laid off a trip recently, and journeyed to Kansasville with intentions of cleaning Eagle Lake completely out of its black bass supply. After several hours they succeeded in landing one just within the lawful size and called it a day. Engineer Bill Smith says, "They throw those back in the lake at Delavan."

A rumor which we have reason to believe and is quite confirmed is floating about, that Engineer Ed O'Brien and Bill Smith, both of Racine, are figuring on taking one of the "Bungalow" runs to Nahant.

John Dudley says that the "Night Extra" is about the closest thing to a pension job that he ever fell heir to.

### Wisconsin Valley Division Notes.

*Lillian*

Eileen and Edith Billington, accompanied by Mr. and Mrs. Anthony Fehl, motored to Minneapolis to take in the State Fair.

W. Liddell, of Lewistown, Mont., master mechanic, is visiting at the home of Mr. and Mrs. A. W. Warner.

Elmer Neinow has accepted a position in the car department. The vacancy of car clerk, which position Elmer formerly filled, is now taken by Gardner Keeney, who seems extremely happy, being permanently located in the freight department. Someone else is happy, too.

W. E. Ehman has accepted a position with the Interstate Commerce Commission of Wisconsin, at Madison. The employes presented Billie with an Elks charm, as a token of esteem in which he was held by all employes of the C. M. & St. P. railroad. By the way, we received a call from Billie the other day. Wausau still retains some attraction for him.

John Brown was promoted to chief clerk in the freight department, Roy Reige taking John's place. Several other changes downstairs, but as we cannot get the titles to the positions straightened out, think it best not to mention. However, there was considerable shifting about, some new clerks being added, and one or two leaving. All fixed now for the winter season we think.

Mrs. Charles Porter had the misfortune to break her arm recently. We hope she is getting along nicely.

Jacob Held has decided to spend next year's vacation at the beach at Richfield. That's rich Jake, you fell 'em.

Mr. and Mrs. L. L. Bender are mourning the loss of their infant daughter.

George Bankert, cashier at Grand Rapids, filled the position as agent at Rotbschild temporarily, during the absence of L. G. Fredricks.

O. A. Sundett, former agent at Babcock, has taken the first trick at Grand Rapids.

J. E. Whaley, of Irma, has taken the agency at Babcock, and E. P. Little has taken the agency at Irma.

William Sanger, baggageman, is enjoying a trip out west.

We are waiting for permission to give "BING" that write-up, hurry it along, we are getting anxious to know what he has on his mind.

We understand that O. R. Perkins, wiper at Minocqua, is qualified as an expert fisherman, inasmuch as it is necessary for him to conceal his bait. All he has to do is to put his hand down in the stream and pull up a 12-pound pike. This is an actual fact. Tom Burke will swear to it.

Mr. and Mrs. P. H. Nee visited with relatives at Mauston, Labor Day.

Mr. and Mrs. Karl Kropla visited with the B. Enckenhause family at Minocqua.

Louis Wilcox and wife were visiting at Chicago recently.

C. H. Randby spent all of his back pay riding around in the Hydro-aeroplane at the Lincoln County Fair.

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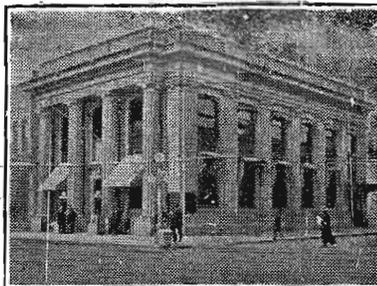
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#### East Wind.

#### Mile-a-Minute.

Now that the fall cleaning has been accomplished, the walls given their new hue and the windows washed, we can settle down for the winter's work.

George Hill, of the legal department, rather put one over on us last month. He was married, but forgot to mention the fact around the office. However, those little things will creep out, and that is how we found out.

John Phelps has been transferred from the advertising department, Chicago, to the Milwaukee city ticket office. We wish him success at Milwaukee and hope that "R. M. C." will keep us posted as to his doings there.

Mabel Moloney spent her vacation in California and reports that the West is just as lovely as ever.

Elsie Pfug left last month to be married. Her friends in the Railway Exchange join in wishing her happiness. Madeline Gmaine, of Mr. Whipple's office, will take the place vacated by Miss Pfug in the advertising department.

C. O. Bradshaw, assistant general manager, was forced to leave the president's special train at Kansas City to undergo an operation for appendicitis at St. Luke's hospital. The operation was successful and Mr. Bradshaw is getting along nicely.

The name "Hungry Hazel" can no longer be applied to Mr. Penfield's stenographer. One day last month she completely forgot to go to lunch until someone told her the lunch half-hour was over. We call that ambitious.

Charles Winter, J. L. Brown's chief clerk, Seattle, is to be in Mr. Whipple's office temporarily.

From Milwaukee shops' comment in the September Magazine on "East Wind," we have proof that old Lake Michigan plays as many pranks in Milwaukee as in Chicago. "East Wind, Mile-a-Minute," is located in the Railway Exchange Building, Chicago.

Teresa Powers, Mr. Lollis' office, Savanna, made us a flying visit last month.

Molly Stickney, Mr. Calkins' secretary, spent her vacation in her old home, Seattle. Miss Stickney was with Mr. Calkins while he was located in Seattle, and we are not surprised to learn that she returned when the opportunity afforded.

John O'Toole, general manager's office, and his wife spent two weeks in Elvina, Minn.

Harry Hohman, chief clerk to Mr. VanSchoyck, spent his vacation in Chicago. He said he was going rowing in Humboldt park. Well, after all, Chicago is a pretty good place to have a good time.

September calls some of our office boys and girls back to school. Gertrude Falkner, superintendent of transportation's office, has left us and is succeeded by Myra Edwards; Harrison Smith, Mr. Haynes' office, and Harold Scott, Mr. Calkins' office, both returned to school. Harold took a trip West before leaving.

Did you see Minnie Ha-Ha Fall? Ask the Dizzy Dum sisters.

Ed. Witt, general manager's office, has been ill for the past few weeks and at this date is reported as getting along nicely. We hope to see him back again soon. Mr. Dimock and Pete McKenna are building the industry tracks in his absence.

Isabel Bushnell, Mr. Pooler's office, spent her vacation in Fort Scott, Kansas. We hope the ties were well treated in her absence.

Ruby Eckman, our correspondent for the Iowa Division, and Hazel Merrill, At Home Editor, heard the call of the west and left October 1 over the C. P. R. for Vancouver. From there they will go down the coast to Los Angeles and return via the Grand Canyon. We imagine they will have a lovely trip and Miss Eckman may give you more of the details when they return.

Marie Cedar, general manager's office, and Miss Brown, legal department, spent a week in the East during September. They visited many points of interest and report a fine trip.

Mabel Smith, Oriental freight department, spent Labor day in Kansas City.

We heard a lot about the fine points of farm life and farms in general before J. N. Peterson and his wife went to Nora Springs, Iowa, but we believe the hard labor he performed helping the threshers has changed his mind about buying one.

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Patent Lawyer

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Alphild Larson, employment bureau, spent several days at Whitehall, Mich., during September. Her sister, Astrid Larson, engineering department, wore her new ring for the first time on September 12, and we believe this was the outcome of the trip west we told you about not long ago. We understand she expects to be married in October.

Miss Firthman has accepted a position in the legal department.

Mildred Huber, O. M. Stevens' office, went to Kilbourn, Iowa, on Saturday and returned Thursday with a diamond. They evidently work fast in Kilbourn.

Lillian Fornoff, transportation department, is spending her vacation at Ingleside.

The young men in the accounting department, room 1204, Railway Exchange, cannot locate the matrimonial bureau. Won't someone help them?

Billy Grill is the new office boy in Mr. Gillick's office and he seems to be right on the job. We hope he will stay with us long enough to at least get acquainted.

Ann Pearce visited her sister in New York City during September.

All the bunch were envying Ben Perlick's red nose, thinking he had discovered some home-made hooch, and they were disappointed to find it was only sunburn. We are waiting for further developments of indoor tan when he comes back from his vacation.

Mollie Smith, Mr. Calkins' office, went to Mammoth Cave and, they tell me, saw two blind fish, but they couldn't see her, so she says. It must be dark down in that cave.

#### Pebbles From the Musselshell

*F. L. Thomas*

Howard Boylan, who since May 1 has been chief clerk at the Miles City local office, decided to return to the line work and bid in Gage agency.

J. H. Sasser, for some years past at Sumatra and also local chairman of the O. R. T., is contemplating leaving the division in a short time, we do not know what his future address will be as he failed to say.

E. P. Bennett, who for several years has been traveling auditor on this division, and, prior to that, one of the old heads on the lines East, has resigned and is taking a well earned vacation in California before locating elsewhere. We are all sorry to see E. P. B. go, and hope that wherever he may be located that he will continue to enjoy life and prosperity.

Frank Wolfe, lineman, was walking up and down the right of way, in a rather absent-minded sort of manner, causing passersby to stop with amazement and look with open mouth. At last one of the open mouth gang concluded to ascertain what the reason was, and, upon inquiry, was told by Frank that instead of having to lay out his hard earned money on eats, etc., he had to also segregate enough of it to purchase a horseless carriage, commonly called a perambulator, as a small Miss had arrived at his house the preceding night.

"Grandpa" Klickman grabbed a fish pole and a hook and line with other items of a kindred nature, and hiked out toward the setting sun. Last seen of him he was just turning the curve over the Tongue river bridge, west of town. Don't know when he will be back, but suppose he will have all the fish either scared to death or on his line when he gets back.

Fritz Robinson, warehouseman, returned from several months leave of absence, spent with friends and relatives in West Virginia, and resumed work at Miles City.

Chief Clerk C. M. Draughbaugh, superintendent's office, was passing the cigars around recently account of an addition to his family.

Miss Helen Coleman, of the superintendent's office, chased 'em all out recently in demonstrating what she could (n't) do with an auto. Tried to run over sidewalk, climb the side of a building and over the roof; took the combined efforts of the whole superintendent's office force to put the car back on the part of the state of Montana where such articles belong.

Mrs. Charlotte Parker, of the local freight office, is taking a two weeks' vacation with relatives in Iowa and Missouri.

Miss Anne Buttcher, of the local office, visited friends in Billings, and home folks at Sheridan, Wyo., recently.

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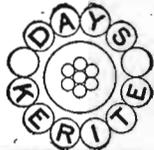
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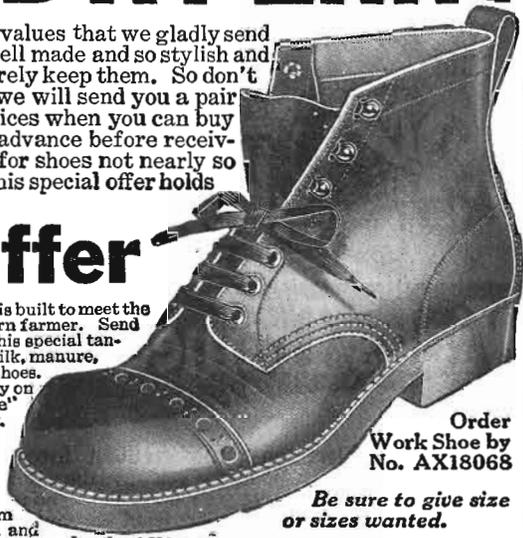
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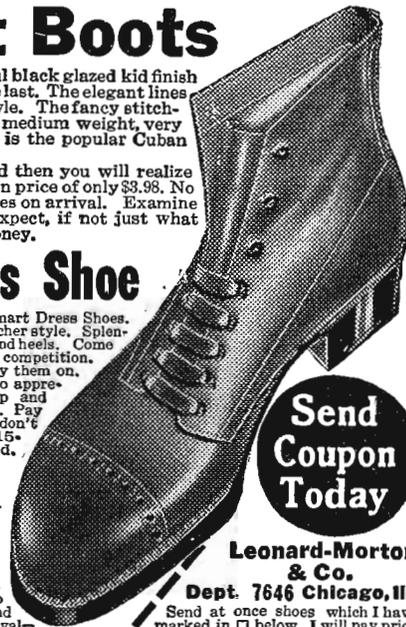
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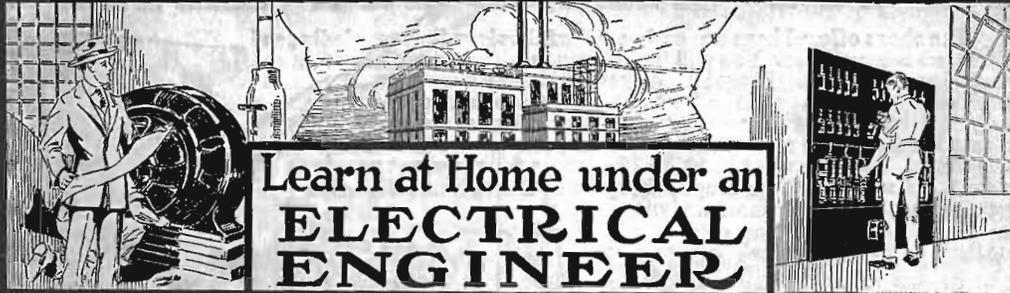
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