

# THE MILWAUKEE EMPLOYEES MAGAZINE



September 1921

A WESTERN WASHINGTON  
PARADISE  
C.M. & ST. P. RY.

# A Bumper Crop of Bargains



**Philipsborn's 312 Page Style and Shopping Guide FREE**

Here's the biggest and best crop of wearing apparel bargains in the mail order field—312 pages of Styles and Values in Philipsborn's beautiful, color-illustrated Fall and Winter Catalog—now ready for mailing. One copy free to each family—postage prepaid. Just send your name and address on the Coupon or a Postal for the Big Free Catalog. It offers a wonderful variety of latest styles and bargains in high grade wearing apparel.

**LOWEST PRICES In the U.S.A.**

We guarantee our prices to be the lowest offered by anybody, anywhere, on merchandise of equal quality.

So confident are we that we give more for the money than any other house, that we guarantee to refund the difference in price, if you can duplicate for less money any merchandise purchased from us.

**Guaranteed All-Silk Georgette Dress \$5.98**

**8X-14010X — A wonderful dress at a truly sensational price!** This beautiful silk Georgette dress is elegantly embroidered in black and gold beads in newest design. Kimono sleeves, elbow length, finished with picoté ruffles. Invisible fastenings at center back. Silk-finished cotton lining (seco silk).

**COLORS:** Navy blue, Harding blue or pretty shades of gray. **SIZES:** 32 to 44 bust; 34 to 38 skirt lengths. **Price, PREPAID to your home, \$5.98.**

**Men's Morsnap All-Wool Serge Suit \$14.75**

**2X-14025X—A wonderful suit value. All-wool navy blue serge model of an especially fine weave, beautifully tailored and carefully finished. Designed along semi-conservative lines and appropriate for men of all ages. Slightly form fitting coat with newest rolling lapels, welt breast pocket and two flap pockets. Fine quality alpaca lining. Trousers with plain or cuff bottoms (state which style desired). 6-button collarless vest. SIZES: 34 to 44 chest; 30 to 44 waist; 30 to 34 inseam. Price, PREPAID, \$14.75.**



**Money-Back**

**YOUR MONEY BACK** if you are not absolutely satisfied with your purchase. We take the risk.

**All Charges Prepaid!**

WE PREPAY all delivery charges right to your door. It costs us \$500,000 to \$750,000 a year to prepay. This is an extra saving and convenience for you.

**Send Coupon or Postal for FREE BOOK**

**PHILPSBORN'S — A National Institution**

This business, established 32 years ago, has become a National Institution, serving more than 2½ Million Customers. Philipsborn's is famous from ocean to ocean as "The Bargain Counter of the American Family."

TELL YOUR FRIENDS to write for Philipsborn's beautiful 312-page Style Book at once before the edition is exhausted. Send for your copy today.

**PHILPSBORN'S DEPARTMENT 110 CHICAGO**

PHILPSBORN'S, Dept. 110, Chicago

Please send 312-page Style and Shopping Guide for Fall and Winter, free, postpaid.

Name.....

Address.....

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

We Prepay on Everything—Everywhere



# Richly Embroidered All Wool Tricotine

**\$9.88**  
Delivered Free

America's most amazing dress bargain. A value so wonderful that it seems unbelievable. No woman who loves to be smartly attired will miss such a sensational bargain. An opportunity to secure the season's most stunning tricotine dress at a price so low that it positively defies all competition.

## Sensational Bargain

This splendid dress is fine all wool tricotine elegantly tailored and is richly embroidered with gray wool in very artistic pattern. Vestee is fine Canton crepe. The full length sleeves end in cuffs handsomely embroidered. All-round sash belt of self material gives stylish lines. Full flare skirt with embroidered side panels to match the embroidery above. Waist is lined with fine white Japs silk. Note the style in every line—and no wonder, for this dress is exact copy of a \$75 imported model. Just compare with costly dresses anywhere. Color navy blue with gray embroidery. Ladies sizes; bust 34 to 46. Skirt length about 39. Misses; bust 32 to 38. Skirt about 36. Order by No. BX905. Pay \$9.88 on arrival. Delivered Free.



## Don't Send a Penny

Not a penny to send now. Pay only when dress arrives—then try on in your own home and if not satisfied return it and we refund your money. You don't risk a cent when you order this great bargain at our smashed price.

**Delivered FREE**

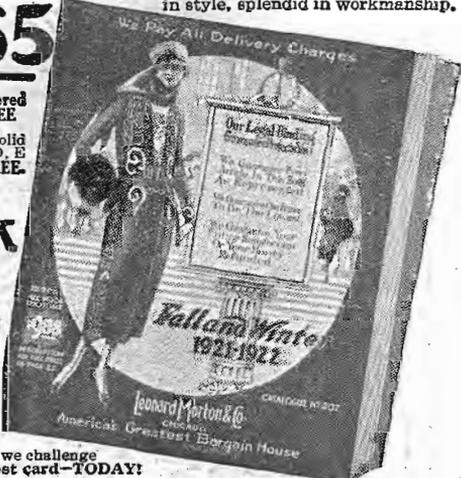
We pay all delivery charges—you pay nothing for postage or express—only the net bargain price given above. Don't delay. Send for this superb dress and see what a sensational value it is—elegant in style, splendid in workmanship.

**"Beau Brummell" Men's Shoe \$3.65**  
Delivered FREE

Men—here is the latest model dark tan calf finished shoe with the new wing tip. The greatest shoe bargain in America today—and if you don't say so, send the shoes back. Manhattan medium wide toe with fancy perforation. Orange colored silk stitched uppers. Goodyear Welt solid leather soles. Walking heels, with rubber heels attached. Sizes, 6 to 11. Widths, D, E and EE. Order No. AX1080. Pay \$3.65 on arrival. Give size. Delivered FREE.

**Wonderful 200 Page Style Book**  
**America's Greatest Bargains Guaranteed FREE**

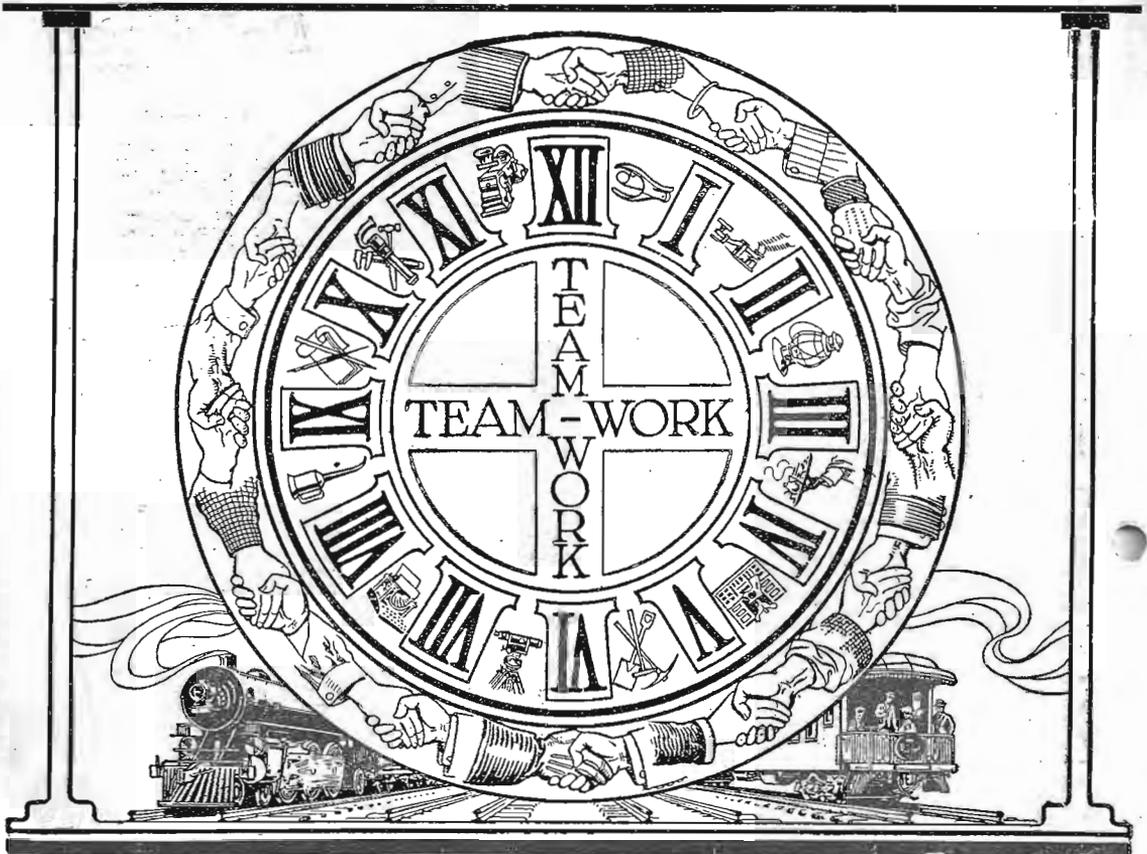
Be sure to get this remarkable Fall and Winter Bargain Style Book—sent free. Here are a few among our thousands of money-saving offerings in shoes, dresses, suits, coats, hats, underwear, men's and boys' clothing, etc. 11,000 dresses at \$1.89; 19,500 pairs shoes at \$1.48; 7,300 ladies' coats at \$5.98; 18,500 skirts at \$1.67; 21,750 shirts at 69c; 6,300 men's suits at \$9.95; 33,500 pairs men's work shoes at \$1.98; 16,400 pairs men's dress shoes at \$2.95; 60,000 pairs ladies' stockings at 22c; 22,500 ladies' union suits at \$1.48; 64,500 pairs men's socks at 10c, and thousands of other bargains which we challenge any other house to equal. Many pages in beautiful colors. Send a letter or post card—TODAY!



**LEONARD-MORTON & CO., Dept. 8837, CHICAGO**

# CONTENTS

	Author—	Page
Being a Pioneer.....	Macy Nicholson .....	5
The Veterans' Meeting.....	.....	6
Service as Freight and Passenger Solicitor.....	J. H. Foster.....	7
The Puget Sound Pioneers.....	.....	9
Illinois Division Staff Meeting.....	.....	11
Cost of Steam Locomotive Performance.....	P. G. Winter.....	12
A Letter from Old New England.....	A Station Agent.....	14
Hog Showering .....	C. H. Dietrich.....	15
Export Shipments .....	H. C. B.....	15
Safety First .....	A. W. Smallen, G. S. S.....	16
My Name Is Carelessness.....	J. D. Brown.....	18
Economical Operation of Stationary Boilers.....	Charles Resinger .....	20
Current News of the Railroad.....	.....	21
A Couple of Letters on Reclamation.....	.....	22
Hail to the Water Inspector.....	F. D. Y.....	23
At Home .....	Hazel M. Merrill.....	24
Special Commendation .....	.....	27
On the Steel Trail.....	.....	30





# 21 Jewel Bunn Special

## \$5.00 a Month

This Watch, made especially for railroad men, is carried by thousands of men in railroad service, and every one passes the most rigid test given by railroad watch inspectors.

This famous Watch is adjusted to six positions, one more than is required by present railroad requirements, and is absolutely as perfect as watchmakers' skill and machinery can make it.

- 21 Ruby and Sapphire Jewels
- Adjusted to Six Positions
- Adjusted to Temperature
- Adjusted to Isochronism
- Guaranteed 25 Years
- Gold Strata Case

*Guaranteed to pass inspection on any railroad in the world.*

## Send No Money

Watch sent without a penny down. Just clip the coupon, fill out, and receive a beautiful watch book. All the newest case designs shown. Select the watch you want, made in either 16 or 12 size.

Don't buy a watch until you have let us send you a Bunn Special for examination.

The terms are so easy and convenient that any railroad man can carry a Bunn Special.

No need to get along with a cheap watch when you can get a high-class watch on such terms.

Watch sent for you to see without a penny down.

### SANTA FE WATCH CO.

920 THOMAS BUILDING

TOPEKA, KANSAS

A Letter, Post Card or this Coupon will bring my Beautiful Watch Book FREE.

SANTA FE WATCH CO.,  
920 Thomas Bldg., Topeka, Kans.

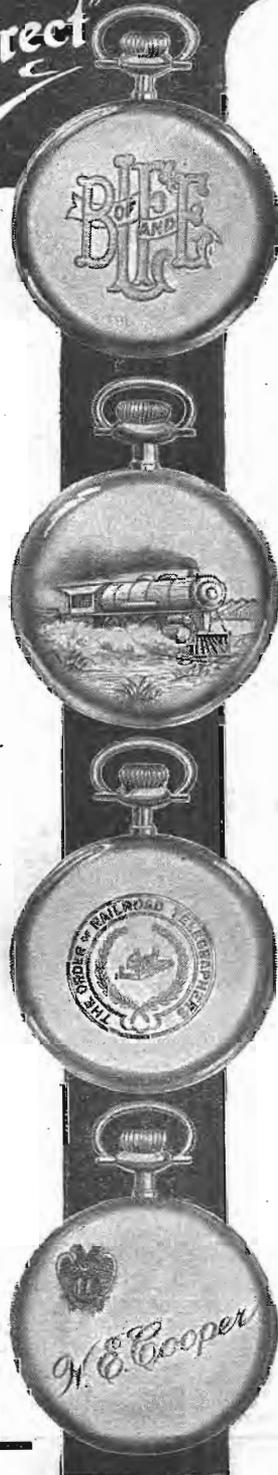
Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

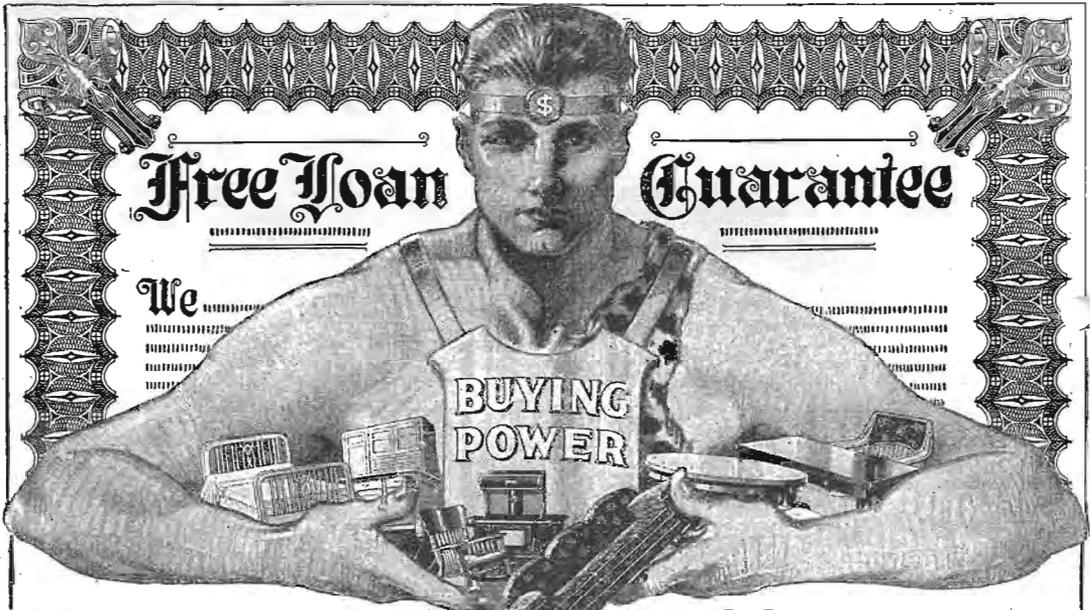
Name.....

Address.....

State.....

Mail  
Coupon  
Today



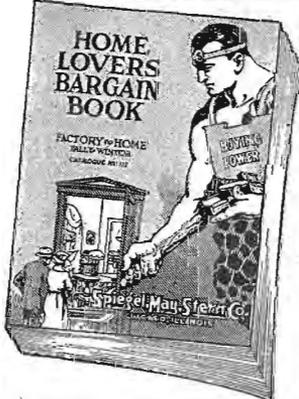


# Free Loan

# Guarantee

We

## Now comes a concern big enough to loan furniture free while you leisurely decide on it



Our new Home Lovers' Bargain Book is absolutely **Free** to you. In it we show many thousands home needs all **loaned free**. Entirely as an extra advantage we bring the most agreeable longest credit—**free to all**. No matter how clearly and simply we state these **facts**—it's all so different, so entirely new—that some folks will go right on thinking it cannot be so. For fear the least shadow of a doubt can remain in anyone's mind we go beyond mere promises. We guarantee every statement we make here. This free loan guarantee comes with our free book. It is legally binding.

Your own postmaster, or station agent; any bank in Chicago, New York or other large city; or any bank in any town in the United States, no matter how small, will vouch for the fact that Spiegel, May, Stern Company will keep its every promise.

### Read This Out Loud

We realize that before you decide on any purchase, even though the article seems to be

exactly what you desire, there are several questions to be finally answered. Above everything else comes price, then quality, service and appearance. Nobody can tell how a rug, for instance, is actually going to look and fit when you get it on the floor in your home.

So, again we say, before you actually get right down to buying anything, **let us first loan it to you free** to be compared anywhere and used freely. This is the only test that means anything.

## Credit Free to All! Without Asking—Pay Little by Little!

With our free book comes a credit certificate that opens your account **in advance**. This credit is offered freely to everybody. No matter where you live, what your position may be, or what your earnings are, it makes no difference.

There is never any annoyance; no bother before you order or afterwards. We have no collectors; we hate red tape. After all, our credit feature is simply an added added advantage. We loan things to everybody alike, whether they pay cash or use their credit.

That is what makes our plan so different. That is why our offer is so new. That is why credit here cannot ever mean extra costs, nor annoyances.

After you decide to keep an article, begin to pay little by little. If not satisfied we bear every expense—all freight and hauling charges.

You see we have done away with all formality;

all old-fashioned rules and embarrassing practices. It's just a friendly arrangement. We never write to your neighbor or employers or try to pry into your affairs.

If you are the least likely to need the simplest thing for your home now or in the next six months or year, have our free Home Lovers' Bargain Book on hand for comparison purposes, if nothing else.

Just mail a post card.

### Forget About Buying Ask for Our Free Book Anyway

We invite you to have a free copy of our Home Lovers' Bargain Book. It comes to you for the asking without the slightest promise to buy.

When your particular need arises we like to have you look everywhere else first. All we ask is to look in our book, too, and **compare** our display.

Then let us take all the burden of proving that, in one way or another, we can please you better. Our way of proving it is to loan the article free of all cost or risk to you. We loan it to you long enough so that you have plenty of time to leisurely make up your mind.

### SOME DEPARTMENTS

- FURNITURE RANGES
- CARPETS
- RUGS
- LINENS
- BEDDING
- PHONO-
- GRAPHS
- STOVES
- DISHES
- SILVERWARE
- MACHINES ALUMINUM and
- ENAMEL WARE
- TRUNKS-BAGS
- CRIBS
- DIAMONDS
- WATCHES
- JEWELRY

# Spiegel, May, Stern Co.

1482 West 35th Street, Chicago, Ill.

# THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor  
Libertyville, Illinois

Single Copies, 10 Cents Each

Outside Circulation, \$1.00 Per Year

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

VOLUME IX

SEPTEMBER, 1921

NUMBER 6

## Being a Pioneer

*Macy Nicholson, General Manager, Lines West*

It was my misfortune to have been laboring under a misapprehension in regard to the date of the annual dinner given by the Pioneers Club at Tacoma, and while I was hurrying home to accept the club's invitation to attend that function, I discovered that the event had already taken place. I regretted this at the time, and have done so ever since, because I have a very pleasant recollection of the club dinner given in Seattle last year, and of the opportunity it afforded me to meet "face to face" so many of the men and women who took part in the construction of the Puget Sound Transcontinental Line, and who have since aided by their constant effort and staunch loyalty in the upbuilding and placing of the P. S. Lines, at least, second to none on the Milwaukee System.

A Pioneer is "one who goes before and prepares the way for those who come after," and in this country, by reason of the opening of its vast extent to civilization, by hardy men and women who came to American shores and made their homes in the untracked forests; and they, who went out into the wide prairies, the vast plains, and crossed the mountains, always subduing primeval conditions and establishing orderly life for those who should come after, the term pioneer has acquired a nobleness

and a dignity beyond that with which the dictionary invests it. A pioneer is very generally accepted as a person to be looked up to in his community and one who is accorded respect and attention. Therefore, as Pioneers of the Puget Sound Lines, the members of the Pioneers' Club should, and do, maintain a standing of importance among their associates of the railway service. It is a **standing to be proud of** and one to be jealously guarded by the holders; their participation in the building of this railroad gives them a proper feeling of proprietorship in the property, and as a class they are zealous and loyal to the company's interests, for they realize that the company's interests are their interests; they came to the construction with that idea and they put in years of their very best work to help on that common interest, and they now, not unnaturally, feel pride in the work that common interest and that common effort has accomplished. But a Pioneer is by no means a "has-been," his effort and his influence must continue, and because of the honor attaching to him as a pioneer, he must remain a leader as long as he lives, else his leadership has failed of the promise of his early days. Thus, to the early leaders of the Puget Sound Lines there falls a duty, in these days of uncertainty and unrest, which they must

not shirk,—a duty no less important and far-reaching than the successful and safe construction of a great trans-continental railroad. That duty is to maintain, and uphold by word and deed, the helpful and sturdy loyalty that has come to be known as "The Milwaukee Spirit."

Safe leadership in this country, at this time, is imperative. Labor never needed it more, for the power gained by labor organizations in the last five or six years is becoming top-heavy, and seems bound to break of its own weight, unless conservative and wise leadership exercises a restraining influence. I am not confining this statement to railroad labor and its organizations—it is true of all industrial life. Many organizations, impressed with their strength, are "loading to the breaking point"; their methods are not such as to invite public sympathy, and without public sympathy no organization, whether industrial, political, social, or any other kind, may expect a permanent success. Applying this to the present situation, we find that by means of the false standards that have been set up, they have acquired a certain temporary success, and some of the leaders are overly impressed with the power they believe to be invested in them, and possibly are misleading some of their membership into thinking that radical changes can be brought about, regardless of how detrimental they may be to the properties that are affording them a livelihood. When this kind of leadership aims to take precedence among the organizations of this railroad, for instance, the older and wiser heads would be very safe in pointing to the treatment they have always received in the past as a guide-board to the future policy of its management, and not give a sympathetic ear to any talk of radical departures from the just and fair measures which have held throughout all the past history of this company and its employees.

The "old-timers" can generally be relied upon individually, but in the way their organization affairs are handled, the individuality of the man is so subordinated that he often does not have the opportunity to assert his independence.

Among the Pioneers, and in the ranks of the P. S. Lines outside of the Pioneers-Club, are many members of that great band of old-timers known as the Veteran Employes' Association of this railroad, and to them, as to the Pioneers, falls the duty in these "Reconstruction Days," of standing fast in the belief and reliance that justice and fair-dealing is to continue. Such men may look back through a long perspective of years of square-dealing and under their leadership the ideal which is known far and wide and recognized among the rank and file of every railroad in the country as "The Milwaukee Spirit" is safe and assured.

#### THE VETERANS' MEETING

Advices from Minneapolis indicate that the 1921 meeting is going over "big." The program is completed as far as it is possible to do, until the committee have an approximately complete lineup on the number who will be present. For that reason, veterans are urged to advise the committee promptly, on the postals which have been sent out for that purpose, if they expect to attend, and how many are to be in their party.

Those who attended the meeting in Minneapolis two years ago have vivid recollections of the royal good time they had from start to finish, and those who did not go that year were heard afterward in loud regret that they had not attended. Therefore, there is sure to be a big crowd this year, and members should secure their accommodations and let the committee plan on their presence, a sufficient time in advance, to make sure of their comfort and enjoyment. General Superintendent Foster, who is actively at the head of the committee on entertainment has sent his personal assurance that nothing will be overlooked to give everyone a thoroughly enjoyable time. The big banquet, which is always the grand feature of the occasion, is receiving extraordinary attention. The speakers will include local and state celebrities, President Byram and other officials of the company, and there will be a full corps of "entertainers" and good music. In addition to the drives about the city on the 16th, the Minneapolis and St. Paul baseball teams are scheduled to play in the Twin Cities on the 15th and 16th, and a trip by chartered cars and steamboats to Lake Minnetonka resorts is in contemplation. As soon as the committee is advised of the probable number expecting to attend, arrangements will be made for special equipment and trains. **Therefore, make your plans early, and send in your post-card notice promptly.**

# Service as a Freight and Passenger Solicitor —Our Responsibility to the Public as a Common Carrier

*By J. H. Foster, General Superintendent, Northern District.*

*(The following paper by General Superintendent Foster was read by him at a meeting of the General Staff held in Chicago the early part of the year. Although primarily an operating man, Mr. Foster has always contended that a railroad man, whether in traffic or other branch of the service, should consider and appreciate the importance of getting in the money for the Company, and give all possible attention toward securing business. His paper is of very general interest in that connection.—Editor.)*

Having served twelve years of the early part of my railroading in station service, I realize that the operating man can be a strong factor in securing business; in fact, in many cases as strong as the traffic representative. But with the two departments co-operating, the combination must necessarily be very effective.

If I may be permitted to go back into early history, when I started railroading, positions were not so plentiful as they are now. My first four years of service were as night operator, because my age did not entitle me to a day job; and during those four years I was occasionally laid off for short periods, during a depression in business, to give a younger man in the service employment because he was married. I was given as a reason that, as I had no children crying for bread, the married man must have preference.

My next six years of service were as operator and station clerk at two stations where the agents were not experienced men; one had been placed as agent from conductor, the other had been express agent at the station, and when the railroad and express business was consolidated he was selected for the joint position. The two men mentioned were representative men in their communities, and no doubt chosen for that reason. They knew practically nothing about station work or the keeping of station accounts, so that it was necessary to appoint at these stations an operator who could handle the station accounts. And I have always felt that my six years' service at those stations, and under those men, gave me a

better idea as to how the public should be, and expected to be, treated than any experience I have had since; or, at least, it made a lasting impression on me.

The agents referred to were as big as their jobs, took an active interest in all civic matters in their towns, politically and otherwise. No complaints of service ever went beyond them to higher officials, because they were competent to satisfactorily handle all local matters arising between the public and the company. I have, to some extent, tried to emulate these men in dealing with the public, and in acting as the medium between the public and the company.

It is not difficult to do business with the public, generally, as the majority of people are reasonable and appreciate good treatment, which is what the company is obligated to give and the employe is paid to render. Too often we find that employes bring trouble on themselves, as well as on the company, because of their peculiar dispositions, in which they seem to feel that the public, with whom they are paid to do business pleasantly, should study their whims and peculiarities.

There is no room anywhere for the man with a grouch, and this, I think, applies especially to railroad service. An article that appeared in last December's issue of the American Magazine, entitled "You Can't Change the World, So Change Yourself," is very applicable to this situation and, I believe, might be read with profit by everyone having to deal with the public.

The class of employes who are in the best position to make friends for the company are those in passenger service. A passenger conductor comes in contact with more people than anyone else in the service, and he can easily make friends or enemies of those who ride on his train. Friends may be made by

showing passengers those little attentions and courtesies which they pay for, expect, and are entitled to. A conductor who is a grouch with his passengers, or an agent who is a grouch with the people of his community, can drive away more business than solicitors can secure; and business which is lost to the company through a conductor who does not treat his passengers with the proper respect, does not mean loss of passenger business alone, but the effect may easily be far-reaching enough to result in the loss of freight business also.

The above applies to employes in general, as well as to the passenger conductor and the station agent. The company is judged by the public in accordance with the treatment received from those with whom it comes in contact. Good treatment will make friends; indifferent or haughty treatment is sure to make enemies. In other words, the public is interested in the railroad only to the extent of treatment and service.

A solicitor's personality, no doubt, will enter into the matter of securing business, but not for long, if the proper service is not rendered. One thing that a solicitor should always bear in mind is, not to promise anything unless he can make good; and if, for any reason, he fails he should be honest enough to admit his failure, because this will indicate to the patron that everything possible was done to carry out his promise.

We must admit that the solicitor is badly handicapped unless he is given proper assistance in the way of service by the operating department. He may make friends and secure business, but the public is exacting and will not tolerate slow, indifferent or poor service; with the result that business will turn to those roads which can and do give good service.

This again illustrates where the traffic and operating departments must work together to secure the best results. I have often thought how easy our work would be if each employe in the service would make a resolution to secure a friend for the company of all with whom he comes in contact; and what a satisfaction it would be if, upon closing our railroad careers, we could

say, "I have never knowingly made an enemy for the company."

A great deal more could be said regarding solicitation service and our obligations to the public, but under present-day conditions, courteous treatment and service are the two essentials in securing business.

#### Obituary

George B. Woodworth, Inspector of Rail, passed away at his home in Evanston, Ill. August 16. Death was due to heart trouble, superinduced by a recent trip into a high altitude. Mr. Woodworth returned from a vacation spent in Colorado in apparently the best of health and good spirits. He had only been at his desk a day or two when heart trouble developed, and he passed away within a couple of days.

Mr. Woodworth was a Veteran of over forty-three years' service with this company and was greatly beloved by all of his associates. He is survived by two daughters, both grown to womanhood, who have asked that the following acknowledgment be printed in the Magazine, as the best means of reaching all of the friends of the Milwaukee Road who, by their sympathy and kind attentions, helped them through their time of heavy sorrow:

1124 Elmwood Avenue,  
Evanston, Illinois.  
August 21, 1921.

Dear Friends:

I call you so, because you were all dear friends of my father and my sister, and I very deeply appreciate your sympathy for us in our loss.

The beautiful wreath seemed particularly appropriate and to symbolize his life—a circle out of which he stepped in perfect health, when he had completed it.

I hope that each of you who reads this will feel that it expresses our personal gratitude for the years of friendship that our father enjoyed with you.

Very sincerely,  
MARGERY WOODWORTH.

Henry A. Wells, a former passenger conductor of thirty years' service with the Milwaukee, passed away at the home of his son, F. E. Wells, at Mason City, Iowa, August 5. Mr. Wells was passenger conductor on the Southern Minnesota Division, between La Crosse and Woonsocket, for most of the period between 1870 and 1902, when he retired from railroad work. Many of the old-time travelers of that section will remember Mr. Wells, as well as those of his associates who survive him. He was 77 years of age and leaves as the sole surviving member of his family Fred E. Wells, who is auditor of the Mason City & Clear Lake Railroad.

#### The Spirit of the Times.

James T. Ritch.

In keeping with the spirit of the times,  
I shouldn't dabble in these idle rhymes;  
I should be selling shoes or caps or stocks,  
Or pitching hay or maybe breaking rocks;  
I should be doing something. That I know,  
But as loafing isn't listed with the crimes,  
I guess I'll loaf another week or so  
Forgetting there's a spirit of the times.

# The Puget Sound Pioneers

The sixth annual "meet" of the Pioneers' Club was held at Tacoma, Washington, August 10th and 12th, and was a highly successful event, in point of numbers, of excellent entertainment, and enthusiasm. Not since the big Spokane meeting, in 1915, have so many club members been in attendance, and no Entertainment Committee has ever "put on" a better program.

The Hotel Olympus, Tacoma, was headquarters for the gathering and members from east of the mountains arrived in special sleepers attached to train No. 17, on the 10th. After registration, the afternoon was given up to visiting, and a trip to the Tide Flats, and Oriental Docks, under the guidance of Agent Alleman.

The annual dinner took place the evening of the 10th in the handsome rooms of the Tacoma Commercial Club, at which covers were laid for 275, and several extra places had to be provided after the guests were seated. A sumptuous dinner was served, during which a number of entertainers from the local vaudeville stage contributed to the general gaieties. Several very pretty young women, very short as to skirts and bodices, and with more or less pleasing voices, captivated the company as they wandered between the rows of tables singing and bestowing kisses on various bald-headed pioneers who tried to look horribly embarrassed, while other bald-heads applauded and secretly hoped their turn might come. Your correspondent was too far away to see who were the recipients of these attentions, but no doubt they were among the elders of the company.

Introduced by Master of Ceremonies, engineer "Bill" Davis of Deer Lodge, the speakers were: Mayor C. M. Riddell, Vice President H. B. Earling, Assistant General Solicitor F. M. Dudley, Veteran J. M. Horan, from Milwaukee, who never missed one of the Pioneer Club gatherings, and although he has seen sixty-five years of service, always turns up a several years younger at every meeting, D. F. & P. A., E. A. Lalk, Assistant General Superintendent of Motive Power, Frank Rusch, Assistant Engineers Crane and Wilson, and others.

Mr. George W. Hibbard, who has officiated as Toastmaster at Pioneer Club banquets for several years, and was expected to be present this year, failed to reach Tacoma, by reason of the invitation which was extended to him to act, having been not clear as to date, and Mr. Hibbard labored under the impression that the dinner was to be on the evening of August 12th instead of the 10th. He, therefore, arrived from Vancouver too late to take part in the event. A similar misunderstanding in regard to the date prevented General Manager Nicholson from being present. Mr. Nicholson was returning from Yellowstone Park, expecting to reach Tacoma in plenty of

time to attend the club banquet, when he too, learned that he was too late. Mr. Hibbard is Toastmaster-de-luxe whenever he consents to act in that capacity. General Manager Nicholson is beloved by all employes of the P. S. Lines and the absence of these gentlemen was much regretted.

Mayor Riddell spoke of being impressed with the pervading spirit of good-fellowship, and said he would not find it necessary to ask Mr. Earling, who sat at his left, why the Milwaukee was the best railroad, the answer was right there before him. He dwelt on the general railroad situation, spoke of its seriousness in relation to business, saying that all business must look well to the future, because of the critical situation of the country's transportation lines, a situation unprecedented in the history of the world. He said service was the paramount issue, and that service would conquer the difficulties that now are holding back the business of the world. Service that should constitute the long, strong pull together is the remedy, and he cited Kipling's splendid verse, as a watch-word:

"It aint the individual or the army as a whole,  
But the everlasting teamwork of every  
bloomin' soul."

Also the Law of the Jungle, "The strength of the Pack is the Wolf, and the strength of the Wolf is the Pack." Co-operation, service, friendship, comradeship and brotherly love, will win for America.

Mayor Riddell assured the Pioneers of his pleasure at having them visit Tacoma, and hoped they would come again.

Vice President Earling was most heartily welcomed when he arose to speak. "H. B." is a Pioneer of the Pioneers on the P. S. Lines. He went out onto the new railroad as soon as its first mile was ready for operation. And establishing an office at Miles City, he directed its affairs from the beginning. As the rails were laid and power and equipment came in his business car, pushed ahead of an engine that was dragging a work train, or attached to the end of a long string of flat cars, was a common sight on the construction. Mr. Earling expressed his pleasure at seeing so many present, said he was proud to be a real member of the Pioneers' Club and congratulated his hearers on their record of teamwork and service. "A year ago, in Seattle," he said, "we resolved to make this the best and most efficiently operated railroad in the west, and we so advised President Byram, by wire, and we have accomplished the feat. We have pushed and pulled together,—made our cars go in the right direction. During the past year there has been a great reduction in business, but our money losses have been materially lessened because of the co-operation of all concerned, a fact that is acknowledged with gratification, by

the management." In speaking of service, he urged all employes to strive to make themselves indispensable, and strong in their work, and he dwelt upon the desirability of exchange of ideas. He paid the magazine a nice compliment when he said the employes of this railroad had the best Employes' Magazine of any in the country, and he urged that its pages be used as a medium of exchange for good and constructive discussion.

Mr. Dudley is a thoroughly satisfying after-dinner talker, and he, although a stranger to most of the guests, soon made himself acquainted. He said that when he had first been asked to speak, he decided he would impose the job on his assistant, Mr. Korte, for what is an assistant for; but Mr. Korte "ducked" and so Mr. Dudley came without a "retainer" although lawyers do not generally talk without that little ceremony in advance. After some amusing preliminary stories, Mr. Dudley reviewed the Puget Sound Lines history and paid tribute to those pioneers,—from the civil engineers, who made the first reconnaissances, through to the men who came in to handle the first trains on the new railroad; and he then made a strong appeal to all the members of the Pioneers' Club, for co-operation and service, with a pledge to the success of the Milwaukee Road.

Mr. Lalk followed with a number of new and funny stories and the other speakers spoke variously of pioneer days, with reminiscences of many of the difficulties and dangers as well as the pleasant occurrences incident to "life on construction."

Some letters and telegrams were read by Toastmaster Davis, among them a cable from Paris, from President Byram extending greetings and expressing regret that he was unable to be present. A letter from Vice President E. D. Sewall, who was also the first Vice President of the C. M. & P. S. Ry. and during construction was active in directing the management of the new line. He wrote:

Chicago, July 13, 1921.

Mr. A. J. Kroha, President,  
Milwaukee Puget Sound Pioneer Club,  
Tacoma, Washington.

Dear Sir:

I note with pleasure that the Puget Sound Pioneer Club is to have its sixth annual meeting in Tacoma on August 10, 11 and 12. These reunions are an important element in the get-together efforts which promote both pleasure and profit. Unfortunately, based on the present outlook, there is no probability of my being in Tacoma on the dates of the meeting, but should it be possible to be there it will give me very great pleasure so to do.

Please give my kindest regards to the Old Guard, who went through the construction period of the Puget Sound Line with so much credit to themselves and profit to the company. Those were strenuous days, and the Pioneers gave a splendid account of themselves.

Yours very truly,

(Signed) E. D. Sewall.

Other letters were from Vice Presidents B. B. Greer and R. M. Calkins; Messrs. L. K. Silcox, A. M. Ingersoll, J. L. Brown and Mott Sawyer.

On Thursday, the 11th, the club enjoyed an excursion by boat and picnic at one of the beaches near Olympia. Games, sea bathing, music and dancing, made up the program of the day.

On Friday morning, the 12th, the regular business meeting was held. The meeting was

called to order at 9:30 A. M. by President A. J. Kroha, and routine business transacted. No change in the rules having been recommended by the Committee on Rules, no action was taken on that matter.

During the past year, a movement to establish a permanent club house at Coeur d'Alene Lake had been started, and this proposition was set forth at the meeting by Wm. Cosgrove. The Club House plan includes the acquisition at a nominal sum, of a tract of several acres of land fronting on Coeur d'Alene Lake, the erection of a commodious club house having a kitchen and a large dining room which can also be used as a hall for social affairs; and a number of small cottages to provide living quarters for the members. It is the idea to furnish the cottages with the necessaries, including bedding; secure the service of some old and deserving employe as care-taker, and probably to manage the table and cooking arrangements. To meet this cost, members will be charged a reasonable sum for meals in the dining room.

The Prospectus issued for the information of the members reads: The construction of a club house, 46 by 64 feet; one story high, containing a banquet room, 30 by 50 feet, with maple floor, board tables and folding chairs for 125 people; fire places—walls and ceiling not finished. Smoking and club room for men 16 by 16 feet, containing card tables, reading table, chairs, etc., ceiled and painted. Ladies' parlor 16 by 16 feet, with furnishings, ceiled and painted. Ladies' and men's lavatories with wash bowls, water closets, etc., each 7 by 9 feet, painted. Kitchen 14 by 16 feet, with porch, ceiled and painted; sink, hot and cold water, dishes, stove, and other kitchen furniture, sufficient to cook for 125 people at one sitting.

Club house to have an 8-foot veranda facing lake, together with porch chairs, hammocks and benches. Shingle roof stained green, sides to be of rough siding, paper and rustic siding stained brown, white trimmings. Building to be electric lighted from a private plant consisting of a 6 horsepower gasoline engine and generator storage batteries, etc., capable of lighting 125 C. P. lamps. Water to be supplied from a 4,000-gallon wood tank, to be pumped while storing batteries or lighting house; outside taps to be provided for cottages and irrigating lawn. Entire plant located in boat house.

Number of cottages depending on demand. To be 12 by 16 feet, frame, two rooms with front porch, not finished inside; shingle roof, rustic siding, and to contain steel beds, chairs, rugs, wash bowls, etc.

Coal and ice house 10 by 16 feet, for fuel and ice.

Boat house 14 by 24 feet, containing gas engine, gas tank, pumping and electric light plant, together with one 20-foot gasoline launch and a 16-foot row boat.

Estimated Cost

Club house, furnished.....	\$5,500
One cottage, furnished.....	350
Pump and boat house.....	300
Coal and ice house.....	220
Water and lighting plant.....	2,200
Launch.....	800
Row boat.....	90
Telephone.....	150

\$9,610

It is agued that a permanent home for the club will keep up interest at the same time that it provides a place for the members with their families to spend their vacations in an enjoyable and economical way.

The location on Coeur d'Alene Lake is delightful, while the lake itself is unsurpassed in natural beauty of surroundings and the charm of sparkling water set high in the hills and rimmed with wooden slopes. The shore line is cut by bays and inlets and the fishing everywhere is splendid.

The proposition is for the club members to subscribe a sum to cover the cost, the subscriptions to be paid in monthly installments if so desired. Committee appointed to con-

sider this proposal and report at next meeting.

Spokane was chosen for the 1922 meeting, the dates to be between June 15th and July 15th.

The following officers were elected for the ensuing year: President, J. E. Brady, Tacoma; 1st Vice President, C. F. Wilder, Spokane; 2nd Vice President, W. P. Warner, Spokane; 3rd Vice President, J. D. Downs, Mobridge, S. D.; 4th Vice President, E. E. Brooks, Miles City, Mont.; 5th Vice President, J. J. Flynn, Deer Lodge, Mont.; 6th Vice President, F. J. O'Hanlon, Lewiston, Mont.; 7th Vice President, Geo. E. Cessford, Bellingham.



Superintendent Lollis and Staff

## Illinois Division

*Superintendent's Staff Put It Over Once More*

On July 11th, forty-eight members of Superintendent E. W. Lollis' staff surprised him by escorting him from his office at 2:45 P. M. to the banks of the cool Mississippi where a steamer was waiting, and after all were safely on board, the boat was headed up the river a few miles and landed at Highland.

A "red-hot" ball game between a picked team of the "Fats" and "Leans" was played. The batteries for the "Fats" were A. J. Elder and Julius Dauphin; for the "Leans," G. Miller and J. Hansen.

Manager of Fat Team, W. O. Kunce, and Leans, Jack Slater. The game resulted in a score of 15 to 9, in favor of the "stout" men. The umpire, W. A. Moberley, made some wonderful decisions; that is, it was wonderful how he got away with it! Mr. Lollis surprised some of the "would-be-athletes" with some sensational plays, and is in a class with Babe Ruth. The sixth inning almost ended in a riot account the leans protesting against the fats, having ten men in the field at one time. Short Stop Langley had considerable trouble distinguishing the ball from the buffalo grass.

After the game, supper was served. During the course of the meal, several popular airs were sung and many short speeches made, which were responded to by Mr. Lollis.

In Mr. Lollis' talk he outlined what had been done by the staff during the six months since the last banquet in December and expressed his appreciation of the efforts that were made, and explained that this was only accomplished by the splendid co-operation that existed between the departments on the Illinois division.

After the supper, a great many athletic contests were held, and on account of their being so many draws, it is believed it will be necessary to set aside another day to settle all disputes; the big events to be a wrestling match between H. Grobaring and W. A. Moberley. Also a race between F. H. Allard and H. Grobaring. P. L. Mullen proved to be an all-around athlete and did some wonderful stunts in the relay race.

All enjoyed the return moonlight ride down stream, with music and singing, and being landed safely about 9:00 P. M. declared they had had a "real perfect day."

**Keep on your toes every minute. It takes effort, but do it.**

# Cost of Steam Locomotive Performance— Elements of Cost

By P. G. Winter, A. G. S. M. P.

(Paper Read at Staff Meeting)

There are two general features involved in the cost of locomotive performance. The first considered here is the cost of operation and the second is the cost of the investment.

The cost of operating locomotives involves such features as general superintendence, direct superintendence, maintenance and upkeep of machinery used for locomotive repairs, maintenance and operation of power plants, repairs to locomotives, use of fixed property such as buildings, track, bridges, etc., cost of train crews, cost of fuel and oil, cost of dispatching, cost of transportation expenses, cost of injuries to persons and stationery and printing.

We are here concerned in the cost of steam locomotive maintenance or repairs, as this is the branch of the work which, if properly conducted and performed, determines the character of upkeep and ability of the locomotive to perform. Analysis have been made of each of the features of cost referred to, but none has such an important bearing on the operation of the railroad as repairs. The locomotive is so important and interesting in the make-up of a railroad that, in measuring differences in investments, quantity of business handled, character of physical property, etc., from time to time it is of great interest to reduce them all to terms of locomotive, either in units, weight or tractive effort. For instance, it is possible to show train costs in terms of tractive effort pounds or weight of locomotives; such a study involving the cost of the investment, cost of operation, and cost and maintenance of facilities used. It is not possible to outline such a study in so short a time as will be given this paper, and so the units of measure are confined to the following:

## Units of Measure

A common unit of measure in comparing the cost of repairs (especially in comparing one railroad with another) is to divide the weighted average number of locomotives owned into the total maintenance cost for the year. The cost of our steam locomotive repairs has been as follows for the past few years:

### COST OF REPAIRS FOR STEAM LOCOMOTIVES OWNED

Year	No of Units	Total Repair Cost	Cost per Loco. per Year
1910	1644	\$ 2,831,230	\$1.722
1911	1709	3,267,746	1.912
1912	1812	3,977,594	2.195
1913	1952	5,082,834	2.601
1914	1967	5,492,307	2.781
1915	1983	5,110,817	2.577
1916	1981	6,474,882	3.261
1917	1934	8,351,376	4.318
1918	1843	13,220,659	7.174
1919	1849	14,058,748	7.603

The trend of cost is to increase, except in the year 1915, when it was slightly less than for 1914. From 1910 to the end of

1919, there was an increase of 341% in cost of repairs per locomotive per year.

Another measure of repairs is to determine the cost per locomotive mile. This method has merit provided cost and mileage are properly recorded. The process of recording mileage should be accurate, and there should be no omissions of terminal, train-doubling, wrecking or coal and water running mileage. It is not possible to state to what extent there have been omissions in recording mileage, but our methods provide for the recording of mileage and repair costs for each locomotive. Traveling engineers should closely check not only the mileage allowed from one terminal to another but the proper distance from roundhouse to terminal buck-up movements (such as between Union Station and Western Avenue) mileage interest in the conductors' reports to train dispatchers. If in doubt as to distances allowed they should be checked. We are all concerned in accumulating the proper mileage performance.

The cost of repairs per locomotive mile per year has been as follows:

Year	Total Mileage	Repair Cost	Cost per Mile—Cents
1908	41,280,730	2,246,470	5.44
1909	42,526,609	2,209,638	5.41
1910	47,349,806	2,831,230	5.98
1911	45,961,742	3,267,746	7.11
1912	45,101,658	3,977,794	8.82
1913	55,262,068	5,082,834	9.20
1914	57,838,103	5,492,307	9.50
1915	56,224,793	5,110,817	9.09
1916	61,332,413	6,474,822	10.56
1917	57,985,027	8,351,376	14.40
1918	50,866,293	13,220,659	25.99
1919	49,235,344	14,058,748	28.55

The cost of repairs was 5.44c per mile in 1908 and 28.55c in 1919, or an increase of 425%. Expressed in another way the cost per mile was 5.25 times more in 1919 than in 1908. The increase in the cost per locomotive owned was 341% or 4.41 times the cost in 1910. The cost per mile has increased more than the cost per unit. This is because the total mileage made did not increase at the same rate as cost of repairs. This emphasizes the importance of getting credit for mileage. It also brings out the importance of a study we are now making of developing a shopping schedule which will be gauged by mileage, time and inspection. The best method of regulating cost of repairs and engine performance is to get full mileage performance between heavy repairs. This we are building up an assigned mileage schedule, which if followed, will tend to gauge the repair cost according to performance so that when there is a reduction in total mileage there will be a consequent reduction in total repair costs. In other words, the fluctuation in mileage should develop the same degree of fluctuation in total repair cost.

A study of locomotive mileage by months shows that we can, to a certain extent be governed by past performances. I refer to the reasonable aspect of mileage, determined by the reasonable nature of the ruling tonnage. In charting locomotive miles by months for a period of years, we find the peak tonnage is reached each year in the months of September, October or November and the lowest point in the following: February or March, after which the tonnage gradually increases towards the peak of the latter part of the year. Therefore, for shopping purposes it would seem that any program we develop should take into consideration having as many locomotives in service as possible during the peak load period.

As previously stated, we are considering a shopping schedule which involves mileage, time and inspection as to physical condition. We will therefore use as a measure of performance the element of time. In the reports now compiled to show the condition of the entire system, locomotives just out of shop are assumed to be good for from 12 to 16 months before the next general shopping. Therefore, if 50% of all locomotives have not yet reached half of the time scheduled between shoppings, then the general condition is considered to be above normal, whereas, if more than half of all the locomotives are out of shop more than half the period, the situation is below normal. This does not accurately express efficiency of power but merely the status of the shopping rotation or turnover between scheduled shopping.

None of the above mentioned units of measure provides for difference in kind, size or type of locomotive. In order to overcome such difference and arrive at a measure common to all locomotives, a plan has been developed on the basis of cost of repairs per tractive effort ton miles. This means the tractive effort pounds are expressed in tons and then multiplied by the locomotive mileage. This is about the same as arriving at locomotive ton miles, the ratio of weight to tractive effort being rather constant. The following statement shows the cost of repairs per 1000 tractive effort ton miles.

Year	Total Tractive Effort Tons in Thousands	Total Loco. Miles in Thousands	Total Repair Costs	Cost per 1000 Trac. Eff. Ton Miles
1908	20	41,289	2,246,479	\$2.72
1909	20	42,526	2,289,638	2.46
1910	24	47,349	2,831,250	2.49
1911	25	45,961	3,268,746	2.84
1912	26	45,101	3,977,794	3.37
1913	29	53,263	3,082,834	3.17
1914	29	57,838	5,492,307	3.28
1915	29	56,224	5,110,817	3.13
1916	29	61,332	6,474,882	4.64
1917	30	57,985	8,351,370	4.80
1918	32	50,866	13,220,089	8.12
1919	34	49,235	14,058,748	8.40

This shows an increase from \$2.72 per 1000 tractive ton miles to \$8.40, an increase of 3.09 times or 209%.

**Shopping of Locomotives**

In the general scheme of shopping locomotives we are concerned with the classification of repairs. There has been a great variation in the practice of railroads, depending upon

their views of locomotive performance and repairs.

During Federal Control, a uniform classification of repairs was followed by all railroads, but since the termination of the control and guarantee period many carriers are considering a return to former methods. We are now working on a plan to permit a more intensive control and regulation of repair work.

Steam locomotives in service are subject in general to frictional wear, wear due to stresses, and metal fatigue. A study of the amount of wear has developed that practically each part has a renewal cycle, determined by wear, or mileage, or by time and mileage combined. It is possible to arrive at many groupings of parts due for renewal in certain periods of time. The measuring of the amount of wear between the dimensions as new and the approach to the limit of wear, known as accrued wear, has brought out the fact that when a locomotive is about due for shopping about 30% accrued wear has taken place, and inasmuch as all parts are not renewed each shopping, the repairs overcome the accrued wear so as to bring the per cent of accrued wear back to approximately 85%. This fluctuation in wear and overcoming of wear continues quite regularly until abandonment sets in, usually due to obsolescence. It has been found that while all parts are not renewed within ten years, yet a greater frequency of renewal of minor parts result in the cost of locomotive repairs equaling the original cost in about ten years, provided there is no radical change in prices meanwhile.

The classification of repairs we will prepare for adoption later will contemplate the grouping of wearable, non-friction and other parts. Where there is great density of traffic, a rapid turning of locomotive and a rapid accumulation of mileage takes place. This is a factor in determining whether it shall be necessary to run locomotives through shops every twelve to sixteen months, or less often. Where a shopping period of twelve months was necessary with 1,849 locomotives, this would require 154 classified repairs per month. This is termed the rate of shopping turnover. During 1919 we had approximately 1,300 classified repairs, of which 1,100 were in back shop and 200 in roundhouses; at this rate our shopping turnover period is 1.4 years. For a period of years our shopping turnover ran approximately as follows:

Year	Owned	No. Given Classified Repairs	Av. Yrs. Between Shoppings	Percent of Total Shopper per Year
1913	1952	1185	1.7	60.7%
1914	1969	1222	1.8	62.1%
1915	1983	1216	1.6	61.3%
1916	1981	1275	1.6	64.4%
1917	1934	1261	1.5	65.2%
1918	1843	1417	1.3	76.9%
1919	1849	1299	1.4	70.3%

Note that the time between shop is gradually decreasing and the shopping turnover in column 5 shows an increase per year in the shopping turnover. It is not proposed to particularly increase the shopping turnover, because of the cost, but an attempt will be made to so revive shop layouts and increase mileage performance between shoppings as

to reduce the unit cost by whatever measure to a minimum. We want to reduce the time out of shop and the time of turning and repairs at roundhouses, increase the mileage and yet maintain a degree of power efficiency comparable with our traffic density and other needs. As locomotives go through shop we want to know the rate of mileage restored by repairs is in proportion with the mileage consumed. We shall calculate the mileage made since last shopping before taking locomotives in. This is the mileage cost indication as contrasted with actual mileage cost, which is arrived at by the cost based on mileage made prior to shopping.

Some general data is used to gauge the total cost of locomotive repairs. We are watching the operating ratio or the relation between total earnings and operating expenses; the relation of maintenance of all equipment to operating expenses; the relation of the cost of locomotive repairs to total maintenance of equipment and expenses, and in considering monthly allotments, the relation of locomotive repairs to transportation expense incident to locomotive operation.

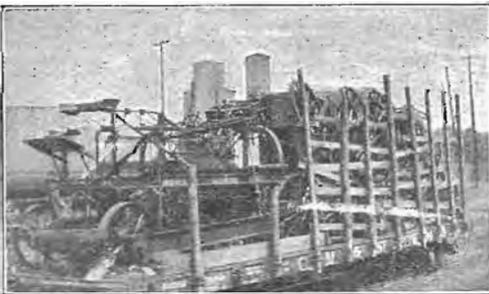
If, therefore, we follow up the general financial features and also install shop scheduling of detailed work, there should be some improvement in the condition of power.

#### Other Costs.

The cost of financing equipment is an element not usually considered, because of the manner in which the Interstate Commerce Commission classifies such expense. It involves interest in investment, insurance, taxes, general supervision, depreciation and retirements. Each subject is worthy of a paper, but it is of interest here to call attention to the fact that a locomotive costing \$60,000 consumes an interest charge, at say 6 per cent, of \$3,600 per year, or practically \$10 per day. Insurance and taxes are not so important, but depreciation and retirements consume an operating charge of about \$1,300 per year on this locomotive, or approximately \$5 per day.

On this road the cost of locomotive repairs usually exceeds car repairs. This varies on different lines, according to the proportion of locomotives to cars owned.

I have thus given you a general outline of what may be of interest as to the cost of locomotive performance.



Car of Road Graders Loaded at Minneapolis. Business Was Secured Through Co-operation of Operating Forces at Twin City Terminals

#### A Letter from Old New England

Boston, Mass., July 22, 1921.

C. M. & St. P. Magazine:

About two weeks ago the writer left his station on the Prairie du Chien Division for a visit to the east coast of New England. For a long period the drift has been westward, and the east has been forgotten, but there are strong reasons why an American should visit the land of his forefathers on this coast, where is located the cradle of liberty and where the nation was born on April 19, 1775, when the first shot was fired at the Battle of Lexington. This year they are celebrating the three hundredth anniversary of the settlement of Plymouth by the Pilgrims of the Mayflower. There are big crowds at Plymouth these days and they are putting on a great pageant of the landing of the Pilgrims. I saw the preparations being made for this on the waterfront but it was not to be opened before July 23rd.

It is a curious fact that the country around Plymouth is still wild and unsettled for the most part, with heavily forested hills and valleys, with beautiful lakes just like we have in Wisconsin; and there are big patches of blueberries and winter green on the hill-sides among the pine trees. The soil is very sandy and the country is too rough to ever be good farming land. They have some very fine cranberry marshes which are profitable and produce the finest berries. Plymouth never grew to be a large city, as the bay is too shallow to admit large ships. In this regard Boston was ahead, for she had a larger land locked harbor with deep channels affording the very best facilities for shipping. Plymouth is only a busy little city of about 14,000, the modern part strung out along the shore north of Old Plymouth. It is a spot of great historic interest, and the people have done an immense amount of work to preserve all historic features and objects for the benefit of Americans and others who take a deep interest in the very early history of this nation.

Some may ask why the Mayflower Pilgrims did not select a better place and one that might have grown as did Boston. The answer is: in stormy November weather, they were almost driven to select this spot. There was a small stream of pure spring water coming in at this point, and beside it a hill on which they could erect their fort and post a watch against the Indians who inhabited the forest.

This hill became burial-hill which was the burying ground for the colony for many years. Here one can see the grove and monument of Governor Bradford and many other of the Pilgrim fathers, but not including that of Capt. Miles Standish, as he made a new home at Duxbury nine miles north of Plymouth, in later years and there is his grave.

The pilgrims did not make a bad selection for their purpose: they had good water in abundance right at hand. Timber for building and fuel was plentiful. Some fields for corn-planting had been cleared by the Indians, and abandoned two or three years previously on account of an epidemic which killed off

all but one of the group who owned those fields. Plenty of fish and shell fish were available in the waters of their bay and along the coast at that point. Also there was much wild game, including wild turkey and deer. All these things aided in helping them to get established as a self-supporting community. But they were poorly equipped to withstand the rigors of that first winter, during which one-half of their numbers died and their bodies were buried on the hill.

With all their suffering, one cannot, in all available records, discover a vein of discontent or fault finding. They prayed for help in their distress and gave thanks for their blessings. What a rebuke this is to some western farmers with their broad fields of rich lands who will become soured and actually curse the Government and everything else, if the price of hogs or milk goes down a few points.

—Station Agent.



At Oxford Junction, Iowa.



At Savanna, Ill.

### Hog Showering.

C. H. Dietrich.

Through the earnest co-operation of our division officers and the train employes charged with the actual work, there has been a reduction of better than 50 per cent in the

number of hogs arriving at market dead this season, as compared to last year, even though the temperature has ranged higher this summer than we have any record of it being heretofore.

The chief preventative measures have been the furnishing of clean stock cars bedded with sand and cinders, and thoroughly wet down before the hogs are loaded, and the handling of these hogs trains on schedule and the showering of them at frequent intervals in transit.

The cut below illustrates the method of showering our hogs with the standard hog showering device installed at many points on the line. These views were taken at Oxford Junction and Savanna.

### Export Shipments

H. C. B.

When business is normal hardly a day passes but what one or more shipments are received at Great Falls via our line to be delivered to the Great Northern for destinations in Canada.

About 90 per cent of these shipments are delayed in the freight house from a week to three months because the necessary manifest in duplicate is not attached to the original way bill or because the shipment is not prepaid to destination and in some instances both of these important factors are overlooked at time of shipment.

Each station should have a few manifest blanks on hand which may be secured from the storekeeper or the nearest U. S. Customs office by asking for Shippers Export Declaration Blanks; U. S. Treasury Form 7525, these forms carrying full instructions regarding the execution of the paper on the reverse side.

When rates to destination are not available, shippers should be expected to pay charges enough to carry the shipment as near to destination as can be ascertained, making sure to get enough so as not to delay the shipment, and in the event that too much freight is assessed, it is very easy for the Agent at destination to refund to consignee, who is, in all probability, the same party as the shipper.

If everyone will comply with these requirements, there will be no need of our patrons complaining of the fact that the Milwaukee is not giving them the expected service, for most certainly any deviation from this International Iron-clad Law will delay shipments until the requirements are fulfilled.

### Assistance Offered

Fair maid distressed, with eyes of blue,  
And graceful curves from crown to shoe.

You have a sad, deserted air—

There's room for two in that big chair—  
Is there anything I can do?

Your maw is cooking Irish stew,

While paw is fussing with home brew;

Your pouting lips are ripe and red

And make me giddy in the head—

Is there anything I can do?

—U. P. Bulletin.

## Safety First

*A. W. Smullen, General Safety Supervisor*

### The Best Reason in the World

*By Charles H. Smith  
(In Railway Signal Engineer)*

It was quite early in the evening—not much after eight. The "Safety First" meeting had just ended at the railroad "Y" and the men who had attended it came pouring from the doors and descended the stairs leading from the wide veranda encircling the big four-story building. Reaching the walk, they separated in little groups of twos, threes, and fours, and, following diverging paths, went toward their various destinations. Most of them were going home.

Not all of the men left the building. Some who roomed there because they lived at the other end of the division strolled out on the broad veranda and seating themselves comfortably in the big square porch chairs, lighted up their smokes. Some who did not stay at the "Y", but who lived in the nearby city lingered behind to chat with their fellow-workers. Altogether there were perhaps a dozen men seated in a little group behind the railing of the veranda.

The August night was pleasantly warm and the stars shone dimly in the summer-night sky. Behind the building was the big yard and from time to time a switch engine could be heard puffing its way back and forth with ringing bell. Or the deeper and more regular exhaust of a heavily laden Mikado would tell the men on the veranda that another drag had started on its journey to the other ends of the division. But in front of them lay the open country and even in the starlight the dusky outlines of distant woods could be discerned.

The last of the stragglers from the meeting had disappeared and most of the men on the veranda had been smoking in silence for some little while.

"What do you fellows think of this Safety First dope?" asked Sandy Campbell, a fireman, suddenly breaking the quietness. Sandy had been an "ash-cat" for only two months. "Sounds like mostly bull to me," he added.

For the full space of a minute no one answered him.

"Well, Pal," at last replied "Mex" Flynn, who "broke" for Jack Curtis, conductor on the east local, "you can take it from me, kid, that it's jake. I've been a shack for seven years now and maybe when you've been at the game that long you'll wise up to it that this Safety First dope is O. K. You just got to be on the job all the time, but it generally takes a jolt to make a man 'come to' though. It did me anyway. I almost got mine once. And, believe me, once is enough." Mex gazed out towards the Big Dipper reminiscently.

"Well, shoot!" at last Sandy exploded. "What made you come to?"

Max leaned forward and brushed the accumulation of ashes on the end of his cigar against the railing of the veranda.

"I got next, three years ago," he began as he settled back in his chair, "three years ago in November. I was called for midnight to go East with a drag. I got up about eleven o'clock, grabbed a snack and started down through the yard. It was windy-cold and windy. Lord, how the wind did blow that night! And dark! Darker than four shades of coal! I had a stogie in me pocket and I decided to smoke it. Now I claim that I can light up in a high wind as well as the next fella', but down in that yard with the wind wiping between those box cars from all directions at once I had some swell chance to get my smoke to burning. I lighted three matches, but there was nothing doing. I stepped in between a couple of empties on No. 8 track to get out of the wind. Never thought a thing about going between cars. A fellow does that every day you know, coupling up air hose, opening draw bars and the like of that. That's all right if you're careful and don't pull any boners. You know your train and you know what's going on.

"I hung my lantern on a projecting nut on the end of one car, laid my mitten on the lader, struck a match and lighted my cigar. But say, fella', it was more lucky for me that the first match lighted it, too. I had just got it drawing good when I could hear the slack coming towards me like a row of dominoes tipping over."

Mex paused and took three or four slow drags on his cigar before continuing his narrative.

"I don't know why I stepped out from between those cars. It sure wasn't because I was afraid. I didn't think about anything happening. But I did step out and a second later, zowie!! The slack came and the ends of those two cars came together with a slam. I don't mean just a jolt on the draw-bars, but right flat together so there wasn't room between those cars for a train order. Then I got wise. They didn't either car have a draw-bar in. They were chained up and when the slack came the flat ends of the cars hit. The whole string was a bunch of bad orders going to the shops. My lantern was smashed flat as a pancake and my mittens were cut to pieces. I was lucky—that's all. Got out just in time. I thought I wasn't taking any chances when I went in between those boxes, too. That's the funny part of it. It learn't me that you gotta be on the job all the time."

Sandy was impressed and remained silent.

"You said a mouthful, Mex," agreed Ray Ainsworth, who worked for the company as a painter. "Only last week I had it put to me that it don't pay to take chances. Billy Weeks and myself was going over the line paintin' signals, switch stands, train order boards and such like. We couldn't get no motor car and had been usin' a hand speeder. When we got down near this here end of the

line we, of course, had to cross the Flat River bridge. You all know what it is—maybe five hundred feet long and about sixty feet above water. We were comin' down grade towards it at a good clip. Nothin' was in sight. We oughta stopped and listened, but a hand speeder don't run any too easy and we didn't want to lose headway, so we rolled out on the bridge. We was about a third of the way across when a train shot around the curve ahead of us. And I'm telling you that we was sure rolling 'em down that hill. We tried to make the other side, but we couldn't cut it. So we just nacherly unloaded. There's no place to get out of the way, you know. We climbed over the edge of the ties and dropped down on the girder under the track. Didn't have no time to lose, neither. Just as we dropped down here she come over the bridge right over our heads. Billy was sure scared, and it got my goat, too, for a while. They didn't do much to that speeder. It's in the river now—what's left of it. We were carryin' quite a lot of paint on it, an' I heard afterwards that when they saw that train coming down the line with the engine biler all decorated with that mess of yellow, red, black and white paint, they sure thought it was a Bullsheviki special carryin' her own signals. But from now on, you can take it from me, I'm willing to stop, look and listen before hitting any long bridge or curves."

"You've probably heard fellows say that if a man lived up to the book of rules he'd never get over the road," remarked Tubby Reese, who was a conductor in the "chain-gang." "I used to say that myself—and I believed it, too. I know better now. A man may save five or ten minutes now and then by taking a chance and violating the rules. For a while he may get away with it. But mark my words, sooner or later he's going to get his—and get it hard. When he does he's going to realize then that there's nothing to it. By the time he's blocked the main line ten or fifteen hours as a result of trying to save five or ten minutes he's going to realize that all of his five and ten minutes time-saving stuff is going to be cancelled a dozen times over. I know from experience, and I didn't get out of it as easy as you did, Mex. It was mighty near curtains for me."

"How did it happen, Tubby?" asked Sandy interestedly.

"It was simple enough. I had a drag coming west. The dispatcher gave us a message to pick up a load at Lawton. It was a gon--a load of coal—and somebody had set it out there account of a hot box. It had been re-brassed and we stopped and got it. I noticed from the waybill that the car was overloaded ten tons. Down near Westlake it commenced to run hot and smoke. When we passed Spiritwood it was blazing and I saw that I'd have to do something with it. But we had just time enough to make Wheatland for No. 8 and decided that I'd take a chance on running it there and then re-pack or set it out. Before we got to Wheatland the dope had all burned out. A couple miles out of Spiritwood the rear brakeman and I started over the top with our dope pail and

irons. We walked within a couple of cars of the gon and sat down where we could watch it. We intended to hop off as soon as we got in the clear at Wheatland and fix it. Well, one mile east of Wheatland the journal burned off and piled them up. The car dropped down and the last thing I remembered was seeing cars going all over the right of way in every direction. When I came to I was in the hospital at Bellevue. I heard afterwards it took them seventeen hours to get a hole through that wreck. It was about a week before they got it all cleaned up—cars transferred, wreckage picked up and burned, etc." Tubby laughed. "It was funny in a way. There I was trying to save a few minutes, and I tied up the road for seventeen hours. I was in the hospital over three months—got mixed up with a carload of machinery."

"The trouble is," commented "Dad" Robertson, who pulled BNY-6, the fast symbol freight, eastward every other night, "the trouble is that everything goes along pretty smooth for quite a spell and then someone gets careless. Thinks that nothing can happen. And then somebody has to be injured or killed to wake 'em up again. If every railroad man would be on the job every minute in this matter of taking no chances—of observing safety first—well, they wouldn't need so much room in the hospitals for us fellows, Sandy.

"Eight years ago I was pulling the local over on the Bear River branch. Had a little engine—a goat about like the sixty-nine that pulls the dummy. We were over to Vesper Falls one day doing the switching when I noticed that the water-glass registered full and had registered full for some time, although the fireman hadn't had the gun on for quite a while. I hadn't tried the gage cocks since I got on the engine. You know, that's one of the things that an engineer is likely to get careless about—trying his gage cocks. A man is quite likely to rely entirely upon his water-glass instead of trying his gage cocks now and then to check the amount of water the water-glass shows. Well, when I noticed that my water-glass was full and had been full for some time I decided it was high time to try my gage cocks. I tried the top one. No water. Then I tried the middle one. Nothing doing. Then the lower one. Still nothing doing.

"By this time it had me going. I didn't dare to put the gun on, because I knew that the goat might explode. For all I knew the crown sheet might be red hot. I was pretty nearly up against it for telling what to do. But I finally doped out a way I thought would work. I had the brakeman and the fireman hunt up all the old rope they could find around the freight house and we tied it together, making a rope maybe fifty or sixty feet long. One end I tied to the handle of the injector. I primed the gun and when she gurgled all of us unloaded and got out of the way behind a box car. Then I pulled the rope."

"Well, what happened?" asked Sandy, impatiently.

"Nothing. Nothing at all. I figured out later that there must have been just enough

water in the boiler to keep her from going up when we put the injector on. Because when we arrived in Boston she was leaking like a sieve. But lad, I'm here to tell you that since that time I don't rely entirely upon what my water-glass says. It can lie like Sam Hill." For perhaps five minutes no one spoke. Then Tim Murphy, who had charge of a section in the yard, knocked the ashes from his corn-cob pipe.

"You min were certainly the careless bunch," he declared as he rose to go home. "Here Oi've been listen' to you blarney and mished a good hour's shlap. It's a wonder to me that it's not all dead that ye are. Sandy, me bye, Oi've worked tin years fer the company and niver an accident have Oi had. And all these min that's been tellin' ye how they've ben nearly kilt have good reasons for bein' careful. But it's meself that has the three best reasons to bein' careful."

"And what are your three reasons, Tim?" asked Sandy.

"Shure, and it's me thray byes that's home and ashlap long ago. Good night min."

"Good night, Tim," they chorused.

And after he had gone no one dissented that after all Tim's reasons were the best reasons in the world.

#### Advice from an Old-timer.

Hello, young fellow! Who are you?

Going to switching in our crew?

Take some words of good advice—

Free as air—I charge no price.

I'm a veteran in the game—  
Hope you'll live to be the same.  
If on the job you want to last,  
Stick to safety good and fast.

When a coupling you would make,  
Never, boy, for goodness' sake  
Go between the moving cars—  
That's what causes death and scars.

Here's what happened to my pard,  
Working in this very yard;  
Knuckle closed—he walked in front,  
Opening it—a dangerous stunt.

Thing he'd tried before—I knew it.  
Sure, I'd warned him not to do it.  
Time, time—well, he chanced to slip,  
Wheels ran right across his hip.

When you're riding on a car,  
Watch out for the sudden jar.  
Every week—yes, every day—  
Someone's killed that very way.

When you want to cross a track,  
Look both ways—both front and back.  
Here's one fact I'm bound to name—  
Safety's half the R. R. game!

Take no chance! There's nothing in it!  
Boy, you're young, so don't begin it!  
I've turned grey, but I'm no kicker—  
Take these hints and be a sticker.

—Burlington.

(Reprinted from B. of R. T. Magazine.)

### MY NAME IS CARELESSNESS

I am more powerful than all armies and navies, the greatest guns of the world are my playthings.

I ride battleships, railroad trains and automobiles.

The one-armed and one-legged men at the crossings know me.

I sneak into offices, railroad shops, railroad yards and on freight and passenger trains.

Widows and orphans know me. I rejoice over a fatherless child.

I am generally quiet and silent, but my hands drip with blood. Failure and misery are my side partners.

I gloat over conflagrations and railroad wrecks; the larger they are, the more I laugh. Once a railroad trainman said to me, "The best safety device is a careful man." He told a truth, but I got him the very next week; he has one leg left. "He forgot." Men who forget are my friends.

Men and women with sightless eyes; I glory in their unhappiness, for I did it.

No home; no shop; no bank; no office; no ship; no place can bar me out, for the devil is my friend and working mate.

I dip my hands in scarlet pools where I have sucked the blood of many good men after they became acquainted with me.

I have no conscience; I am relentless; I delight in wrecking homes and mutilating human beings. They weep—I laugh.

A railroad is my particular and hellish field.

I never give; I always take; I destroy; I crush; I maim: my working mate is death: he helps me to make desolate homes, widows and fatherless children; the whitening bones of Lusitania's little children still strew the sea: the body of Edith Cavell is in the grave; across the continent rise the crosses of our unidentified dead; in many homes is a vacant chair. I am the arch criminal who glories over these things, I revel in such atrocities, but I reap my main crops on railroads day by day, because men forget. Men's failure pleases me.

Careful men avoid me; I can't down them, for they know me; do you?

J. D. Brown.

(Circular Sent Out by Erie Railroad.)

## SAFETY FIRST

No. 889

# It Is Dangerous



Courtesy, Morris and Company

to place material, carts, or anything else that will block the way, in front of fire stations.

While firemen are clearing a way, the fire may get beyond control—destroy your workplace and your job.

**Fire fighting apparatus and appliances must be ready for instant use.**

National Safety Council  
Chicago



Bulletin Board Series  
Read by 6,000,000 Workers

Additional Copies of This Bulletin May Be Secured at Cost

## Economical Operation of Stationary Steam Boilers.

By Charles Resinger.

From practical experience through the operation of various types of steam boilers, I have found that the following items should be very interesting to those in charge of steam plants in connection with economical operation, as they are common everyday practice in the steam engineering field:

**BOILER SOOT.**—All tubes, passage and surface about the boilers should be kept free from soot, because this is an exceedingly poor conductor of heat, and if it is allowed to accumulate in quantity it will cut down the efficiency of the boiler to a serious extent by diminishing the absorption of heat. The various tubes, passages and surfaces should be cleaned as often as may be necessary in order to avoid such accumulation, and the man in charge can best tell from practical experience at what intervals this must be done.

It is not at all uncommon for water tube boilers, in particular, for a large amount of soot to collect on tubes and passageways. The existence of large quantities of soot indicates that the combustion in the boiler is not what it should be, and when there are heavy deposits of soot, attention should be given to the furnace, the draft, the method of handling the fires, and such other points as may suggest themselves, in order to see if the combustion cannot be improved.

**SMOKE NUISANCE.**—Black smoke that is often given off by the chimney of boiler plants consists largely of myriads of little particles of unconsumed carbon, together with volatile and condensable tarry matters that are distilled from the coal by the heat and which are passing away unburned. Cindery particles of coal or coke of tangible size may also be present in vast numbers.

The production of black smoke is a sure sign of imperfect combustion and is a very expensive nuisance, and the sooner this is stopped the better. Numerous special devices may be had for burning the smoke or to lessen its production, but although some of these are doubtless effective, it must nevertheless be admitted that none of them gives an ideal solution of the problem, because the cost of reducing the smoke by blowing air or steam into the furnace is likely to be fully as great as the saving that results from the consequent improvement in the combustion.

The prevailing opinion among engineers is that the best smoke preventer is a good fireman, which means that by careful management, under the guidance of an intelligent and skillful man, the combustion can be carried out well enough to avoid the production of black smoke in any considerable quantity.

The good fireman is without doubt a highly important element, but the most essential feature of all is a properly designed furnace.

**FURNACE.**—To insure good combustion, it is of first importance to keep the gases in the furnace as hot as possible, until the oxidation is entirely completed, but this con-

dition is far from being realized in ordinary practice.

In setting a horizontal tubular boiler, for example, it is usual to place one end of it immediately over the furnace so that it is exposed to the direct action of the fire. In this way the gases, which are at a temperature of perhaps 2500 degrees Fahrenheit, as they rise from the fuel bed are covered over by a metal roof or plate that has a temperature of perhaps 350 degrees; in other words, the entire upper boundary of the furnace is maintained at a temperature far lower than that of the furnace gases.

The absorption of heat by this relatively cold surface chills the gases so that sensible portions of them are cooled below the temperature at which they are capable of uniting with the oxygen, and if these cooled portions are not already completely oxidized they are likely to escape up the chimney unconsumed and a consequent waste of fuel is the result. The waste that is caused in this way can be minimized by properly proportioning the furnace and it cannot be really eliminated as long as the attempt is made to burn the fuel under unscientific conditions.

Much better combustion can be had by erecting a so-called ignition arch over the fire, so as to entirely protect the gases from the chilling action of the boiler until the combustion is complete. To install such an arch properly the boiler should be set at least one foot higher than is usual in ordinary practice, and the arch should be turned over the furnace from side to side and be extended lengthwise of the boiler so as to cover the fuel bed from the front end of the furnace, back as far as the rear face of the bridge wall.

Such an arch should last well, that is if it is properly built in the first place and if it rests securely against suitable buttresses at the sides of the furnace, as it has no load to sustain except its own weight.

The ignition arch, when put in, not only increases the economy of the plant by improving the combustion, but also obviates many of the troubles that arise in the boiler itself under the usual conditions from its direct exposure to the fierce heat of the fuel bed.

Bulging, burning and cracks and leaks are most apt to occur over the fire or the bridge wall. All troubles of this nature are diminished in a large measure and often eliminated altogether by the use of an arch over the fire.

### Evidently His First Trip

"And do you think I would prove a satisfactory mate with whom to sail the sea of life?" he asked softly.

"Oh, so-so," the maiden responded, coolly. "You'd do pretty well as a mate, I guess, if you clearly understood who was captain."

### Use of Paper

It is said that paper can be used effectively in keeping a person warm.

"That's true. I remember a thirty-day note of mine once kept me in a sweat for a month."

### Reason Enough

Susie: "Papa, what makes a man always give a woman a diamond engagement ring?"  
Her Father: "The woman."

## Current News of the Railroad

The crop season is about over and, although account continued hot weather and drought the early bumper promises were not fulfilled, there is a great deal of grain to move.

Threshing returns on Lines East indicate the following yields:

	Wheat Av. Bu.	Oats Av. Bu.	Barley Av. Bu.	Rye Av. Bu.	Towa	Wheat	Oats	Barley	Rye
Wisconsin	18	23	25	14	18	26	28	21	18
Illinois	22	23	28	14	10	26	19	18	18
Missouri	14	21	..	..	10	16	17	11	11
					7	25	20	13	13

During the past month, in addition to a great many special car parties, each of twenty-five or more passengers, we handled the following special trains:

A delegation of 300 Philadelphia Elks, St. Paul to Chicago, enroute from the Los Angeles Convention.

Another of about 225 New Orleans Elks, St. Paul to Chicago, enroute from the Convention.

A coach excursion, Dubuque to Chicago and return, account the Pageant of Progress Exposition.

A delegation of about 160 Grotto members, Dubuque to Elkader, Iowa, and return.

Two hundred Shriners, St. Paul to LaCrosse and return.

Two hundred Wisconsin Knights of Khorassan, Milwaukee to Chicago, enroute to Chattanooga.

A delegation of about 1,000 to the Convention of the National Dental Association at Milwaukee.

Reports indicate that the automobile bus lines are increasing in number throughout the country. The latest addition on our Line is the establishment of a stage between Spokane and Seattle, placed in operation August 1st.

The open-air observation cars, now in service on the Olympian between Seattle and Cle Elum and between Butte and Harlowton, are very well patronized. The cars are proving to be quite popular and considerable favorable comment concerning the service has been heard.

There is reported a shortage of about one million tons of hay in Wisconsin and as a consequence this commodity is being received at Milwaukee from points as far distant as Kansas.

The movement of coal generally has shown considerable improvement. The movement from the Head-of-the-Lakes for the first half of August shows a 125 per cent increase over the same period last year.

During the period August 1st to 22nd, the total of cars loaded and received loaded from connections amounted to 98,009 cars as compared with 82,425 for the same period of July. The increase was general through all commodities, but grain registered by far the greater increase, almost 100 per cent. The total loadings as compared with last year decreased, but increases are shown in grain, flour and millstuffs and building material.

A report from the Car Service Division of the American Railway Association shows that the railroads of the country have today the highest percentage of home cars on line for nearly fifteen years. Our own percentage stands at 73.

Contradicting the oft-repeated charge that freight rates are responsible for the present trade depression, the *Railway Age*, in a current issue, says:

"There has been a lot of complaint that the farmers could not ship their live stock under present rates. The shipments of live stock in the four weeks ending August 6th were 101,159 carloads, as compared with 105,022 in the same weeks of 1920, a decrease of less than 4 per cent. In the same four weeks, the total carloads of grain shipped were 246,938, as compared with 146,440 in the same weeks of 1920, an increase of almost 70 per cent.

"There are a good many people who are trying to convince themselves and others that present business conditions are largely, or even mainly, due to the present railway rates. But the advances in railway rates made since 1917 have been horizontal increases, and therefore have been relatively the same upon all classes of commodities. If the advances in railway rates have produced such an immense effect upon general business, how does it happen that with relatively the same increases on rates upon all commodities, shipments of some commodities are now 70 per cent greater than a year ago, while shipments of other commodities are 70 per cent less than a year ago?

"Undoubtedly the main reason why the shipments of some kinds of commodities have greatly increased while those of other commodities have greatly declined is that the process of business readjustment has been carried much farther in some lines of industry than in others.

"It is quite plain that the public must look to other influences than to any possible reduction in railway rates to cause a return of general business activity."

## A Couple of Letters on Reclamation

What is the matter, boys—do you want to let the Chicago Terminal forces get ahead of you on suggestions? Surely some of you can offer some good points, something which you are doing that is saving the Company money. Our stock records show that you are doing something along this line and we want you to have credit for it. Come on with that suggestion.

There are many ways of saving material, but the best way of all is to eliminate the necessity for buying it. Perhaps it may not have occurred to you that, as a general rule, your storehouse, your workshop, reflects the general condition of your territory. A neat appearance of your headquarters shows that you are on the job, an untidy condition just the reverse. Carelessness in one thing leaves the impression that you are likewise careless in other things. Anything which you may do that will prolong the life of any piece of material under your care is practical reclamation. You have saved the other fellow the trouble and expense of picking something out of the scrap pile which has not yet served its purpose.

On a recent trip over a certain division I noted at nearly every maintainer's headquarters an odd assortment of bolts and nuts. It was not necessary for me to ask where they came from, because I was aware of the fact that these were gathered up along the right-of-way and saved for different uses. Every one of these men was commended for taking the trouble to pick them up. It shows the proper spirit. These things all have a value, and, no matter how small, it means saving material. But don't keep accumulating them and keeping them on hand when you get more than your needs require. Send them in to your district storeroom with a little note of explanation as to where they came from. Let the storekeeper know that you are co-operating with him, and the next time you order material watch the results.

Let us all be careful in the handling of material. When we turn material loose and send it on its way, be sure that it is packed or secured in a way that will insure safe delivery, that it will not be damaged in transit beyond the point of reclaiming or made unfit for further use. Keep your running stocks under your own thumb at all times and bear in mind that you are the caretaker for just so much of the Company's money as represented on your shelves.

The man next to you is your neighbor and will exchange ideas with you if you show an inclination to meet him half way. Stones that roll in that way don't gather moss, but they do gather lasting benefits which cannot be computed in dollars and cents. There is nothing which co-operation cannot accomplish, and the ultimate results obtained by incorporating this practice in your daily work is the longest step you can take toward saving material.

H. W. NEWLIN,  
Special Inspector, Signal Materials.

As traveling inspectors for the Reclamation Committee, going from one place to another, comparisons are forced upon our attention which are not at all complimentary to some of those who are entrusted with the care of the tremendous amount of material which a railroad like the C. M. & St. P. is compelled to keep in stock to take care of its daily business.

We are impressed in one place by the neatness with which the storeroom and surrounding buildings and yards are kept, with the manner in which the supplies are arranged and stored, with the conservative stock on hand, with the stock books which check up with the material on hand, and a hundred and one other instances showing that the storekeeper, the car foreman and the roundhouse foreman are interested in their work and are trying to conserve the property of the company.

On the other hand, we find stations where conditions are directly opposite. Perhaps one of the first things that attracts our notice is a grain door on the ground, placed there to make make easy stepping over a small puddle which followed the last rain. No one thinks to pick it up now that its usefulness is past. It cost only \$1.45, anyway. Over there is an air brake hose with angle cock attached. It has been broken off the train line of a car and picked up by someone and thrown against the building. It's worth \$4.40 now, but if it lies there much longer it will be worth considerably less. Here's a monkey wrench (cost new, \$1.50). It is so rusty now that it will have to be oiled and worked over to make it serviceable again. Look at the nails some careless carpenter dropped on the ground, worth 5 cents a pound. It rained the following night and gave the nails a nice brown rust. Who wants to use a rusty nail. There is a piece of 1½-inch steam pipe (worth 11 cents per foot) with a fitting (worth 14 cents) on one end. It is still good, but the elements are playing havoc with the threads.

Let us mention casually what we see strewn on the ground here and there, such as air hose gaskets (still good as scrap rubber, at least), nuts, washers, chunks of babbit from journal bearings, brake shoes, oil box packing, a handful of dry waste, not to speak of larger articles, such as knuckles, jacks of various kinds, some needing repairs, a few bolts which a car repairer had drawn from stock and found either too long or too short when he attempted to apply them. He will put them back in stock (?) when he gets time, but forgets, and the threads get rusty and they are thrown in the scrap pile.

It must not be inferred that all these conditions exist at all points, all the time, but some of them do at some of the places some of the time. We know these conditions cannot always be prevented, although they should be, as prevention is better than cure, but if they do come into existence the cure is to pick them up at first sight. Don't let them become a part of the landscape or pretty soon you will look without seeing and will have to depend upon a stranger to come and

show you your faults. Take it by and far, there is not a great deal of difference in places. What I mean is that there is no bed of roses for John Jones and a bed of thorns for Jim Smith. Jim may think so, but if he looks into the matter from John Jones' point of view, he will find some thorns among the roses and his eyes will be opened to enable him to find some roses among his thorns.

So there should not be so much difference in places. To one of us whose business it is to travel from one point to another, the conditions strike us at once and our minds register "Good," "Fair" or "Bad." If the men in charge could but see it as we do, the battle would be more than half won.

August 17, 1921.

T. R. MORRIS.

#### News Item.

As the Southwest Limited on the "Milwaukee" stopped at Elgin one morning recently to take on water, the fireman lifted the cap of the water tank, dropped it with a clang, threw his hands to his head and recovered his balance in time to save himself from a ten-foot fall, and while his eyes bulged from their sockets a twelve-foot snake crawled out of the tank and over the back end of the tender. The engineer, thinking his assistant overcome with the heat, hurried to his assistance in time to see the reptile disappear into the rods and pipes under the baggage car. The conductor gave his signals in vain and wondered what was wrong, and went forward to investigate. For the time being, all thought of "on time" schedule and eastern connections was forgotten while the chase for the deadhead passenger went on, but the snake had become lost among the mechanism under the car. After ten minutes of fruitless search the train started, and as the engineer looked back he saw the conductor waving about six feet of the snake. It had coiled itself around some of the springs and the starting of the train cut it in two. It is supposed the invader boarded the train at Nahant, the last watering stop, which is located in the Mississippi River bottoms.

(Forbes: This is a true story. I was on the train myself.—E. G. W.)

#### Hail to the Water Inspector

If I could choose my earthly occupation

I think I'd worship at the shrine,  
Of one of Doctor's treating plants

Way out on the old Platte Line.

With drugs and jugs and lime, I guess I'd rather

Hand out the dope that would surprise the boys;

They'd say, where'er they saw me mix the lather,

Gosh! Ain't he wise!!!

"Soft water" would be my motto  
The locomotives no more would say,  
We need some good soft water,  
Our boilers are full of scale.

I'll stop that ever-lasting foaming,  
No more leaky flues on the line,

The boiler maker's troubles would be over  
And the D. M. M. would have some spare time.

So here's to the day when the G. M. can say,  
We have soft water all the way.  
No more delays, big tonnage is saved,  
So hail to the professor who has showed us the way.

—F. D. Y.



Above are Superintendent H. M. Gillick, D. F. & P. A., H. R. Wahoske and Roadmaster W. T. O'Donnell in an irrigated wheat field in the Sun River Valley, near Fairfield, Montana. SOME WHEAT. Write to Mr. Wahoske at Great Falls, if you want information about this.

#### Motor Cars in Section Work

Dear Editor:

I tho't it might be interesting to the readers of our magazine to hear about the results I am obtaining from the use of a motor car in section work. First, I find that I have no trouble in keeping men on my crew. In the old days of the lever car the men usually came to work with a grouch, because they hated the "man killing" work of pumping the hand car and pushing big loads of ties and ballast.

They come to work with a smile now, because they know that my motor car has taken the "push and pull" out of the work. Now with a motor car we get to the job, fresh and ready to go right to work. We save about an hour a day of time for the whole crew going to and from the job.

Many times it is necessary to go back to the tool house for something, but my engine is so simple to operate that any man on the crew can run it, so I do not have to leave the job.

No one can realize the big help an engine is until he uses one. Our work goes 50 per cent easier since I got the car. No more lever car for mine.

Yours truly,

O. I. Borseth,  
Section foreman, C., M. & St. P. Ry.

## At Home

Hazel M. Merrill, Editor

### EARLY FALL AND WINTER FASHIONS

The straight, loose-fitting frocks, slightly flaring at the hem, also draped beltless frocks, are still very smart. Girdles are placed at the top of the hips, and often slipped low over a straight skirt, while on many models the line where skirt and corsage meet is barely perceptible, this effect being produced by folds and panels; and on others the corsage is actually cut in one with the skirt or girdle merely embroidered on one-piece frocks. There seems to be wide variation in sleeve designs, widening at either start or finish, or sometimes both, or may start wide and dwindle down to a tight band at wrist. Collars are varied—some high stand-ups, others with necks cut low.

Some of the new coats for winter have very small collars and narrow shoulders. There is a decided absence of the huge collars that have trimmed them for several seasons, and the effect of the narrow shoulders above the wide flare at the bottom is smart. Velvet and a new thick, soft crepe satin will be among the favored materials for dress wraps, trimmed with monkey fur.

With what success the much talked of "long" skirts will meet this season remains to be seen. Some of the skirts for evening wear extend to the instep and sweep the floor; but in general they will probably be about eight inches from the floor.

Tailored suits have acquired a great deal of importance, with simple, rather close-fitting jackets to waist-line, flaring slightly over the hips. There are models long and straight, or short and fitted, fur-trimmed or braid-trimmed, or both. Tunic skirts are shown with the shorter coats.

Hats are of duvetyne, new suede cloth, and velvet; some small, but the tendency is toward larger ones, broad brimmed, rounded crowns, feather-trimmed, and the new Salvation Army Poke has taken us by storm.

New materials for afternoon dresses and evening gowns are Star and Snow Krepes, shown in browns, taupes and blacks for afternoon, and pastel shades for evening. Canton Crepes, with which we became acquainted last season, are being shown with satin stripe of contrasting color. Pussywillow voiles also have a silken stripe, which adds to their charm. Duvetyne and velour remain the leading woolen fabrics, with tricotine a close second, and the tricotine one-piece coat dress is very popular for street and office wear.

### Household Helps

When making fresh fruit pies, place strips of crust on the top instead of covering pies with one piece, and juice will not run over in the oven.

If ripe tomatoes are lightly bruised with the back of knife blade, they will peel easily, and need not be scalded.

When lending dishes for use at social functions,

it is desirable to mark them, and a piece of narrow adhesive tape, marked with the initial, and pasted in some inconspicuous place on the dish serves this purpose very well. It will not wash off with ordinary dish washing, but may be easily removed when desired.

Rub inside of lemon rind over drainboard, then sprinkle with brush, and wash clean.

Table oilcloth is easily kept clean and its lifetime prolonged, clean well and rub occasionally with liquid wax, always polishing well afterward. A soft cloth or piece of flannel, wrapped around an old flat iron, may be used for a polisher.

The bottom may be removed from an aluminum collapsible drinking cup, and you will have three biscuit cutters of graduated sizes.

The little metal top of an umbrella cover makes an excellent small funnel, which will fit into almost any bottle. If in great haste, a larger funnel may be placed into this, as the upper part is nearly an inch in diameter, and then you may pour as fast as desired.

Tack a piece of rubber tubing around the front and back of a kiddy car, using as few tacks as possible. This will save the furniture from being marred, also acts as shock absorber.

The old-fashioned piano stool, when dressed up in chintz or brocade, makes a very smart, practical chair for a dressing table. You can swing all the way around in it, which is very handy.

To renew white window shades, hang them up against the wall of the garage and give them a coat of flat white paint. When dry, give the other side a coat of green paint, and they will look like new. (This has been tried and proven practical and satisfactory.)

To make a chair high enough for the small child, who has just outgrown the high-chair; but not yet old enough to use an ordinary dining-room chair, purchase four old-fashioned door bumpers with hard-rubber pad in end, and screw one in each leg of chair, and when stained the color of the chair they are almost invisible. This adds the required three inches to the height of the chair does away with the old-book or cushion for the children to sit on, and does not spoil the looks of the dining-room.—Good Housekeeping.

### Good Things to Eat

**Swiss Steak.**—2 lbs. round steak, cut 1½ inches thick. Pound flour in steak on both sides. Use suet and butter in spider, and brown meat good on both sides; then fill up with boiling water. Sprinkle with salt and pepper and use one bay leaf. Cook in oven three hours. Be sure to keep enough water on meat.

**Jellied Chicken.**—Clean and cut a 4-pound fowl. Place in stew pan with 2 slices of onion, cover with boiling water and cook slowly until meat falls from bones. When half cooked, add one teaspoonful salt. Remove chicken and reduce stock to three-quarters of a cup. Remove all skin and bones from chicken. Decorate a mold with pieces of parsley and slices of hard-boiled egg. Pack meat on top and cover with stock. Put heavy weight on top, and keep in cool place.

**Sherry Sauce.**—Two teaspoonfuls chopped green pepper; 1 teaspoon chopped red pepper; 2 teaspoonfuls chopped onion; 2 teaspoonfuls chopped parsley; 1 teaspoonful salt; 1 teaspoonful powdered sugar. Put this in pint mason jar. Pour over one-half cupful olive oil and 3 tablespoonfuls vinegar. Shake good. Keep in refrigerator for lettuce.

**Cherry Conserve.**—Two quarts cherries, stoned; one-half pound walnut meats, cut up; 4 cupfuls sugar; 2 oranges (juice and grated rind). Boil until quite thick. Pour in glasses and cover with paraffine.

**Talman Sweet Apples, Pickled.**—Three pints sugar; 1 cupful vinegar; 1 teaspoonful cinnamon; one-half teaspoonful cloves; make a syrup. Five quarts apples cut in quarters. Cook in syrup.

—Erie Employes' Magazine.



**Shrimp Poppers.**—Boil four fresh eggs hard, remove shells and set aside. Cut two large red peppers in halves, lengthwise, remove seeds and oil peppers inside and out. Open and drain a large can of shrimp. Break shrimp with silver fork. Add to them a grated onion, three-quarters cupful crumbs, a beaten egg, salt, pepper a level teaspoon sugar, heaping tablespoon soft butter, and one-quarter cupful heavy cream, or white stock. Fill shells with the mixture; lay them in a buttered baking pan, and bake until a delicate brown. Have ready a rich cream or smooth tomato sauce. Lay the peppers on the toast slices, quarter the eggs, and arrange around the edge, then pour over enough sauce to look attractive. Serve rest hot in sauceboat. Garnish with sprays of fresh cress.

**Oriental Cabbage.**—Take the large leaves of a young cabbage, plunge them into boiling water, and let scald until tender. Prepare and chop enough cold-boiled chicken to make a full cupful. Season with salt, pepper, a little onion juice, and moisten with little cream sauce. Drain and dry the leaves. Put a tablespoonful of the chicken into each leaf with a teaspoonful of washed rice. Roll the leaf and pin with a wooden toothpick. Place the little rolls on a saucer, cover with plate, then add sufficient water to cover. Stew for three-quarters of an hour. Drain and lay the rolls on toast, and pour over a well-made drawn-butter sauce with few capers in it.

**Liver and Asparagus.**—Wash and boil one pound calf's liver until tender, then drain and chop fine. Add generous lump of butter, pepper, salt, and tablespoonful currant jelly. Heap liver on toast, lay little bundle of asparagus tips freshly boiled, on each portion, and pour a hollandaise sauce over all. Serve at once. Do not put sauce on until last minute before serving. Garnish with hard-boiled eggs in quarters.

**Carrot and Grapefruit Salad.**—Remove grapefruit from shell, then take each segment from skin in as large pieces as possible and set to chill. Scrape and boil two bunches of young carrots till tender, but not soft. Drain and cool carrots, then slice them. Drain the juice from the grapefruit and mix the pulp lightly with the carrots. Fold the mixture in mayonnaise which has been thinned slightly with a little of the fruit juice.

**Grated Salad.**—Grate four cold-boiled potatoes, add large grated Bermuda onion. Mix one small cupful grated and drained pineapple with other ingredients, adding tablespoonful chopped chives. Cut up heart of one fresh lettuce and toss all lightly in heavy French dressing, made red with paprika. Serve in lettuce leaves as soon as dressed, for it dries out quickly and loses its delicacy if it stands.—Rock Island Employees' Magazine.

### CATALOGUE NOTICE.

Send 15c in silver or stamps for our **UP-TO-DATE FALL & WINTER 1921-1922 CATALOGUE**, containing over 500 designs of Ladies', Misses' and Children's Patterns, a **CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE** (Illustrating 30 of the various, simple stitches), all valuable to the home dressmaker. For Catalogue or Patterns, address Miss Hazel Merrill, 1241 Railway Exchange Building, Chicago, Ill.

### THE PATTERNS

3690-3696. A Stylish Coat Suit—Coat 3690 cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3696 cut in seven sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. To make this suit for a medium size will require 6½ yards of 44-inch material. The width of the skirt at the foot is 2½ yards. TWO separate patterns—10 cents FOR EACH pattern.

3702. Girl's Dress—Cut in four sizes: 8, 10, 12 and 14 years. A 10-year size will require 3¼ yards of 40-inch material. Price, 10 cents.

3724. Junior Dress—Cut in three sizes: 12, 14 and 16 years. A 14-year size will require 6 yards of 27-inch mate-

rial. To make as illustrated will require 1¼ yards of plain and 4¼ yards of figured material. Price, 10 cents.

3694-3700. Ladies' Costume—Waist 3694 cut in six sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3700 cut in seven sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. The waist will require 3 yards of 27-inch material. The skirt requires 3½ yards of 40-inch material, if without nap, and 3¾ yards of 44-inch material with nap. The width of the skirt at the foot is 2½ yards. TWO separate patterns. 10 cents FOR EACH pattern.

3723. Girl's Dress—Cut in four sizes: 4, 6, 8 and 10 years. An 8-year size requires 3¾ yards of 27-inch material. Price, 10 cents.

3697. Misses' Dress—Cut in three sizes: 16, 18 and 20 years. An 18-year size will require 5¾ yards of material 44 inches wide. The width of the skirt at the foot is 2¾ yards. Price, 10 cents.

3711. Boy's Suit—Cut in four sizes: 3, 4, 5 and 6 years. A 6-year size requires 3¾ yards of 27-inch material. If made as illustrated, trousers and collar will require 1¾ yards of material and blouse 1½ yards. Price, 10 cents.

3691. Ladies' House Dress—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 4¾ yards of 36-inch material. The width at the foot is about 2 yards. If made of contrasting material, collar, belt, cuff and pocket facings require ¾ yard. Price, 10 cents.

3707. Ladies' Dress—Cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size will require 2½ yards of 44-inch material for Bolero and Panels, and 3 yards for Waist and Skirt. Price, 10 cents.

3693. Child's Romper—Cut in four sizes: 2, 4, 6 and 8 years. A 4-year size requires 2¼ yards of 27-inch material. Price, 10 cents.

3686. Ladies' Dress—Cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size will require 4¾ yards of 42-inch material. For panel, collar and cuffs of contrasting material 1½ yards is required. Price, 10 cents.

3692. Ladies' Apron—Cut in four sizes: Small, Medium, Large and Extra Large. A Medium size requires 3¾ yards of 36-inch material. Price, 10 cents.

### Shocks from the Electric City

O. H. L. and A. N. B.

NO, we haven't forgotten the Magazine, but have just been too busy to write up our notes. (Truth at that.)

Well, here goes:

People inquire frequently why our rate clerk seems so downhearted. Well, you would be downhearted too if your wife had been gone for two months, wouldn't you?

During the time from July 2nd to the 18th, while the thermometer was registering between 100 and 102 every day, Miss Agnes Baier was spending a delightful vacation in Spokaue. We thought these two weeks would never end, but she wonders yet how the time could have passed so quickly.

Miss Betty Lane, abstract clerk, was called home July 23rd account of the death of her grandfather but is now back at her desk, and, believe me, it surely was a long two weeks, and the office was mighty glad to welcome her back to work.

E. L. Parker our O. S. & D. clerk, has had a vacation leaving on July 18th for Seattle and returning to work (?) some two weeks later.

Lots of vacations. Mrs. H. H. Heath recently returned from a trip to the Coast and is now in the East with Mr. Heath, our agent, and their daughter Mildred.

C. P. Preihs, demurrage inspector, paid us a flying visit some few days ago. Must be an attraction at Great Falls, he drops in so often. Mustn't forget the inspectors, Mr. Garvey and Mr. DeGarmo, who were here at the same time. You ought to see the nice letter they wrote about us—but we deserved it at that.

You ought to see Kennie's new mustache—and you could, too, if you had a microscope.

J. P. O'Donnell, chief clerk in H. R. Wahoske's office, surprised us all about three weeks ago by passing around cigars one morning. Her name was Miss Margaret Overhalt but is Mrs. O'Donnell now, and Jack and his bride have the sincere good wishes of his many friends at Great Falls as well as Miles City and Butte where he was formerly with the company.

Messrs. H. B. Earling, J. R. Veitch, R. J. Middleton and E. H. Barrett spent a few hours in our breezy little city one day this month.

## Special Commendation

The following named employes have received special commendation for meritorious acts performed while in the conduct of their duties:

Bellingham Division Conductor J. J. Kibble, discovered fire in close proximity to railway trestle on water front at Bellingham, midnight of August 3rd. He promptly called the fire department and fire was extinguished before serious loss or delay to traffic had occurred.

Section Foreman Fred E. Smith, Maudlow, Montana, for finding pocket book belonging to Mrs. Frances Greene Richardson, of Minneapolis, who lost same off the observation platform while traveling on Olympian train through Sixteen Mile Canyon. Mrs. Richardson acknowledged the receipt of her lost property in the following letter, addressed to E. H. Barrett:

My Dear Mr. Barrett: It is with the most sincere gratitude that I acknowledge the receipt by express of my hand bag, lost from the observation platform of the Olympian, westbound, on Friday, July 22nd.

It is impossible that more courtesy, warm interest and consideration could be shown to a luckless passenger than was given me by every official of your road, and it serves to confirm in my mind, the belief already held by me, that the Milwaukee shall always be my choice of route to the coast.

Mr. George J. Griesnauer, engineer of cement tests, gave information which secured two passengers, Chicago to Kansas City, en route to Pacific Coast, and the same two, returning, Seattle to Chicago.

August Heuer, watchman at Omro, Wis., for diligence in protecting the station building in the recent fire at that point, which threatened the destruction of the town. He remained on the job throughout the night, and extinguished several small blazes that kindled on the station roof, and no serious damage resulted to any of company's property.

Agent at Hermosa, Ill., for care in preventing loss of coal from car C. & E, 185180, August 11th. His efforts in getting train stopped no doubt avoided the loss of the entire shipment, and are greatly appreciated.

Dubuque Division Engineer Dennis Schaffner, for vigilance, detecting broken main rod on engine 3017, just before engine was to leave on passenger train from Marquette, July 31st. Had it not been for his timely discovery, serious damage to passenger train would undoubtedly have resulted.

Bellingham Division Brakeman J. A. Adams, for quick thinking and action when he noticed southbound N. P. train, July 21st, had disregarded both caution and home signals of the interlocker at Deming, Wash., and that a bad derailment was inevitable unless train was promptly stopped. Mr. Adams got out of the interlocker plant and passed danger signals to the engineer of the N. P. train in time for him to apply emergency brakes; and although a derailment followed, it was not accomplished with loss of life or serious damage to property. His action was greatly commended and appreciated by N. P. officials.

Section Foreman Wm. Crooks, Stiles, Mich., noticing sparks under passing train, made investigation and found a broken rail, which he changed out before any damage was done. Had it not been for this discovery a bad derailment might have occurred.

Yard Foreman R. H. Wright for interest in getting revenue for company, influencing a shipment of household goods from Freeport to Prairie du Chien to go via our line after the shipper had already decided to ship via one of the other lines.

Section Lahorer Thomas Kerrigan, a veteran employe of this company at Elk Point, Iowa, noticed a broken rail in the yards there and promptly reported same to the agent, thereby preventing a possible serious derailment.

Train Baggageman E. J. Glass, Milwaukee, se-

cured two passengers for the Milwaukee, Minneapolis to Chicago and return.

Traveling Passenger Agent Stewart, while in Aberdeen, S. D., July 5th, standing on station platform as Olympian train No. 15 was pulling out, noticed that the draw bars were uncoupled between third and fourth standard sleepers, and the cars behind the third sleeper were being hauled by chains only. He swung the train down and with the assistance of the flagman on the rear of the train, stopped No. 15 in west yard, where the proper coupling was made.

Engineer J. D. Donabue, St. Paul, Minn., for giving report of failure of signal 131-4 on Short Line Hill, June 22nd, which is much appreciated by signal department.

Lead Boilermaker J. Du Brocq, of Milwaukee roundhouse, for getting a delegation of Knights of Pythias, going to La Crosse, to travel over the Milwaukee, after it had been practically decided by a number of the members, to use the C. & N. W. The result was that the entire delegation enjoyed a pleasant trip by our road.

Kansas City Division Conductor Wm. Leahy, for his courteous treatment to the general traveling public, and especially for personal service rendered a traveling salesman, traveling with five trunks from Cowgill to Lawson, who had but 17 minutes to make his connection to Lawson.

K. C. Division Switchman James Wagner, Coburg, Mo., for stopping at Cherry Street and loading a draw bar pulled out at that point a day or two previous, taking the draw bar to Coburg.

Yard Foreman W. H. Janes, Coburg, Mo., for discovering a steer down in St. P., 101306, June 15th, when handling stock out of Kansas City yard, and returning car to be properly loaded. This action undoubtedly prevented a claim.

Roadmaster R. H. Cunningham, K. C. division, discovered something dragging in about the middle of train 74, three miles west of Braymer, June 15th. He signaled brakeman, who brought train to stop, and it was discovered inside connected brake beam was down on St. P., 504592, dragging inside of rail.

K. C. Division Brakeman C. W. Hess, Coburg, Mo., found LP'TX 183, containing gasoline, leaking from the bottom valve when at Lawson, Mo., in train 2-74, June 17th, and stopped the leak by tightening the cap.

Section Foreman W. A. Roberts, Polo, Mo., for his watchfulness in detecting brake beam on St. P., 504592, in train 65, June 17th, while at work three miles west of Braymer and prompt action in getting stop signals to conductor. This discovery undoubtedly prevented a derailment.

K. C. Division Engineer Wm. Holsclaw, on July 10th, noticed and reported a kink in our interchange track at Suburban Junction, allowing time for repairs to be made, thereby preventing a derailment that undoubtedly would have occurred.

The following written by a staunch Milwaukee "booster" is highly commendatory of our service, and interesting to those concerned in making our service what it is. The letter was addressed to General Passenger Agent George B. Haynes:

"You will not know my name, but I use your lines exclusively, from 15,000 to 25,000 miles per year back and forth between Chicago and Seattle. I may take occasion to say a word which has been in my mind for some time. I have used all the trans-continental lines for about fifteen years, to and from the West, but in these later years I have used your lines exclusively. There is a refinement of service and a courtesy of treatment characteristic of your employes which I have not found on any other road. There is also a comfort in crossing the mountains on trains hauled by your electric locomotives, which is wholly missing on trains hauled by steam power. One has a sense of security and safety, to say nothing of cleanliness, which is delightful.

"This is just a word of appreciation which I feel is due you.

"Most sincerely,

"(Signed) A. P. GOUTHEY,  
New Albany, Ind."

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

J. J. Timson of the Atkins switching force is home from the Iowa City hospital after extended treatment, satisfactory progress is reported.

Conductor and Mrs. P. Pazour visited a daughter, Mrs. W. Wilkinson, at Grand Island, Neb.

Operator Lindmeir was away on several days' vacation. Operator J. B. McGuire relieving.

J. S. Ovington and Carl Oxley of the superintendent's clerical force have recently built new homes in Marion.

Miss Lucille Jotish of the master mechanic's office force, Marion, spent two weeks' vacation visiting at Calumet, Mich., and other Northern points.

Traveling Engineer, R. H. Austin, wife and daughter, spent two weeks' vacation visiting relatives at Denison, Iowa.

Operator Roy Kindig of Marion enjoyed two weeks' vacation visiting relatives in Boston and New York and taking in the sights.

The Eastern division veterans will be well represented at Minneapolis at the annual meeting of the V. E. A. In September if each one has opportunity to carry out expressed intentions.

Mrs. J. A. Pringle has returned from a several weeks' visit with friends in the state of Wyoming.

Engineer and Mrs. H. S. Scampton of Marion are enjoying a vacation motoring to interesting points in Minnesota and Wisconsin.

Carl Woodex visited relatives in Marion and has returned to Chicago where he is employed in switching service.

Master Mechanic Paul Mullen and Foreman J. R. Slater of Savanna were special guests at the Perry-Atkins baseball game at Marion.

Agent M. F. Emerson and family spent several days on a trip by auto to Grinnell.

Roundhouse Foreman W. E. Cooper, wife and daughter spent their vacation at Washington, D. C., visiting with relatives.

Agent and Mrs. C. T. Rowe spent two weeks visiting in Colorado Springs, Colo., and vicinity.

Engineer and Mrs. Robt. Cessford are on a motor trip. They will stop at Clear Lake, McGregor Park, and will visit relatives at McIntyre and Dows.

J. C. Thornton has been appointed operator and ticket agent at Maquoketa. Mr. Thornton is now acting as relief ticket agent for Mr. Sherwood, Cedar Rapids, who is away on an extended vacation.

Train Baggage man Geo. E. Fenlon of Marion, was injured in a derailment August 10th, suffering a broken thumb and a number of bruises. He was laid up for several weeks.

Ye Scribe is now spending his vacation in Montana.

We held our items back to the limit of time, waiting for the Atkins and Perry poets to come across with some rhymes on the baseball game at Marion but in vain.

Mrs. Ada Monroe of Olin and Henry Seeger, station agent at Morley, were married at Olin July 28th. We extend congratulations and best wishes.

Miss Ella M. Luense, daughter of Mr. and Mrs. Ernest C. Luense and Arthur E. Curtis, son of Mr. and Mrs. Sylvester Curtis, were married Monday evening, August 8th, going to Chicago for a brief honeymoon trip. They will reside in Marion. Mr. Curtis is a son of Engineer Sylvester Curtis and is employed at Atkins roundhouse. The Magazine extends congratulations.

Word was received August 10th of the death of Locomotive Engineer Chas. M. Shaffer in California where he had been for some time seeking improvement of his health. The remains were brought back to Davenport for interment.

Mr. Shaffer has been out of road service for some time on account of ill health and had been working at the roundhouse at Davenport previous to his going west.

The news of his passing is received with deep regret by his many friends on the division. Train Baggage man B. C. Sears and family are enjoying a vacation in and around Boston, Mass., which is Ben's old home.

Train Baggage man C. Wescott was off duty one

week during July spent at Elk River Junction fishing.

Passenger Brakeman H. R. Perrin and wife are spending a months' vacation at Denver and Colorado Springs.

Passenger Conductor G. Van Tassel and wife are spending a six weeks' vacation at Dayton, Ohio, and other eastern points.

Otto Bensch and two sons, Alfred and Walter, left Marion for the West where they will visit for three weeks. They will stop off at Deer Lodge, Butte, Mont., Seattle, Tacoma, Wash., and Portland, Ore.



The personages in this picture, Veterans John Larson and Joseph Murphy, employed in B & B department at South Minneapolis, Minn.

John Larson is 72 years old and entered the B & B department service with this company at South Minneapolis, April, 1880. He became foreman in 1889, which position he now holds.

Joseph Murphy is 67 years old and entered the B & B painting service with this company at South Minneapolis, in May, 1880. He became foreman in 1889, which position he now holds.

#### Atkins Roundhouse Men Entertain Perry Guests

The Atkins roundhouse force royally entertained their guests from Perry and a number of invited guests from Savanna and Marion at a fried chicken picnic supper, Saturday evening, at the fair ground, after the Atkins-Perry ballgame.

A long table was arranged containing one hundred and fifty pounds of fried spring chicken, sandwiches, of several kinds, potato and cabbage salad, olives, pickles, baked beans, cake, lemonade, ice cream and cake were served cafeteria style, cigars for the men and gum for the ladies were passed.

Clarence Roher demonstrated athletic stunts for the amusement of the crowd. A platform was built and music and dancing was enjoyed throughout the evening.

#### Aberdeen News

Miss Celinda Niemie, timekeeper at Aberdeen roundhouse, recently returned from her vacation which was spent at Spokane, Washington. Miss Niemie reports a wonderful time.

Miss Helen Artz formerly employed in the office of the chief carpenter at Aberdeen and who moved to Spokane several months ago, got lonesome for Aberdeen and has again returned to make her home in our wonderful city.

It is reported that Ike Erickson was a recent visitor at Aberdeen. Too bad, Ike, you always come when we are not home. Try us again some time.

Red Kearns claims to be losing weight since he started to work inside and we cannot account for the cause. Some claim he is in love, but "you never can tell," can you?

Jim Muenker is still looking for the tractive effort of an 1-5 switch engine. Boy, page Mr. Blue Print.

Lost—One dapple grey horse. Notify W. O. Hiddleston.

# Hamilton Watch

"The Railroad Timekeeper of America"

## On Time

You buy a watch to tell you accurate time. Nowhere are watches more carefully checked up for accuracy than in railroad service.

We show here Conductor G. W. Valentine and Engineer W. S. Robinson of the Pennsylvania Eastern Lines comparing their Hamiltons. They run the Manhattan Limited between Harrisburg, Pa., and Manhattan Transfer Station—right outside of New York City—an important run. Engineer Robinson recently received the following letter:

PENNSYLVANIA RAILROAD.  
Eastern Lines  
Office of Superintendent Philadelphia Division  
Harrisburg, Pa.

Mr. W. S. Robinson,  
Passenger Engineman

Dear Sir:

I am pleased to note the fact that you have made a perfect record during the month of March, 1920, as all trains you were in charge of made schedule time or better than schedule time, and I desire in this manner to commend you for this excellent performance.

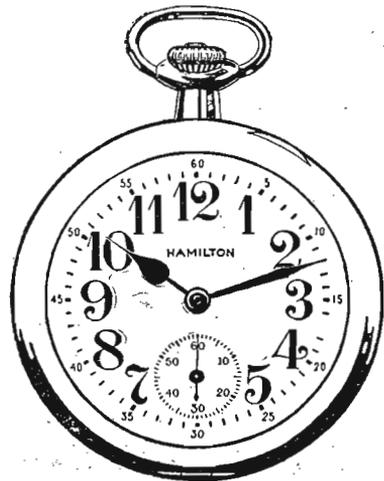
(signed) E. J. Cleave, Superintendent

This splendid record was achieved by men who run their trains by the Hamilton Watches they hold in their hands.

Hamilton Watches are the favorite time-keepers of American railroad men. When you buy, inspect the Hamilton models that railroad men favor, particularly 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH COMPANY  
Lancaster, Pa.



## On the Steel Trail

### The Terre Haute Division

Steel-Trailers, meet the Terre Haute Division, the latest addition to the Milwaukee Family. This division has spoken for its "place in the sun," meaning the Magazine. Here is the "bid" from R. L. Myers, who will be division correspondent. "The Terre Haute Division of the Milwaukee is one alive with co-operation, not only among employes, but between the management and the employes. It is with pleasure that we affiliate with the Milwaukee, although we have our regrets at losing the 'Southeastern.' This division will try to be represented in the Employes' Magazine, which we have adopted into our offices and homes."

The annual picnic of the "Southeasterns," now the Terre Haute Division employes, took place at Odon, Indiana, on Sunday, August 14th, with more than 3,000 in attendance. Now that is "some" gathering—better, I wager, than almost anything of the kind ever put over on any division of the system. Practically the entire division turned out, with their wives and mothers and sisters and sweethearts and all of their own and some of the neighbors' children, taken along "just to be a good fellow."

Special trains were run from Terre Haute to Odon, which were met at stations along the way by the local contingents, some out with brass bands, and all of them trailing streamers announcing their party and their destination.

At the picnic grounds, ball and other games were played until dinner time, after which all stomachs being too full for violent exercise, only a few mild (?) diversions, such as 20-mile dashes for the girls and 50-yard dashes for the boys, with prizes, were pulled off. Miss Cecelia Mooney won the girls' prize and Arthur Day was victor in the boys' race.

The same committees who had charge of this year's event, have been appointed to plan the picnic for next year. They are: F. Pirtle, general chairman; R. E. Myers, secretary-treasurer; I. R. McClain, entertainment; W. A. Armstrong, grounds; B. S. Carr, F. Chenault, W. W. Griffith and T. Neman, transportation; A. L. Collins, refreshment.

The railroad management that furnished the trains and equipment used, was represented by Superintendent M. J. Griffin and Assistant Superintendent P. M. Fagan.

### Surprise Party for Superintendent Macdonald

Superintendent J. A. Macdonald, who has gone to Scotland to renew old acquaintances, in the land of his birth, was guest of honor at a surprise picnic tendered him by his associates and Milwaukee employes at Madison, just previous to his departure.

Chief Clerk Ottomar Kloetzner was managing director of the event, and Roadmaster Barrett, was able assistant.

The picnic grounds were specially decorated for the occasion and the picnickers were received by Chairman Otto, as they arrived during the afternoon. Baseball, with Trainmaster Maxwell and Local Storekeeper Dempsey as captains, engaged the men folk. Battery for the Maxwells was Kenney and Ragen; for the Dempseys, Freebern and Conlin. Once in a while a player forgot which team he was playing with and either went to bat for his opponents, or began rooting for the opposite side. Spectators were few, for those who were not playing were up around the tables preparing lunch.

When Superintendent Macdonald, escorted by Mrs. Macdonald and Mr. and Mrs. John Prien, arrived, the surprise and pleasure evinced by the popular superintendent was unmistakable, and the promoters of the affair felt amply rewarded for their efforts.

Before supper was served, Chairman Otto, on behalf of the assembled company, presented Mr. Macdonald with a very fine steamer trunk and suit case.

In addition to the ball games, there were several pleasing numbers on the program, among them, Miss Margaret Wilson, little daughter of Round-

house Foreman J. A. Wilson, danced the Highland Fling, in full Highland costume. She also entertained the company with a Spanish dance, for which she appeared in an appropriate costume.

The supper tables were placed to form the letter "M" and were loaded down with the good things for which all Madison cooks are noted, and the women of the railroad circle in particular; following which dancing was enjoyed throughout the evening.

Many compliments and much thanks were offered Chairman Otto for his untiring efforts and the splendid success of the affair, which was attended by 125 employes and their families. Now the participants are insisting upon a repetition of the good old-fashioned get-together, or strictly old Milwaukee Road family picnic. Thanks are also due to the ladies who so handsomely handled their task of providing a sumptuous lunch. The committees which also contributed so greatly to the success of the day are deserving of great praise, and the gratitude of all who enjoyed their hospitality.

Mr. Macdonald and son, Albert, sailed from New York on the S. S. Columbia, August 13th, for the home of Mr. Macdonald's parents, Saiteford, Scotland. He has the good wishes of the entire division for a pleasant trip and a safe return.

### Tacoma Shops, Tide Flats, S. O. S.

R. R. R.

Greetings, folks, our hottest day this year, 70 degrees, and every one was surely very warm.

A. J. Kroha and brother, Rev. Father Kroha, motored to Deer Lodge and were joined there by Mr. and Mrs. Rusch and Mrs. Kroha, Mr. Kroha's mother. This happy party then motored through the Yellowstone National Park. From all reports the party had a very lovely trip. Nice weather and so many places of interest to see.

Leo Kehlner of the boiler shop was one of the motorcycle racers in the Yakima races recently. He entered in the race with seven experienced factory riders and came out third place. We are very sure now we shall see him among the Speedway racers next year.

Miss Marguerite Conley and Miss Mary Simm are visiting in Pocatello, Idaho, and Salt Lake City, Utah, on their vacation, spending much time with Mary's parents, Mr. and Mrs. Peter Simm. The girls are having a very wonderful time. We hope they still retain their respective religions, as we don't understand the Mormons up this way, although we know they are fine people.

H. J. Morse of our time department has accepted a position in the Master Car Builders office at Chicago, leaving us the early part of July. We all join in wishing him much success in this line of work and we know he is going to make good, too.

Louis Bay and C. J. Turner returned from their vacations and they had a very good time, so they say. We are sure they did. Came back looking tanned and happy.

P. R. Horr was a visitor lately at the shops. Come again soon, you are always welcome.

Al Pentecost spent a few days at Spirit Lake this month, looking over some important work up there.

Miss Betty Hagen was a week-end visitor at Yakima this month also and returned with her usual smile. I am afraid Yakima may yet claim Betty.

Mr. Heward is with us again after a stay in Bellingham. Now our former stock clerk, G. H. Gookstetter, has gone up there. We wish these two success in their new respective positions.

J. J. Buelting is a visitor at the shops again. We are very pleased to see him about and hope himself and Mrs. Buelting will enjoy our lovely coast.

So many of our employes are going up to Vancouver, B. C. We wonder if there isn't a "Green River" or a "Sunny Brook" up there besides the English Bay.

Mr. and Mrs. J. J. Dorsey are spending their vacation at the Lake Shore this year. John Marvis, Jack's lifelong friend and associate, is

very lonesome and hopes Jack will soon return to the office.

Mr. and Mrs. M. W. Eashleman were visitors in Portland over the holidays and reported having had a good time.

Mr. and Mrs. F. B. Trout were visitors in Seattle. Came home after having had a fine time.

The Office Boys Spelz Consistent.

The blond stengreifer is tryin to kid me bout my spelin she siz i otto go tu nite skool and git sume branes i aster how to spel hoo and she sez who is rite and i sez it aint if coo spels coo and boo spels boo i gess its a cinch that doo spels doe and roo spels roo and soo spels soo and if thet aint gramer den de guy ez rote de dickshunery iz a lemon and otto loze hes job she sez i otto git hes job cuz i wood be a brite lite in de literery world but she cant slam me fer a minit i toler thst i never seen her name on no books ez she rote er in de halls or liter chool and i shoos her a letter that i got fum de literery digestyon askin me to rite a artucial ferem on nootrishun provin thet i aint such a boob de boss sez thet i otto git a chair at sume coligg he sez my spelin is too fur advanst fer my age he sez thet if i cood git a bunch of guys to stik to der wurk like i stik to my systum ov spelin thet the efency ov hes depart mant wood be 100 pur sent ever munth.

**THE OFIS BOY.**

Grab came back to see us the other day. He has been away so long we have established a small post office for him. My, he is popular.

The above is a photo of George W. Allen, a veteran engineer on the Mineral Point Division.

Mr. Allen entered the service of this company in 1890, was promoted to engineer in 1899, and is one of the popular and leading citizens of Janesville, his native city.

Mr. Allen has a reputation among his fellow workers for efficiency, and he is a strong advocate of "Safety First," having served on that committee for a year. His earnest desire to cooperate with his co-employees has earned him an enviable record with all he comes in contact.

**The Section Foreman's Consolation.**

(Donated by one of our section foremen.)

The super and roadmaster have me both by the throat,

The G. M. is another that's got my goat, The agent always has some kind of a kick, The operator's that smart, he makes me sick, The farmers howl, 'cause I don't cut the weeds, Sure, it's 70 minds a poor section boss needs.

What with officers dropping butterflies from the trains,

Devil the wonder it is I have any brains, But lowering centers, or raising up joints, Repairing grade crossings, or lining switch points;

Believe me, there's one thing I don't have to do, Is take any slack from one of my crew.

**Boisterous Doings at St. Paul.**  
"Birdie."

St. Paul again boasts of another record. Since Thomas Sheehan, special agent St. Paul, entered the service thirty-eight years ago this month, he has not missed a single day at work and that includes Sundays and all holidays—neither has he had a vacation during that time. Now, we believe that is some service record. Come forth, ye veterans, can you report a more faithful servant?

It takes a Smokey Junior to put one over on "Daddy." F. C. Boucher was married for two weeks before anyone knew about it. We wish you lots of luck and happiness, Mr. Boucher.

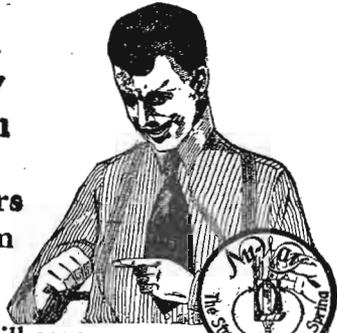
Cachoo—cachoo! Hay fever season evidently is here, judging from all the sneezing coming from the direction of Mr. Flynn's desk.

Joseph Kulicheck, alias Joe Pork, is looking up all his old friends in the Twin Cities, in order to get some square meals this winter.

You have read about the two Chicago bandits captured in St. Paul this month. Terrible Tommy O'Connor and his pal. Well, our own Pete Kronin, district agent, St. Paul, arrested the pair June 7th, but the police department failed to identify them at the time and they jumped ball furnished by friends. Pretty close to the \$5,000 reward, say we. Hard luck, Pete. So near and yet so far, but not your fault.

A. C. R. spent Sunday in Chicago taking part

Ask  
Any  
Man  
Who  
Wears  
Them



He will say:—

**Nu-Way** or **EXCELLO**  
RUBBERLESS SUSPENDERS

are the most comfortable ever worn. Millions wear them. They like the easy Stretch of Phosphor Bronze, non-rusting Springs and free movement of the slip-loop back.

"A Full Year's Wear Guaranteed in Every Pair"

Suspenders ..... 75c Corset "Sew-Ons" per pr. 25c  
Men's Carters...50c Hose Supporters, all sizes 25c

Ask Your Dealer. If he hasn't them, send direct, giving dealer's name. Accept no substitute. Look for Guarantee Label attached to buckle.

Nu-Way Stretch Suspender Co., Mfrs., Adrian, Mich.

**DIAMONDS  
WATCHES ON  
CREDIT**



**Rosalie  
Diamond Ring**  
The fine brilliant  
Diamond is set in  
solid White Gold. No.  
432 is a big bargain at  
**\$50 \$10 Down**  
**\$5 \$5 a Month**  
Mounting is solid 14-k  
Green Gold, pierced.  
Also this ring and  
other styles at \$75,  
\$100, \$150 and up.  
See Catalog.

**DIAMONDS  
WINE HEARTS**  
See Catalog  
for Engage-  
ment and  
Wedding Rings.

**GENUINE DIAMONDS  
GUARANTEED**  
Complete Satisfaction has  
characterized the **LOFTIS  
SERVICE** to the public for  
over 63 years. Our immense buying  
power for our large Mail Order House  
and our chain of stores enables us to  
make the very **LOWEST PRICES.**

**SEND for CATALOG**  
There are 128 illustrated pages of bargains in Diamonds, Watches,  
Jewelry, Silverware, Novelties, etc. Anything you select will be  
sent for your Free Examination. We pay shipping charges. If  
satisfied that we have sent you a splendid bargain, pay one-fifth  
of purchase price and keep the article; balance in eight equal  
amounts, payable monthly. **LIBERTY BONDS ACCEPTED.**

**LOFTIS BROS. & CO.**  
**THE OLD RELIABLE CREDIT JEWELERS**  
Dept. D-602 108 N. State St., Chicago, Ill.  
Established 1858 STORES IN LEADING CITIES

Advertise in the "Milwaukee"

in the Pageant of Progress held there; also to take a slant at Bambino, the Home Run King.

Millie and Lydia are on their vacation. Lydia having gone east to Chicago, and Millie up north to Duluth.

Our own Fred Overby captured fourth, a medal position in the annual St. Paul Daily News swim at White Bear Lake Sunday. The course was three miles and swimmers from all over the United States took part.

No news from the lower yard, ticket office or commercial office this month. What's the matter, are you all on your vacation?

A. P. Bieber, ex-veteran C. M. & St. P. employe, and now with a Chicago concern, is, from all appearances, successful in his new venture. Good luck to you Al.

**M. C. B. Jottings.**  
"Izetta."

E. F. Hoy, car accountant, Chicago, was going over car records in our office during the month.

Alfred Koch, our happy office boy, was on the sick list with a sore throat, but is back at his desk feeling much better.

John J. Hennessey, assistant master car builder, Milwaukee, celebrated the fiftieth anniversary of his connection with the C. M. & St. P. Railway on Sunday, July 17th. Mr. Hennessey holds an honorary position as a member of the arbitration committee of the Master Car Builders' Association, representing the Milwaukee road. He started his railroad career at the age of 24 years as a carpenter at the Milwaukee Road Shops; which at that time were located at Third and Fowler streets. Mr. Hennessey is the inventor of several railroad appliances, some of them being steel sills on box cars, side doors of freight cars, anti-friction side bearings. It is surely interesting to have Mr. Hennessey tell about the railroad at the time he started, he stating that there were two kinds of passenger cars. One was for first-class travel and the other second-class. The difference, he stated, was that a traveler on a first-class car had a cushion seat and back, whereas the one in the second-class had to sit on a board. Mr. Hen-

nessey received a letter from General Superintendent Motive Power Silcox, congratulating him on his fifty years' service.

We are sorry to state that Norma Lutzenberger, stenographer in the M. C. B. Billing Department, has been forced to take a leave of absence account of a nervous breakdown. We hope to soon see her back at her desk and in the pink of health.

Wilhelmien Berssenbrugge, our comptometer operator, has been a very busy girl for some time past. Her brother and wife from Holland were here on their honeymoon and another brother and wife motored from Los Angeles, Cal.; also a brother and wife from Perham, Minn. A family reunion was held at the Berssenbrugge home. There not being enough excitement, Wilhelmien had to sprain her ankle, which confined her to her bed for quite a time. However, she is with us and her smile is as cheery as ever.

Erwin Poenisch, equipment accountant, spent a couple of days in Car Accountant Hoy's office, Chicago.

A. T. Barndt and wife visited relatives at Beaver Dam one Sunday during the month.

Beaver Dam must be a popular place for Geraldine Nelson was there, too. Wonder what the attraction is.

Al Horn went "down on the farm" for his vacation, but he is a great farmer. The first day there he hurt his arm—guess he was in the way when the hay fork was lowered. Some farmer!

J. A. Deppe, assistant to the M. C. B., left last week for a visit with his folks at Portland, Ore.

Other vacationers are—Floyd Streeter and wife, who went to St. Louis, Minneapolis and Aurora; Carl Jaeger went on a fishing trip up north. (We didn't hear any exciting fish stories); Wm. Stark, wife and children were at Lake Geneva and Elkhart Lake; Donald Cleary visited relatives at Minneapolis, and Norman Fuller and Gene Kleiner spent part of their vacation at their cottage at Pewaukee and were also in Chicago. I don't know where Edna Bremser went for her vacation. Jerry Rosar spent a week at his cottage on Pike Lake.

Josephine Sweeney, Emma Wagner and Louise

# WHEN BUYING INSURANCE

WHY NOT GET THE BEST OBTAINABLE?

## THE "PARAMOUNT" DISABILITY POLICY

ISSUED BY THE

# Massachusetts Bonding and Insurance Co.

IS "PARAMOUNT" IN FACT, AS WELL AS IN NAME

**IT PAYS**

- The Full Principal Sum..... For Accidental Death
- The Full Principal Sum..... For Loss of One Limb
- Double the Principal Sum..... For Loss of Any Two Members
- One-Half the Principal Sum..... For Loss of One Eye

With a 5% Increase Each Year for TEN YEARS

**MONTHLY ACCIDENT INDEMNITY**

FULL INDEMNITY for total disability—as long as the insured lives.

ONE-HALF INDEMNITY for partial loss of time—limit seven months.

DOUBLE INDEMNITY for hospital confinement—limit two months.

DOUBLE INDEMNITY for travel, etc., injuries.

**HEALTH INSURANCE**

FULL INDEMNITY for total loss of time by illness (whether confined to the house or not)—limit one year—one-fourth thereafter as long as the insured lives.

**NO EXCEPTIONS**

This Policy pays FULL Indemnity for total loss of time by Accidental injury or illness.

CLAIMS PAID EVERY THIRTY DAYS

**CUT OUT AND MAIL THIS COUPON**

**Massachusetts Bonding and Insurance Co.**

General Offices:  
ACCIDENT AND HEALTH DEPARTMENT  
Saginaw, Michigan

Name ..... Age..... Years

City or Town..... State.....

Employed as..... on..... R. R.

Please send to above address full information concerning Policy Contracts.

LeSage went to Holy Hill, Hartford, one Sunday. Leona and Rose Schultz are leaving today for a good time at Nemabbin Lake, where their father has a cottage for the summer.

C. R. Gilman, car lighting engineer, made several trips to Chicago, Racine, Savannah and Minneapolis. I just heard he was sick now, but I hope he will be better in a little while.

Robert Shand went to Chicago to take in the Pageant of Progress.

Eleanor Bartz and Bernice Kruse are going to Chicago today. (I wish I could quote what Bernice said about her trip.)

Marion Juneau is an addition to the office temporarily, doing the work which Gertrude Haas took care of, Gertrude being on a short leave of absence.

I have looked high and low for some news

And have done the best I could.

I hint around and ask everyone's views—

But it doesn't do any good.

#### Motoring on the Milwaukee

*Up and down hill on the Rocky Mountain Division*  
Nora B. Decco.

When it's real hot and you have to work, I should think about the meanest thing a woman could do would be to write and tell you that where she is it isn't hot, etc. Well, Mrs. T. H. Lefever is even meaner than that, she is visiting in Salt Lake City and sends a picture post-card of a roof garden, mind you, with tall glasses containing something with ice in them, that is to drink and makes you cool, and she is there and we are here, can you beat it? I hope Tommy never lets her go again.

Mrs. Bob Daniels is visiting relatives in Wisconsin for a month.

R. C. Spayde's wife went to Mason City, Iowa, to visit her folks and wouldn't come home, so Ralph went after her and pretty near forgot to come home himself.

Operator Abbott is back again on third at Three Forks, account Operator Fother going to G. S. Butte office; later to take his wife to Miles City, where she will visit for a few months. Mr. Abbott came here from Harlowton, when bumped by Mr. Grogan, who has moved his family there and is assigned to second, Harlowton.

Our roof at our Union station almost burned off first of the month. Blame it onto the G. V. engine, the hot weather or some of Ralph Kimberling's language. Nobody knows the cause, the effect is wonderful, all nice, new shingles placed there by Mr. Levens and Company.

Mrs. Doig, wife of section foreman, Sixteen, was operated on in the Harlowton Hospital, August 17th and is doing very well when last heard from.

Miss Francis, the nice looking daughter of Agent Peacock, Martinsdale, has been home a month on a visit returning middle of August to Tacoma, where she has a nice position with the Bank of California.

What do you mean, eagle-eyed engineer: it's the eagle-eyed firemen on the R. M. division who are on the first page on the S. C. column in this magazine; or, if not, they should be, as one of them saved the lives of the entire train crew a short time ago by being so bright and watchful. He doesn't sit around and figure what he would have made this half, if he hadn't been cut; not he; he watches for all the low joints and spikes on the rails, and everything. I don't know who it was or I'd say so.

The latest addition to the equipment on this division is the open air observation cars on fifteen and sixteen from Butte to Harlowton. They look funny, but they are popular, figuring from the number of people who ride in them.

The editor came through on her way West, and I didn't know it as a certain passenger conductor, whose first name is Art, forgot to tell me, and for the same reason I missed her when she returned. She will have to make a special trip to let me see her.

Conductor Cosgrove has another boy, born on the first one's birthday, and Chief Dispatcher Hagerty had to announce it on a special train order. Well, the Cosgroves have the train crew now anyway. Don't suppose their father would go out with two students, though.

Fireman Stuart Waldron of Deer Lodge, and Miss Henrietta Beyer of Marion, Iowa, were united in marriage at Deer Lodge, first of the month where they will make their home. The best wishes of the division are extended to them.

Goodness; another wedding. Conductor Charles Saint and Miss Evelyn Sarback, of Washington, were married August 9th at Butte. The Rocky Mountain extend congratulations and hope both of these happy couples will live long and be happy.

The railroad ball team from Harlowton came up to play Matt Zellars nine on Sunday, August 7th, they played a while and it rained and then they played some more and they beat us—ahem—I forgot the score. All baseball scores look alike to me; I know as much about them as I do how to knit a wool hat, and all I know about that is, mine isn't home made.

Two young ladies from the railroad exchange territory wandered away from home and got lost way out here in the wild and woolly West, looking for wild cowboys. They wandered away from the train in Butte and they had to hunt all over town for them. Mercy on us, things out here move fast, they don't wait till the passengers go down in the mines and back. Besides, I understand, they were real nice looking and it's a wonder those horrid rough miners didn't grab them and run far, far off. Jane Karl and Laura Altermeyer your boss will have to look after you better than that.

R. M. Division folks who attended the Pioneers' meeting this month were Engineer Douglass and wife, Engineer Flynn and wife, Engineer McCormack, J. V. Miller and wife and Bill Keeley and Cosgrove. Also Mr. and Mrs. J. P. Phelen and Miss Madge Burns.

Understand Cosgrove beat Flynn in the ballgame or something near that, anyway. The conductors beat the engineers, with Mr. Phelen as umpire. Mr. McCormack looked after the ladies while their husbands went over to Vancouver in the moonlight and landed there on SUNDAY. Can you beat it, couldn't even whistle without trouble. That's what you get for trying to put on a show where there are blue laws as is blue.

#### Dubuque Shops Jingles "Oosie."

##### Our Baseball Team

We have a team at Dubuque Shops  
That's awful hard to beat;  
To watch those boys hurl that old ball—  
I tell you is a treat.  
Do they win every game?  
(I hear you ask)  
Well, to answer that  
Is quite a task—  
But line them up and you will see  
They'll LAY YOU OUT real tenderly.

##### Safety First

I useder cross the tracks on high,  
With head raised up 'most to the sky;  
And think about the moon and stars—  
When we would get in touch with Mars.

But since I've heard of SAFETY FIRST,  
I'm always lookin' for the worst;  
Look down the tracks and up again—  
Then beat it quick, just like a hen.

'Cause Safety First means Safety Sure,  
It keeps you from all harm secure;  
When tempted to forget—recall  
The UNDERTAKER is seeking HAUL.

Lenore, our fair accountant,  
Is wearing a brand new ring;  
It announces her engagement—  
'Spect a wedding it soon will bring.

##### Matrimonial Agency at Dubuque Shops

Our dainty little Eva,  
Said to J. E. D. one day—  
I'm leaving your department,

Up in the car department  
(Where Parkinson is king)  
The girls have all been getting  
A nice engagement ring.

So I'm gonna try my luck there;  
If I land some "easy guy,"  
You better watch your forces close,  
For you see its this-a-way.

**In the Locomotive Dept.**

Nobody ever is married;  
Never hear of a baby born,  
So that, you see, is the reason  
Of such news this page is shorn!

For THEM Railroad Blues.  
Try an ounce of the following cure  
Every SO often:

**"Lookin' Smiley"**

Did it ever 'cur to you  
When you're feelin' mighty blue,  
That a smile  
Would change things consid'ble  
Make you lots less miser'ble,  
For a while?

Soon you'd never know that gloom  
Ever had been given room,  
Not at all.  
'Tisn't very hard to try—  
Just you blink that downcast eye  
At the wall!

Get the habit please,  
'Tain't no use to snort and sneeze,  
But be gay.  
Lookin' smiley spells content—  
Try it for a 'speriment  
Just one day.

Then you've half the battle won,  
And the clouds without the sun  
Won't seem dark.  
Life is jus' one happy song,  
Can't see anything that's wrong,  
All a lark.  
—Lucille Millar (1920).

**Lookin' for a Home**

T. P. Jones, our brand new foreman,  
Is lookin' for a home;  
And Lewis H., who's so perlitte,  
Said, "Come t'gether, let us roam."

So up steps and down steps  
And over hill and glen,  
They traveled for about a day—  
Then finally just when

A house loomed up ('twas on the hill)  
That suited Jones just fine:  
He looked down what he had climbed up  
And said, "Oh d— that climb."

**East Wind****"Mile-A-Minute"**

Mr. and Mrs. J. V. Ericson have just returned from Los Angeles where they vacationed, and William Griffl went to Wauzeka.

Miss Carolyn Burke, Mr. Cooper's secretary, has just returned from her vacation spent on a farm in the vicinity of Rockport, Canada.

James V. Stafford was happily surprised on his birthday (?), August 15th, being presented with a handsome traveling bag.

The following is to be sung to the tune of "All By Myself." Colonel Kehm, formerly of the Chicago offices, who is now located in the slums of Iowa, was entertained at a very successful snipe hunt near Riverside Park, West Yard. Near the hour of midnight the light burned out, and as the horse car had tied up for the night he was forced to hoof the four miles back to town. A badger fight is contemplated in the near future. "Lytton Building Secrets" please copy.

Bill Kane and A. C. Painter recently came to Chicago from the West, but put in a fardy appearance. They advise the train was "held up by a tall man and a short man."

In a tight game, played opposite the main ring of Ringling's circus, in Grant Park, Monday evening, the Oriental "Dragons" defeated the fast N. Y. K. nine, 1 to 0. The feature of the game was the all around playing of the crack "Dragon" short stop, Joe Burke. The Dragons are open for games, and arrangements can be made through R. T. McSweeney, Oriental freight department.

Miss Erval Stevens in search of Vice President Greer's office was found trying to remove one of the doors on the thirteenth floor. The number is 1233.

C. C. Dimock is spending his vacation in New York City and several cards have been received from there.

Registered at Hotel Drake, Chicago, with an 11:00 A. M. call we find the names of the Misses Fay Dietrich and Dolly (?), Sioux City. For some reason the last name of the latter young lady was not legible. Referred to H. B. Oisen sponsor of S. C. & D. division for further details.

Pete McKenna and his haughty Harley-Davidson were socked on Sheridan Road the other evening by some bozo in a wicked flivver. After unravelling himself from one of the hydrants he found he had sustained a bruised elbow, and a badly damaged riding habit. He is doing as nicely as could be expected.

M. K. Buckley caught a very nice ten-pound muskellunge Saturday, thrown by Chief Clerk Donald of the assistant general manager's office. Miss Mary Merrill (Mile-a-Minute) is at present on her vacation and this wake is being conducted by a amachure. Help! Murder!

Word from Delavan indicates Miss Florence Walsh of 1233 is having a wonderful time. How about the Stamms, Flo? We all miss her—someone in particular.

Have you seen Roy's latest pocket handkerchief? We hear it's a gift from one of St. Paul's fairer sex. Furthermore, he has an art gallery all his own.

"Doug" Fairbanks also of 1233 will spend the remaining week of his vacation at Saugatuck. Wonder if he'll be as lucky there as at Chappel Lake when it comes to ladies. We know, we saw the pictures.

Mr. Bagnell's cold is better and we're all glad to hear it.

Miss Bessie Gregg, one of our most popular young ladies, has returned from a pleasant and profitable vacation, and we're lucky to get her back, say we.

Rumor has it that Billy Abern of Mr. Sillcox's office and a certain young lady, prominent among the younger set, are being given their vacations at the same time. Aha!

**WEST END PLEASE COPY:**

The girls of the East end, particularly of the vice-president's office, desire to extend their congratulations to Harry Wurzbacher, in conjunction with those he has been receiving of late from his Seattle friends. Come on back, Harry, we want to see that ring.

**Iowa and Dakota Division**

Mrs. W. F. Cody, wife of division freight and passenger agent, and son, Harold, and daughter, Elizabeth, are on a two weeks trip to Clifton Springs, N. Y.

Grace Moran, employed as stenographer in division freight and passenger agent's office, left August 15th on a two weeks vacation for Niagara Falls.

Miss Nina Trevett, chief clerk, roundhouse, Mason City, and her mother, left Wednesday, August 3rd, for Olean, Penn., for a two weeks' visit at the home of Mrs. Trevett.

The I. & D. division was greatly shocked to hear of the sudden death of Al Hodge, section foreman at Postville. The excitement of the wreck east of Postville caused him to drop over dead. He leaves a wife, two daughters and three sons living. Mr. Hodge has been section foreman for four years and entire division extends sincere sympathy to the bereaved.

E. B. Young of Dike, chairman of the local Order of Railroad Telegraphers was in the city on business for part of the month.

Walter Thompson, air brake repairer at the Milwaukee shops, is sick at home. He was taken ill Thursday morning while at work.

Mr. and Mrs. John Rice returned Thursday from a two weeks' trip to Rice Lake, Minn. Mr. Rice is employed as machinist at the Milwaukee shops.

Estela Glennon has been chosen to fill the vacancy of clerk in division master mechanic's office which was formerly held by Clara Swanson. Miss Swanson resigned account of getting married.

G. P. Hodges, division master mechanic is on an extended business inspection trip to all points west on the I. & D. division to Rapid City. He returned to the city Saturday, August 15th. He and his wife leave Monday for a two weeks' vacation trip to Yellowstone National Park, Tacoma, Wash., and other western points.

Carl Donovan, Fay O'Neill and Irving Hanson,

employees of the local yard office and shops went on a fishing trip the week end along the Shell Rock River.

Otto S. Secory, assistant maintenance clerk, superintendent's office, left August 19th on a two weeks' vacation for Chicago and his home, Grand Haven, Michigan.

Miss Ruth Scott, file clerk, superintendent's office, left August 18th on her vacation for Rockford, Ill.

C. E. Ring, wife and son left August 14th on a two weeks' trip to Minneapolis and Annandale, Minn. Mr. Ring is employed as division accountant, superintendent's office, Mason City.

Ned Taylor, yard conductor, has an unusually large smile due to the fact that the stork presented him with a baby girl August 18th.

Otto Beerman, chief dispatcher, wife and daughter are spending vacation at Chicago and Guttenberg, Iowa. Latest reports from Otto are that he is exceeding the limit when it comes to catching fish. At least post-card we received from him would indicate such.

One of our agents on the extreme West end made up his mind that being single did not pay and has agreed to try it hitched double. Full details regarding the wedding, etc., will be given in the next issue.

W. L. Whitney, second operator, Algona, is laying off. E. L. Brown relieving him.

C. C. Wiltse, agent, Britt, is taking his two weeks' vacation, and G. A. Nelson is taking his place.

C. H. Slagle has returned from his vacation at Cylinder and S. Rogers who relieved him is now relieving E. T. Bolger, agent at Lawler.

We have noticed that F. M. Smith, train dispatcher, is the proud possessor of a brand new Ford sedan. He rides in his car like the late J. P. Morgan, so we do not look for any accidents or serious mix-ups for some time.

Al Schrader, roadmaster on the West Black Hills Line, was called to Southern Iowa account of sudden death of his mother.

R. D. Miller, trainmaster of the Northern District has been appointed trainmaster with headquarters at Mitchell, S. D. We welcome Mr. Miller to the Iowa and Dakota division and trust that we receive some news items from him.

### Idaho Division

"E. C. P."

You know when I moved to Spokane from Malden I was greatly impressed with the good cheer that seemed to radiate among the boys all along the P. O. R. Line. Always happy; The harder the work, the happier they seemed; and during the rainy, gloomy days of our late spring they seemed even more "spirited" than ever.

Some of those days got my goat I know and I naturally envied them their dispositions.

It took J. T. S. to bring out the secret. You see he made a hurried trip up that way one day last week and being pressed for time, he glanced up at the clock in the first station he comes to, and instead of finding the usual (yes, this clock is right) he read:

No need of stars to shine by night,

Nor sun to shine by day;

For Moonshine keeps the old world bright

Along the Pend o' Reille.

Going a little farther he found the same information pasted on a pole, then a fence post and everywhere almost, he found it.

When I learned about it I immediately called up my old friend Pat Murmane at Blueside and told him what I had discovered. You see Pat and I were side-kicks on the west end and I was sure he would fix it up for me, but he very seriously informed me that the guy that wrote those lines is a liar. That he had seen "nothing" around since he has been up there. But it may be that Pat hasn't become properly acquainted as yet.

He moved up there about the time I moved to Spokane.

Believe me, I'm going to know those boys better and right soon and you can take it from me fellows, Pat is alright.

I have been up that way only once and I didn't call the trip a success. I have told you that Pat and I are great friends and, of course, I wanted to see him and congratulate him on his being appointed to the agency at Blueside.

The train stopped there but a jiffy. Barely had time to say hello to Pat. Then looking out of the car window I asks of Conductor Hunter, where's the town? "Oh, you can't see it," he replied. "294's caboose is standing in front of it." I was

## OLIPHANT-JOHNSON COAL COMPANY

1527 RAILWAY EXCHANGE BUILDING

HARRISON 3919

CHICAGO :: ILLINOIS

Home Office - VINCENNES, INDIANA



### Miners and Shippers

# Old Vincennes Coal

Daily Production 5000 Tons

PERFECT PREPARATION

SERVICE and DEPENDABILITY

greatly disappointed. It seems that conductors in cutting off caboose to do switching at stations, might park it some place where it wouldn't obstruct the view from passing trains.

Gus Meyers, my friend at St. Marles,  
Whose duties as "Op" somewhat varies  
From the general routine of most jogs I've seen,  
Is a fiend for work, I declare—es.

He weighs all the cars,  
Cleans the battery jars,  
Copies orders for everything going;  
Sells all the tickets  
Through both of the wickets,  
How he does it is more than I'm knowing.

He answers six phones  
In pleasantest tones,  
Mine alone would drive most of 'em loco;  
He'll stop scrubbing the floor  
To answer some more,  
And not ruffle a hair on his coco.

He does all the billing,  
On reports goes mulling,  
Copies messages for an hour or two;  
Takes orders from shippers,  
Which he gives to the skippers—  
Believe me, his duties aren't few.

When you want information  
Concerning the station,  
He doesn't go asking around,  
But he'll give you a spiel,  
First bat off the reel,  
That boy is sure some going houn'.

Conductor McAuley has returned from a three weeks' trip in the East and as usual, returned alone. He says the reason for that is, there is too much competition "On the other side." He can't choose between them. Likes all five the best. I don't believe that though. I think that if the truth were known, she's wise to him and with his smooth talk can't deceive her.

The place is in Iowa, near Des Moines. With an eye out for business, Mac inquired about the crops there. He asked a farmer how many bushels of corn they expected per acre. The farmer told him corn wasn't reckoned by the bushel any more. It's gallons now, and this year should yield 60 gallons to the acre.

Mac thinks he'd like to own about an acre of that good Iowa soil. Would he be satisfied with one acre?

Ray Shook saw the "Nut House" tacked onto the rear end of a Henry go by the other day and he became greatly excited and rushed into the Chief Dispatcher's office to see if any one was missing. He seemed greatly concerned.

Conductor Frank Quimby from Malden called on us the other day. I immediately button-holed him for news. "Well sir," says he, "you can tell the world that Fred Washburn's potatoes has got bugs on them."

Herb Moody, of the superintendent's office, had two weeks vacation. He spent all of his time, except one day, tinkering on his car, so they tell me, then, on the last day made a hurried trip to the lake. That Jordan is a good car and would no doubt act up much better if he would leave it alone.

Mrs. Fred Wilder is visiting in the East. Fred is all worked up about the big blowout the engineers are going to pull off soon. He is the big guy with this bunch and is working hard to make the proposed Pioneers' Club House at Coeur d'Alene a reality.

Mrs. P. L. Hays and Mrs. R. W. Beal visited on the Coast a short time ago and while there picked about 79 quarts of blackberries,—just for the sport they would get out of canning them.

I see where John D. expects to play golf till he's a hundred. Our chief dispatcher, P. L. Hays, wants to live to play golf that long too.

Everybody in Spokane is all worked up about the 8-cent car fare. Conductor McAuley is sad because the fare was not raised to 50 cents instead of eight. His reason for this, he says, is that he can save only 16 cents by walking each way daily while if the fare were 50 cents, he would be saving a dollar a day.

Othello News. Clear, calm, 120 A. M.

Fred Washburn, C. O. at Malden, is on his way to St. Martin's Springs, Ore.

He spent about six weeks there last year; said could eat anything after he had been there a short time. I don't know what he meant by that, he could eat everything before he went there.

He is driving his pet five passenger.

Fred and I used to be great friends once upon a time, but we fell out. And all over said five passenger.

You see he had gone East one summer and, being as how things was mighty dead around without him, I bought me a car. Had it parked out in front one afternoon when, up drives Freddie to his house just across the street, having returned from Wisconsin. He notices my rig all dressed up in red paint and saunters over, looks at the name on the radiator and stammers, "Stefens."

You're a bum guesser, says I. STEEVENS.

Oh, a Silent Six, eh?

No, SALIENT Six, I corrects.

He said he guessed it was alright, but he seemed to be doubtful about it.

Let's go over and look at your bus, I suggests. It ain't a bus, it's a five passenger, he informs me.

Bought it second-hand I see.

Second-hand nothing, he grunts. Where'd you get that stuff.

Well I see the guy that owned it before has his name on the spare tire cover, and I points to the name E. Z. RIDER printed plainly on said cover.

He looks at me with an expression of deep disgust.

You got good eyesight, he states. What you lack is intelligence. That means she rides easy.

What make wagon is she, anyway? I asks and walked around to the radiator. Oh it's a "Mitch," I remarks.

A what?

A "Mitch."

"Mitch—ll," he roars.

Oh get sore now, I says.

I'm not sore, says he. Sympathy is all I got for you, you're so plum ignorant. I did give you credit for having good eyesight but I was wrong. You haven't even got that. I'd tell you of some of the fine points about this car but 'twould be no use. You wouldn't understand what I was talking about anyway. But one thing I will say, she's roomy.

Roomy was right. He fit into it about like I'd fit into the hold of an ocean liner. I told him so, and then left him. And what he threw at me, all the way across the street, about myself and my great grandfather, I regret to say, I cannot put down here. He was some mad.

I worried quite a bit about all the things he called me and I must have changed considerable from it cause he didn't know me for a long time after that; but guess he got used to the change after a while and then would recognize me when I stood real close to him.

Later he got to itching for me to take a ride in that wonderful carriage and invited me out. I enjoyed it fine. The scenery, I mean. I always felt safe in riding with Freddie. He would never make over seven miles an hour. Believe me, he favored her. And you can take it from me, that old boat is as good today, for that trip he is taking, as it was when he bought it.

### Sleeping and Dining Car Department.

#### Go and Get 'Em.

Inspector Kusch is back on the job after being away motoring for two weeks, and he tells us he was not pinched once for speeding. Seems kind of funny, but I guess it must be so.

Have you seen the new addition to our office? Miss Ruth Wells of auditor of expenditure's office has taken the place of Miss Franey, who has left the service. Since Miss Wells has joined us we have seen quite a variety of silk shirts around the office, but, of course, we are not supposed to notice.

Inspector Peterson is also speeding along the south shore now, having acquired an auto. It must be in the air. "Gasoline Alley" has nothing on us. "Cuse us, Mr. Peterson, for not mentioning it before.

Miss Cathryn Helgeth has just returned after being away on her vacation; and we were sorry

to hear that she acquired a bad cold while away, which kept her on the sick list for a while.

The many employees of this department wish to express their sincere regret at the death of Mrs. Louise Roll, mother-in-law of Inspector O. J. Peterson.

Sleeping Car Conductor A. H. Johnson was recently compelled to lay off on account of suffering from boils. Better get boiled out, Andy.

Steward F. E. Moberg has returned to work after his trip to St. Paul to attend the funeral of his brother, who passed away recently.

Steward E. H. Engelke has removed the wreckage from under his nose, which was a total failure, caused by the continued dry spell, which we understand has played havoc with all the crops. It is to be regretted as we understand he used a considerable amount of fertilizer, which also did not take effect.

**Wisconsin Valley Division Notes.**

*Lillian.*

It is with regret that we report the passing away of two of our railway employees. Engineer Frank Brown, residing at Merrill, passed away on August 1st, after a long illness. Engineer A. B. Zellmer passed away on August 2nd. Although he had been in poor health for some time, his demise was a surprise to all. Both funerals took place at Merrill and many of the C. M. & St. P. employes attended.

H. O. Wheelock, division accountant, will leave the latter part of the week for Prescott, Wis., where he and his family will spend a week outing.

Mr. and Mrs. Frank McCulloch and daughter Marie are spending a month visiting Seattle, Portland and other western places of interest.

Mrs. Eric Gberke is at the General Hospital, where she had an operation for the removal of a goiter. Her condition at the present time is very satisfactory and she expects to be removed to her home within a few days.

Engineer Wm. Sullivan and wife are visiting at Portland. They expect to be gone for some time and will visit all through the western country before returning home.

Agency at Lindsey has been opened up and R. T. Washburn has been appointed agent at that station.

Silo Nelson and family are visiting relatives at Waterloo, Iowa.

A. W. Warner and family (all of 'em) have returned from a motor trip to Duluth. They report having had a splendid time and a very enjoyable trip.

Henry Vachreau and family are spending a week at Wild Cat. We understand fishing is good and have promises—?

Ed Shimanski was called to Junction City on account of the illness of his mother.

Mrs. Jesse James and family spent the latter part of the week visiting at the home of Mr. and Mrs. Noble at Minoqua.

Mr. and Mrs. Boorman of Tomahawk were at Wausau to attend the funeral of Mrs. Boorman's mother, Mrs. B. Goers.

Chas. Conklin Sr. and Chas. Conklin Jr., together with their families, spent a week at a resort on the Wisconsin River. Fishing was good. We'll say so. It was up to us to distribute large messes which were sent down on No. 2 dally. All report a good time and show evidence of a good coat of tan. Charley Sr. proved to be an expert swimmer, much to the surprise of his family and others.

John Schultz and family will join the Schultz families at Tomahawk on Sunday and spend the day at the lakes.

Frank McCann and family motored to Stevens Point Sunday and visited with friends while there.

Margaret McGinley, bill clerk, is on the sick list. Anna Larson, a former employee, is filling the vacancy during her absence.

Engineer Dan O'Brien was called to Chicago on account of the death of his sister. Upon his return to Wausau he was again called to Tomahawk on account of the death of a brother-in-law.

Mr. and Mrs. Pat McGinley, son Franklin and daughter Patricia, motored to Racine, where they visited with their daughter, who is in a convent at that place.

James O'Brien has reported for work after spending two weeks threshing at the home of Mrs. O'Brien's parents. He says "easy money."

**Be An "Electrical Expert"**  
**Earn \$12 to \$30 a day**

Why work for \$20 or \$30 a week when you can earn the same in a few hours easy work as an "Electrical Expert?"

I will train you at home in spare time, for this fascinating, big-pay profession, and guarantee your success.

**FREE Electrical Outfit**

I give each of my students a splendid Electrical Outfit free. Write today for my Big Free Book, and information on my course in Practical Electricity. It's the first step towards bigger pay.



105



Write for this **FREE BOOK TODAY**

L. L. COOKE, CHIEF ENGINEER

**CHICAGO ENGINEERING WORKS**

Dept. 819 1918 Sunnyside Ave., CHICAGO

**The Cooke trained man is the Big Pay man**

**AUTO OWNERS**

Save half of your tire cost by using **Double-Mileage, Double-Tread Tires, Guaranteed 6000 Miles.** We lead, others try to follow. They are reconstructed of highest grade material—hardly ever blow out. They are only guaranteed for 6000 miles, but have run from 8000 to 10,000 miles. Order today at these low prices:

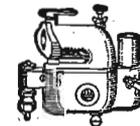
Size	Tires	Tubes
30x3	..... \$5.50	..... \$1.60
30x3 1/2	..... 6.50	..... 1.75
31x3 1/2	..... 6.75	..... 1.85
32x3 1/2	..... 7.00	..... 2.00
31x4	..... 8.00	..... 2.25
32x4	..... 8.25	..... 2.40
33x4	..... 8.75	..... 2.60
34x4	..... 9.75	..... 3.00
34x4 1/2	..... 10.00	..... 3.00
35x4 1/2	..... 11.00	..... 3.15
36x4 1/2	..... 11.50	..... 3.40
37x5	..... 12.75	..... 3.75

**RELINER FREE WITH EVERY TIRE**  
 Send \$2.00 deposit with each tire ordered, balance C. O. D. Tires shipped subject to your examination. State whether S.S. or Cl., plain or non-skid is desired. All same price. By sending full amount with order you can save 5 per cent—our special cash-with-order discount.

**DOUBLE MILEAGE TIRE & RUBBER CO.**  
 2085 W. Harrison St., Dept. 114, CHICAGO, ILL.

**BEATS 10c GASOLINE**

**Increases Power and Mileage 40%**



Amazing auto invention. Wonderful new carburetor. Guaranteed to reduce gasoline bills from one-half to one-third and increase power of any motor from 30 to 50 per cent.

**Sent on 30 DAYS' TRIAL**

Fits any make of car. Put on in a few minutes. Fords make as high as 40 miles to a gallon of gasoline. Other cars show proportionate increase. Take advantage of our special 30-day trial offer. Name your car. **AGENTS WANTED**

**AIR FRICTION CARBURETOR CO.**  
 1402 Madison Street Dayton, Ohio

**Iowa Division.**  
*Ruby Eckman.*

Elwood Bennett of the Perry roundhouse force took in the Elks' convention in Los Angeles in July and had a fine trip.

Arthur Hoopes, formerly an Iowa Division railroad man, who is now working for the Milwaukee Company at Harlowtown, was in Perry the latter part of July for a visit with old friends.

Mrs. Joe Frundell returned to her home in Lemon, S. D., the middle of July following a visit with Perry relatives. She was accompanied home by her niece, Mrs. George Stevenson, and daughter, Betty Jane. Mr. Frundell is agent for the Milwaukee at Lemon.

William Conly, formerly a brakeman on the Iowa Division, died at the State hospital at Clarinda the middle of July. He had been afflicted for a number of months with softening of the brain. Burial was made at Carroll, Iowa.

Mrs. George Wagner and children of Moberidge, S. D., visited here in July at the home of engineer James Wagner. George formerly worked on the Iowa Division, but went West when the line was built from Moberidge.

Hugh Jones of the Perry agent's office made a trip to Denver in August as his vacation trip.

The Perry roundhouse baseball team went to Marion on July 30 in response to an invitation from the Atkins baseball team to play a return game. They had about seventy-five rooters with them and also some real baseball talent, as the score was 2 to 1 in favor of the Atkins team. The Perry folks were mighty well treated by the Marion people, as nothing was left undone in the way of entertainment from the time they arrived on No. 14 until they stopped dancing in time to come home on No. 11.

Conductor A. C. Hann has resumed work on the Manilla short run after a several weeks' lay-off on account of sickness. A. J. Fuller was on the run during his absence.

Machinist George Fenner was badly burned in an airplane August 7, when a plane in which he was riding took fire. The aviator made a landing without damage to the plane other than what was done by the fire, and neither he nor George suffered other injuries aside from the burns.

Ray Paiste, an employe of the roundhouse at Perry, was instantly killed July 30 when an M. & St. L. passenger train ran into a Milwaukee freight train which was making the crossing while entering the yard. Paiste was on his way to work and had dismounted from his bicycle to lead it across the tracks when the collision occurred and a car of coal was thrown out of the Milwaukee train, catching him as it swerved around.

Wedding bells have been busy at Perry the last few weeks among the railroad families. Conductor E. R. Hickey was the first to start them chiming when he was married to Bess Hammon at Perry on July 28. Ray and his bride took a wedding trip to Seattle, routing via Montana, where they visited his sister. Brakeman Delbert Baldwin was married the fore part of August to Margaret Braman. The bride's father, Fred Braman, an engineer on the Coast lines at the time of his death a few years ago. The young people will reside in Perry, but later Delbert expects to leave railroad work and go on a farm. The third ceremony also concerned two railroad families, when Lois Hildrith, daughter of Mason Hildrith of the store department, was married to Orin Lutze, a machinist at the Milwaukee shops. The two latter weddings were among the social events of the months. The young ladies were both very popular and were guests of honor at several parties before their weddings.

Mrs. Marie Munsell of Michigan visited in Perry in July with her father, Engineer Jack Ahern. Mr. and Mrs. Ahern expect to leave soon for a trip to Cuba to visit with their other daughter.

Word comes to Perry that Machinist Dennis Sullivan and Mrs. Sullivan, who have been in Cheyenne, Wyo., for some time, are the parents of a new daughter.

A number of Perry railroad men went out to Council Bluffs the latter part of July to help give Engineer John Kenyon the third degree. John hadn't committed any worse offense than joining the Masons, so the Perry friends helped in the ceremony.

The second pay-day in July was one which will

be long remembered by Yard Clerk Marlow Stotts of the Perry yard force. Part of the check Marlow drew that day went to make the last payment on his home in Perry, and now his property is in good condition and free from encumbrance. Many people might not think the Perry yard clerk had made much of an achievement, but the facts are that he is to be commended for what he has done, as he purchased the home when working as a caller at the \$45 per month rate, his physical condition being such that he cannot perform manual labor. The \$1,500 indebtedness which he assumed at that time looked mighty big to him, but by steady work and close economy he has succeeded in paying for it in a few years.

Engineer George Saucer, who has been working on the middle division for a number of years, has transferred to the west end and has taken one of the way-freight runs. Engineer Kerlin, whom Saucer displaced, has taken a way-freight run on the middle division.

Engineer Lon Morgan was off duty a few trips in July. He made an auto trip to Wisconsin, having been accompanied by his wife and daughter, Mrs. Frank Flack.

Fireman J. W. Kirkendall has been working as an engine hostler in Perry for some time, taking the place of Engineer Baker, who was again placed on the engineers' extra list the latter part of July.

Perry roundhouse has two organized baseball teams. They have been playing a number of games on the new diamond laid out north of the coal chute. The first team is known as the Stars and the second team as De Dual's Colts. The Stars of course have all the best players, or at least their scores would indicate that. They have had a lot of sport out of their contests.

The body of Verner Tighe, son of Conductor P. W. Tighe of the Des Moines Division, was brought back to Perry from France. Funeral services were held in Perry and burial was made in the Gold Star cemetery in Des Moines. Verner was one of the first Perry boys to enlist and among the first to meet his death. He was killed in action.

Conductor L. A. Hurlburt received word the latter part of July that the body of his son was at Hoboken. He left at once for his home in Fairbury, Neb., to which place the remains were shipped for burial. His son was killed in action in France.

Conductor G. T. Burnham of the west division was off duty several weeks on account of infection following the injury to his eye when a cinder lodged in it. Engineer Hiram Colbrun was also off duty on account of eye trouble following an infection after the pink eye. He was unable to work for several months.

Car Inspector John Reel and family were in St. Louis the latter part of June and the fore part of July on a business and pleasure trip.

Bruce De Voe, son of train dispatcher M. A. De Voe of Perry, has started work as an extra operator on the Iowa Division.

**Minneapolis Shop Happenings.**

*James Nellins.*

Death has again taken a veteran from the shop ranks in the person of Julius A. Nelson, who died recently, and the shop people mourn.

Our friend Julius has been in the service of the company for over fifty years and he was always that same smiling and happy dispositioned gentleman and his absence is surely missed.

Chief Boiler Inspector Edward H. Young made a hurried business call at the shops on July 21st and as usual all who had business with him were glad to see him.

Our Bobby Larson is with us again, this time in the pay roll department where he does' his work smilingly, as our smiling Bobby is always happy and all glad to see him back. He better stay now.

The different shop and gang foremen are enjoying their usual vacations and no doubt they well earn it and they have a gun well loaded for any one who now tries the "hurry up" business on them while they are on their leisure jaunts.

It seemed nice to see Chief Electrician Mr. Crowley here on June 24th. He is a welcome business caller at all times.

Great interest is being shown by the veterans in the coming of their convention and it is quite plain that the visiting members will be given a good time.

Death has also taken from the ranks of the machine shop our old time fellow shop man, Martin Paulson, who died July 27th, expiring very suddenly while at work in the shop. His customary morning salute is missed by the shop men who enter the shop at the east door of the machine shop, as Mr. Paulson was among the early arrivals and always had a cheerful "good morning" for the other men as they entered the grounds and buildings. Another faithful veteran gone.

General sorrow was expressed here on receipt of news of death of Former District Master Mechanic H. S. C. MacMillan. He was a good superior official while here and his death was a surprise to all those shop men as when he left here he was in the best of health and no one would dream of such a rugged young man being called so early and all expressed their sorrow and surprise.

Times are improving at the shop, forces working more days per month much to the joy of all.

It seems good to see veteran machinist Sam Brown back on the job again in the old place he has held down for nearly forty years and looks like old times again.

The Misses Colter and Almen of the store department are on their vacations and enjoying the western country out where reside such live wires as Thos. J. Dolle, R. R. R., as well as Goff and Decco.

Motive Power Department Chief Clerk Jas. McCormick of the Milwaukee office was a business caller here on August 2 and 3. He has a way of doing business in a smiling way and people here are always glad to see him.

Chief Shop Accountant C. H. Buelting of Chicago also was a business caller at those shops August 2 and 3, he doing business with Mr. Nickey of the accounting department here.

A young uncrowned queen called at the home of River Division Engineer Jacob E. Dorsey recently and Jake is showered with hearty congratulations. The little Miss knows a good place and insists on remaining there.

Round House Foreman Charlie Lumberg is vacationing among the pike and "muskies" up at Lake Vermillion in the northern part of the state and all the roundhouse men are getting in shape to listen to his stories on his return. Well, he is an enthusiastic fisherman and will have some whoppers to tell.

Another prodigal who has returned is George Ward, formerly of the master mechanic's and roundhouse offices, but this time he goes to the store department office and that place shows a little like the old days and George better remain with the gang hereafter, as they all appear to come back.

Considerable additional leg exercise now since the east side of the storeroom was boarded up to keep the grasshoppers out.

Note the cover of the July magazine. That is familiar scenery to this correspondent as he worked along the shore of Lake Pepin back in 1877 and 1878 and the scenes look good to us. Too bad they could not show Reads Landing just at the east end of the lake and show a train with such old veteran engineers on the engine as Joshua Lantry, Frank M. Dunn, Henry C. Ramsdell, Homer Williams, Henry J. Lobdell and J. B. Johnson, and Conductors William Sibley, Jerry Conghlan, James Phelps, Daniel and Charlie Howard and Baggage men Sandy Lyon, Ora Armstrong, Matt O'Hare and other veterans who did things, and with a rare exception have all journeyed to the other shore.

There is a lonesomeness in the machine shop and along the shop transfer table on account of the absence of Machinist Michael Fleming, who is on the sick list and in a hospital here. He is such a familiar figure about the place that being absent for even one day there shows a vacancy and it is the hope of all that he will show up soon.

Machinist William George, one of the originals when this shop was built, is on the sick list and there appears a vacant spot and William better come back and operate his lathe.

Now for a good attendance at the Veterans' convention.

**Splinters from the Wooden Shoe.**  
"Red."

Fireman E. Ellis is around again, having been laid up with a broken ankle. The cars got in Ernest's way.

# HISTORY of the WORLD

## AT A BARGAIN

WE will name our Special Price and Easy terms of payment 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.



**FREE**  
We will mail free a beautiful 32-page booklet of sample pages to all who mail us the coupon.

### Six Thousand Years of History

THE complete history of all nations and peoples, ancient, medieval and modern. Get this History of the World and begin reading it. Read it for the joy it will give you; read it for the increased earning capacity it will bring you; read it for the inspiration that will lead you toward better things. "Show me a family of readers," said Napoleon, "and I will show you the people who rule the world." Mail the Coupon.

### FREE COUPON

WESTERN NEWSPAPER ASSOCIATION, (4-21)  
140 So. Dearborn St., Chicago, Ill.  
Please mail your 32-page free sample booklet of *The History of the World* containing sample page and photographs of great characters in history, and write me full particulars of your special offer to Milwaukee Employees readers.

NAME .....

ADDRESS .....

## TYPEWRITERS

**Guaranteed**  
standard makes, fully inspected, strongly rebuilt, \$5.00 down, 6 months to pay balance. Send us your address and we will mail you at once details of the

### Most Startling Offer

In typewriter values. Don't miss this genuine opportunity to secure your machine at a price you'll gladly pay.

International Typewriter Exchange  
Dept. M. E. 177 North State Street, Chicago



**\$5.00 DOWN**

## Cheapest Way to Go

to work, to school, or for fun and recreation is on a **Ranger Bicycle**. Choice of 44 Styles, colors and sizes. Save \$10 to \$25 on Direct From-the-Factory shipment. **30 Days Free Trial**, shipped on approval. We pay the express both ways if not accepted. **12 Months to Pay** on Installments. Saved time and carefare easily meets the small monthly payments.

**Tires** Parts equipment—half usual retail prices. **Mead Cycle Company** Dept. F247 Chicago



Free Ranger Catalog  
Prices and Payment Terms

## PATENTS

Booklet Free—Highest References—Promptness Assured—Best Results. Send drawing or model for examination and report as to patentability.

### WATSON E. COLEMAN

PATENT LAWYER  
624 F Street Washington, D. C.

**A**T EAST PITTSBURGH is located the main plant of the Westinghouse Electric & Manufacturing Company, one of the largest manufacturers of electrical apparatus in the world. The floor space used by the company comprises more than two hundred acres. Its power house capacity is 28,000 horsepower. Its daily coal consumption is 500 tons and its average monthly shipments are 1000 carloads. Section R, 1610 feet long and 70 feet wide, is one of the largest single areas devoted to manufacturing purposes and it is given over mostly to large transformer and locomotive building, it being in this aisle that the 275-ton electric passenger locomotives for the Chicago, Milwaukee & St. Paul Railway were built.

Electrical apparatus made and installed by the Company is to be found in every civilized country, and ships equipped with Westinghouse electrical appliances are constantly traversing the oceans all over the globe. Vessels to the number of 370 are now in service, or under construction, bearing Westinghouse propelling machinery. The company introduced the Alternating-Current System in America, initiated the Polyphase Induction Motor and marketed the first American Direct-Connected Turbine Generator. Generators are built from 1/10 to 70,000 K. V. A.; transformers from 3/4 to 23,000 K. V. A.; and motors from 1/100 to 15,000 horsepower.

Visitors to the works at East Pittsburg are always welcome; a staff of guides are in attendance during office hours and every courtesy is extended to persons wishing to inspect the plant. If the visitor comes to the Works at East Pittsburg by means of an automobile, via the Lincoln Highway, he will obtain a good view of the Research Laboratories, set on a high hill away from the noise and vibration that is attendant at a plant such as is located at East Pittsburg. The building is convenient to the main works. This laboratory is important and interesting, because to Westinghouse Research, Industry owes a goodly part of its advancement, in its growth, size and efficiency.

Lead Boilermaker Kennedy has moved to the west side. He took his car with him.

Caller Jess Hammett sprained his ankle while calling a crew.

James Elder, general air brake supervisor, paid us a visit August 5.

Engine Dispatcher George Gavin has returned to work, having had an operation on his eye.

Engineers Frank Nemick and George Buntin spent a short vacation, running at Channing.

Brakeman E. Landry underwent the experience of being held up by highway men. They got his watch and some small change. After the holdup he was told to "beat it." Emil said he complied with the order.

L. R. Lange, division storekeeper, spent Sunday with his family at Dubuque, Iowa.

Art Jones, back shop foreman, has returned to work after his vacation.

The switch run at Elkhart Lake has been pulled off.

R. Rott is the new caller while Hammett is off. Night Foreman L. Gunn is taking a two weeks' vacation.

Engineer Joseph Fignier has taken a job at Channing after working in the west ring.

Here is a little tip for the girls. When you come home on Sunday night with your best beau and you find the porch swing already occupied by some other member of the family with her beau, walk past and come back a little later; if they are still there, go up on the porch and freeze them out. That is what one of the girls from the freight office did one Sunday night not so long ago. How about it, Maggie? How about a sale on porch swings?

A very successful camping party was held out at Benderville by the boys—young men. I should say—of the freight office. A night that none will forget for a long time was the night of the crab party. Anton and his pipe was the funniest thing they had ever seen, according to the report. They are all over the effects now.

John McBeiser has been taking some pictures of the freight office girls. Look out, John—if Ma hears of this.

Ralph, Tony and Cliff came to work one morning all shrunk up. They were out all night—in a rainstorm.

Maggie is carrying an awful cold around. Be careful, girl—try the back porch. There isn't so much draft there, and send them home early.

Mr. Geise is helping on the cashier's job. He has "a million and two things to do now" and no time for fishing.

Ralph: "Now, all together: 'A lady was chasing her boy 'round the house.' Next verse: 'Around her neck she wore a yellow ribbon.'" Say, old man, if you are singing for me—you can't stop too soon.

Funny thing that the Wooden Shoe Division is the only division where the girls and fellows are not getting married. Wonder what the reason is. Is it the location, or are the fellows bashful? Adolph says they are too wise.

#### Sioux City & Dakota Division.

H. B. Olsen.

Claiming before the world as the only picnic so far this season, and the most enjoyed by twenty-three members of the Sioux Falls freight office and warehouse forces, who on July 23 motored to the popular Dell Rapids beach shortly after the lunch hour, amusements not terminating until about 10 o'clock that evening.

Bathing, horseshoe pitching and ball playing were the sports indulged in. A fine lunch was prepared and all the goodies that go with a picnic dinner were served. Everyone present made known the fact that such an entertainment must be repeated before the season ends. Credit is due O. T. Fagg, chief clerk, for originating the idea and the plans so nicely arranged.

Agent W. D. Griffith, wife and family, Sioux Falls, have returned from a few days' outing at Lake Andes, where the fishing is said to be the very best.

Switchman Ray Hunter, wife and son Quantin, Sioux Falls, S. D., are spending the annual vacation at Virginia, Minn. They will also visit the Minnesota State Fair before returning.

Misses Janice, Merriam and Dorothy Hoke, daughters of Agent Hoke at Platte, are spending their annual vacation at Sioux City and Arion, Iowa.

## The Standard Accident Insurance Co.

of

DETROIT, MICHIGAN

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

RAILROAD DEPARTMENT

H. C. CONLEY, Supt.

Mrs. E. Hopkinson, wife of Engineer Hopkinson, visited at Platte recently. Engineer Hopkinson is thinking seriously of moving his family to Platte, if suitable quarters can be secured.

John Dill, warehouseman at Platte, is visiting at Winner and other points in the Rosebud country.

J. P. Malloy was the successful applicant for the position of agent at Utica under bulletin No. 9.

Owing to the increased business at Dell Rapids, it was necessary to put on an operator temporarily, and "Mary" is filling the position.

Trick Dispatcher H. L. Hoskin and wife are sojourning on the west coast for thirty days.

Ole Olson, on the night force at the Sioux Falls roundhouse, had the misfortune to fall from one of the engines and the injury resulted in a dislocated shoulder.

Conductor Chadwick is now possessor of one of the "most beautiful cars in America."

Supt. C. H. Buford and D. F. and P. A., C. N. Curtis made their periodical trip over the Sioux Falls subdivision this week.

Bridge Foreman S. E. Hanson and crew, now in Sioux Falls, are repairing the various viaducts which cross our rails in the city and also making other minor repairs.

C. G. Volmer of the B. & B. department made a visit to Sioux Falls this week, looking over the repair work being done on the viaducts.

Let each and every one strive to assist in our economy drive, more particularly by giving careful attention to his or her duties in avoiding waste. Also make yourself a solicitor for our line. It is hoped conditions will improve rapidly in the near future, but until that time each employe should help in bridging this period of stress.

One of the young ladies in the freight office at Sioux Falls is proudly sporting a beautiful solitaire on a well known finger. Questions asked as to why, when, etc., she gives her inquisitors a far-away look and smiles. Page Sherlock Holmes for further details.

Agent E. F. Farnsworth, Chatsworth, is contemplating a two weeks' vacation as soon as he can get relief, but up to the present time Chief Dispatcher M. C. Givens has not been able to line up an extra man.

Corn crop on the entire division is reported as the best in years and this should stimulate business this fall.

George Meuters, Agent at Tyndall, who recently submitted to an operation on his foot, is again back on the job. George says it takes more than an operation to keep him out of the game.

Operator Theodore Munsch, second trick at Elk Point, has returned from Rochester, where he underwent a serious operation. Theodore says Rochester is a great place for a sick man, but the world seems more peaceful and the stars shine brighter after you get away from the "city of the sick." He will remain with home folks until he is able to resume work.

Ye scribe and family motored over into Iowa a couple of days last week.

E. E. Lovejoy, first operator, Sioux Falls, together with his family, recently attended a wedding at Mitchell. Mrs. Lovejoy and two boys remained there with the home folks, returning this week.

O. T. Fagg, chief clerk, Sioux Falls, spent last week at the Twin Cities with friends.

Conductor McCallman and wife motored to Clear Lake Lake last week and do not expect to return for ten days.

Switchman O. F. Torrey, Sioux Falls, and family went to Brandt Lake last Sunday by motor, the family remaining there until the week-end.

Yardmaster J. Ross Bankson, Sioux Falls, spent his monthly two-day vacation in Sioux City.

Miss Hannah Granning, bill clerk, Sioux Falls, has returned from a two weeks' vacation, which was spent in Minneapolis, and resumed work.

Dispatcher H. L. Hoskin is originator of and organizing a state Sbriners' band. Harry says he expects to have at least seventy-five pieces when completed and rehearsals are now being made for selections of the best musicians. It is a heavy burden, but Harry will carry it through with success.

Words of praise of the "Milwaukee" service from patrons are always pleasing to read, as

## Hotel Tuller Detroit Michigan

600 Rooms—600 Baths

I. W. Fuller, Pres. A. McKendrick, Mgr.



**\$2.50 UP, SINGLE \$4.50 UP, DOUBLE**

Agents Sample Rooms \$5.00 per day

HEADQUARTERS IN DETROIT FOR

Old Colony Club

Detroit Automobile Club

Motion Picture Exhibitors' Ass'n

Detroit Transportation Club

Table d'Hote Dinner Business Men's Lunch

\$1.50 and \$1.75 75 cents

Cafe a la Carte Cafeteria Men's Grill

## Deposit

AND WITHDRAW YOUR MONEY

## By Mail



The largest Bank in the Northwest • Fully qualified to handle your account by mail • An ample, speedy mail department insures prompt attention to your business • Ten Million Dollars of Capital and Surplus will safeguard your deposits



WRITE FOR INFORMATION

**First National Bank**  
Minneapolis

noted in the last issue of the magazine. The writer personally made a trip to Seattle last fall over the line from Aberdeen and one does not know nor can imagine what real service is until they have made the trip. Upon arriving at Seattle, as passengers left the cars many a "thanks" were given the conductor for the excellent service while they had been guests of the "Milwaukee."

The O. R. T. boys on the division held a "get-together" meeting on August 5 at Sioux Falls, there being fifteen present. Watermelon and fruit satisfied the inner man.

#### Coast Division—Supt.'s Office

F. C. Mason.

When the conductor of train No. 31 gave the high sign at Tacoma Sunday morning, July 24, he perhaps did not realize that he was putting in motion just about the most perfect picnic that ever traveled on wheels. However, when I tell you that this was the first annual picnic of the employes of the superintendent's and dispatcher's office, together with their wives, families, sweet-hearts and others, you can readily realize how the affair could not fail to be a grand success. There were several present from the freight house and other offices, but according to the classification they would come under class umpsteem—sweet-hearts and others.

It was a jolly party, with well filled lunch baskets, which disembarked from the train at Kapowsin, after an hour's ride through the cool morning air.

It might be in order to explain why, out of all this beautiful mountain country, we picked on Kapowsin. One of our popular young ladies, formerly Miss Ann Clark, who worked at the superintendent's office some few months ago, left her desk to take a life position elsewhere, and now, as Mrs. E. L. Harris, she extended an invitation to a few of the girls in the office to come and spend a day with her. Of course, when the unmarried men in the office heard of it, they would not consent to allow our lovely maidens to go alone to such a wild place, where they might be attacked by bears or something, so the expedition resolved itself into about the nicest picnic it was ever our good fortune to attend.

We were met at the train by our hostess and conducted to their charming home, overlooking a beautiful little lake nestling in the hills, and in whose bosom several of our party nestled before the day was done, but more of that later. Our chief clerk had kindly brought along his Victrola, and this instrument, together with the hostess' piano, furnished plenty of music.

Right here, before we become too much engrossed in a description of the dinner and other athletic events which followed, we wish on behalf of the entire party to extend our sincerest thanks to our host and hostess, who so kindly opened their home to us and made it possible to have a home-cooked meal and picnic lunch all in one, and a general all-around good time.

After a short rest at the house, to allow the ladies to powder up and everything, the crowd repaired to the village diamond, where, under the leadership of Captains McMahon and Hatch, sides were chosen for a ball game. This was one of the features of the day, and although both sides played errorless ball and used up three or four pitchers, the players under Captain Hatch were simply out-classed and went down to defeat to the tune of 26 to 2, Captain McMahon's players seeming to score at will. Jack Desmond, of the time department, officiated with the indicators and his impartial decisions worked wild enthusiasm on several different occasions. In fairness to the losing team, it might be well to add that they made another score the following day at the office, so the final result as chronicled in the sporting extras will read 26 to 3.

It was during the ball game that the only casualty of the day occurred. Assistant Chief Clerk Negley, in sliding to home plate, had the misfortune to severely bruise his leg, and although he continued playing, was laid up for several days as a result of the injury. We are glad to say, however, that he is now on the job, as full of pep as ever.

Following the ball game, we all returned to the Harris home, where the main event of the day was staged. Picture, if you can, one long table bending under a load of frankfurters, potato salad,

biscuit, pickles, beans, coffee, seventeen different triumphs in the art of cake baking, and last, but not least, ice cream, and a big happy family of fifty, rapidly and efficiently stowing away the above mentioned load, and you can form some slight conception of what a dinner we had. Oh, boy!

No event of this kind would be complete without a swim, and here is where some of the aforementioned nestling took place—and it happened in this wise: Several of the sterner members of the party went on ahead to the lake and, sad as it may seem, there were not enough bathing suits or even fig leaves to go around and one of the party was compelled to go in "raw." This was the state of affairs when the whole party, male and female, descended upon the bank of the lake, and the raw swimmer was compelled to nestle "cooly" under the surface of the water and behind a friendly stump in the middle of the lake. It was indeed a serious predicament, but finally a rescue party was organized, an extra bathing suit was procured and carried out to the friendly stump, where the change from the natural to the woolen bathing suit was accomplished and a near catastrophe averted. Talk about a mermaid disporting herself in the water! When a merman has to put on a bathing suit in twenty feet of water and still maintain his respiration—it is some event. But, as I said before, it was safely accomplished before anyone outside of the spectators had gotten "Wende" of the affair.

But even a perfect day must come to a close, and after returning to the house and eating some more ice cream and cake, it was time to go and load ourselves into the special coach which had been set out for us at Kapowsin, and which was picked up by train No. 32 on the return trip to Tacoma. It was a tired but happily reminiscent crowd on the return trip, the old slogan of "Watch Your Step" being revised to read, "Watch Your Husband."

The only untoward event on the return trip was the fact that our Rose was locked out on the back platform, but they say the scenery from Kapowsin to Tacoma, as viewed from the rear end of train No. 32, is entrancing, so no harm was done.

Some of the ball players were worried for several days after the picnic, by a rumor that a scout from one of the big leagues had watched the game from behind the fence, and visions of high salaried contracts and the termination of their railroad career would intervene at times between them and their work, but nothing of the kind has happened yet and we are all breathing easier.

This chronicle would be incomplete without a word of appreciation to Mutt and Jeff for their share in making this, our first annual picnic, such a success. In closing, it might be well to announce that, if present plans mature, the second annual picnic will occur at American Lake on August 21.

#### Janesville Jottings

S. J. G.

Art Hennessey, first trick operator, is back after a two weeks' honeymoon. Congratulations, Art.

The way the winds are blowing, wedding bells will ring very shortly for Miss Ella Drummond, freight clerk at Janesville office.

Ticket Clerk D. J. Cunningham took in the Pageant of Progress at Chicago, August 9 and 10.

Frank Sennett, second trick ticket clerk, is back on the job after a sixty-day leave of absence.

Switchman Charles Hilt was thrown off a box car when a switch engine coupled onto a string of cars which he was walking on. Hilt fell about twenty-five feet. He was taken to Mercy hospital, but his injuries are not serious.

A fire at the stock yards caused the city fire department a lot of trouble. They had to lay 1,200 feet of hose, and on top of that they got stuck in the sand. A box car was totally destroyed.

Roadmaster T. C. Barrett and his gang had a real nice job when engine No. 1224 slipped off the track back of the Rock River Cotton Company tracks and buried itself in the mud. Another larger engine had to be brought into service to help pull her out.

George Ryan, general roundhouse foreman, and wife have returned from the East after an extensive visit to New York and Washington.

Clyde Lotte, night roundhouse foreman, has returned from Tomahawk, where he spent his two weeks' vacation. He is now hitting the high spots on the Janesville-Beloit road with his new Over-

land. Look out for the speed cop, Clyde, as our former Mineral Point brakeman, Charles Scidmore, is holding this position.

Did you see our second trick caller, Granger, knocking the eyes out of the boys with one of the fair sex by his side? Was that Erna, Jim? Skipper Harper wants to know.

They are all getting the craze. Our local storekeeper, E. F. Krenke, has provided himself with a new Dodge. He states that he now takes his wife out, once in a while.

Business is now increasing very rapidly. One more switch assignment has been put on at 10 p. m.

Roundhouse Clerk Lee Sullivan is spending his vacation at Chicago and Elgin.

Waldo Luchinger treated the boys to cigars. Why? Reason: ten pounds, bouncing baby boy.

Another treat, too. Theodore Sysko returned from the East with a blushing bride.

We are now looking forward to a big treat. We understand Harry London is about to embark on the sea of matrimony. "Another good man gone wrong."

General Manager J. T. Gillick and staff passed through Janesville on August 10, en route to the R. & S. W. Division.

Engineers Thomas Fox and Con Harrison are now holding the west end way-freight, with Larry Rooney and Murt Kelleher doing the heavy work with the shovel.

We understand Machinist Lester Falter is going big at Inter-State Park. Lester, please tell us who the fair damsel is and the reason why you are using all the 706 reports. You know 11 o'clock comes pretty early, Lester.

Are you all acquainted with the new auto parking rules? If not, get in touch with Leo. It cost him \$3.40 to get hep to himself.

Chief Caller Ed. J. Mulligan has just purchased himself a Ford. He reports it to be a rattling good car. Keep your eyes on your girl, boys.

Third Trick Caller Ahrbecker is still hitting the high spots around Edgerton. Watch your step, Willie.

#### Signal Dept. Bubbles—Lines East

"Hard Luck Twins."

"Suds" being gone most of the month, bubbles are somewhat few. Most of us were away on vacations, making news scarce.

"Hottest July on Record." Gosh, but we were lucky to be away from the sweltering city, even though it was but for a week.

F. P. Leahy took two jaunts to Iowa during the month, spending a week each time. F. P. L. is now quite an authority on bees, beeswax and honey.

Charlie Mattes spent a week at Bowler, resting up and looking after his interests in the basket factory.

Phil Linderoth went to St. Paul and Minneapolis to learn more of the habits and customs of his countrymen. Phil evidently never expects to spend a vacation in Sweden.

Gene took things easy at Pewaukee Lake.

R. E. Harlow, formerly signal inspector and now signal material storekeeper at Minneapolis, dropped in to see us. This is the first time we have seen Roy since he left us some two years ago. Call again, Roy.

Walter Foesch, of the signal valuation office, transferred to San Francisco to work on railroad valuation. Ralph Whitacre of the same office went back to maintaining in the Chicago Terminals account of signal valuation work nearing completion. Ralph did not like to leave Milwaukee. Of course, we all know the reason.

Martha Dietrich and (?) spent a most enjoyable week at Phantom Lake. Martha says she gained ten pounds while away.

#### Breezes From the North and the South and the East and the West.

Me to You.

H. H. Stewart, roundhouse foreman, has been spending his vacation along the coast, also at Victoria, B. C. We all hope that he will enjoy his vacation, but we will be glad to see him at Mitchell again.

We all know how much Ed. Wright likes to fish, and if the fish know when they are well off, they will keep away from him.

## Stifel's Indigo Cloth

Standard for over 75 years



Did you grow up in

### Stifel Indigo OVERALLS?

Many are the railroad men who regard Stifel Indigo Overalls as "standard equipment" for railroaders.

It is just as old as the American railroads, and because it serves their needs so well, Stifel's Indigo Cloth has been worn by more than three generations of railroad men.

If you want garments that you can depend upon to give excellent service, be sure to look for this trademark on the back of the cloth inside the Overalls and Jumpers before you buy.

Stifel Indigo Cloth positively will not fade and the dots and patterns positively will not break in the print. Garments sold by dealers everywhere. We are makers of the cloth only.

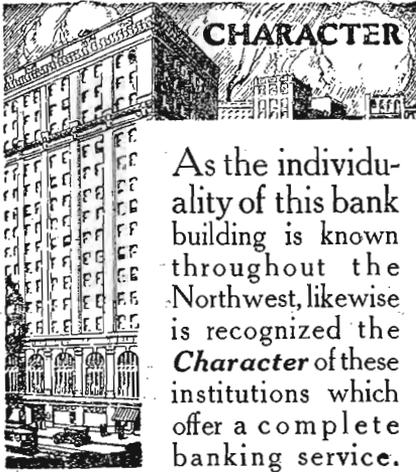
**J. L. STIFEL & SONS**

Indigo Dyers and Printers

Wheeling, W. Va.

260 Church St., New York, N.Y.





As the individuality of this bank building is known throughout the Northwest, likewise is recognized the *Character* of these institutions which offer a complete banking service.

THE MERCHANTS NATIONAL BANK  
AND ITS AFFILIATED INSTITUTION  
MERCHANTS TRUST AND SAVINGS BANK  
SAINT PAUL MINNESOTA

Bank with  
**First National Bank**  
Harlowton, Montana

*"The Bank that stands by its  
Friends"*

**Resources Over \$700,000.00**

**Commercial National  
Bank**

MILES CITY, MONT.

Capital and Surplus  
**\$380,000.00**

Special Attention Given to Savings  
Depositors

George Baum, carpenter, has left Mitchell to attend the Car Men's Convention at Toronto, Canada.

J. O. Jones, valve supervisor, former rounhouse foreman at Mitchell, paid us a visit last week and renewed old acquaintances.

Florence Paulin and Elsie Hodges, clerks at Mitchell, departed last Saturday night to make a call at the Magic City, of Murdo, and returned Sunday. Oh, girls, what can the attraction be? Elsie says it is for the flowers, but—we wonder.

Veva Beckett, of Dubuque, Iowa, former clerk at Mitchell, spent a few days in Mitchell last week. Needless to say, her many friends here were glad to see her.

For the last few days Ed. Wright, boilermaker foreman, has not been in the very best of health. In fact, he has gone on a milk diet. Isn't that great—we are afraid he has the T. B.

William Wood, machinist, and family motored to Minneapolis and also camped at Lake Minnetonka. We will agree with him that that is the way to enjoy life.

Robert Paulin, machinist, and wife have just returned from a trip to Minneapolis.

Matrimony is the crime for which they have you serving time. Such is the good luck of Vern Duncan, boilermaker helper, who has taken the fatal step. May the best of good luck be with you always.

There is a slight improvement in the office, as it is arrayed in a very becoming dress of white paint. This dress is very changeable, for the next time you hear from us it will be gray, and then black.

Mrs. Pearl Lobstger, former clerk at Mitchell, has changed position from clerk to housekeeper. Elsie Hodges, clerk, from Murdo, has taken Mrs. Lobstger's place.

Misses Vera and Lola Becker have been spending a three weeks' vacation along the Mississippi river. They are the daughters of Engineer Carl Becker.

Sandy Rolland, traveling engineer on the S. C. Division, paid us a visit last week.

William Johnson, traveling engineer, and G. P. Hodges, district master mechanic, were business callers at Mitchell this week.

Ed. M. Stanton has recently returned from a trip to Milwaukee, Wis., and, from what we hear, he had a fine time.

Miss Florence Paulin, clerk, of Mitchell, spent a delightful vacation at Lake Andes, rowing, motoring, dancing, swimming, and, last but not least, she tried to drown herself, but did not succeed. Oh, Florence, how could you?

Mitchell shop is feeling very proud of turning out the 2303. She has been held for class 3 repairs. This engine received new side sheets and fine sheets, three-quarter door sheets and very heavy work to the machinery. This is the first G-6 engine receiving such heavy repairs at Mitchell shops.

Jim Bolton is the proud father of twin girls. This is the reason for his keeping such late hours.

Leo Kock, machinist helper, has been on the sick list for the last two weeks. We are glad to see him back at work again.

Art Lowe, storekeeper, has been visited by Dan Cupid and could not resist the temptation to join the matrimonial ranks.

Charles Beebe, traveling engineer, made a business call at Mitchell.

Paul Beantell is spending an extended trip in the West.

The 2095 and 2221 have been on the sick list. We hope for their speedy recovery.

Delores Shuggart, daughter of Walter Shuggart, engineer on the S. C. & D. Division, is visiting at the home of Engineer Carl Becker.

James Nolan, boilermaker, has taken a position at Mitchell and will move his family here from St. Paul. We are glad to have Jim with our large family again.

Ole Anderson, blacksmith, motored 56 miles to Lake Andes to fish. Ole said the fish were biting fine, but when he reached home he didn't have any. He said that there was a hole in the sack. Some fish story!

O. M. Harstad, division superintendent of Aberdeen, was in Mitchell on company business.

Freight Agent W. Cody was a business caller at Mitchell this week. Mr. Cody has one fault to find with this country, and that is the terrible hunger of the flies.

**Kansas City Terminals.**

L. E.

W. C. Bennett, switchman, was married July 17. Congratulations.

J. T. Gillick and party were in the terminals July 20 and 21. We also had as visitors this month, L. K. Sillcox, C. G. Juneau, W. M. Weidenhamer, N. H. LaFountain and J. J. Crowley.

J. F. Anderson, superintendent, spent July 18 in Chicago on business.

Mrs. James Wagner is spending her vacation in Jacksonville, Ill.

T. P. Horton is acting as general yardmaster at Suburban Junction, with Bert Bagley running the switch crew during the grain rush.

W. Webber of the local office was off a few nights early in August.

Ed. Biesecker has traded in his old Studebaker car for a new one. Guess he makes the girls in Sheffield sit up and take notice now.

Pauline Neher and Nell McGraw, the inseparables, are spending their vacations in the Ozarks. B. C. White, T. F. A., and wife are spending their vacation in Belton, Mo., with home folks.

The car department is working full force now. All of the old employees are back on the job again.

H. Zane spent Sunday, July 31, in Chicago.

J. H. Lord, roundhouse foreman, returned from his Minnesota trip the first of the month. He has a whole new bunch of fish stories to tell now.

Mrs. W. L. Camp, wife of Switchman Camp, was called to Omaha, Neb., account of illness in their family.

On August 3, while switching in Coburg yard, Wm. C. Bennett was caught between two cars and badly crushed. He was taken to St. Luke's hospital immediately and operated on. The latest reports stated he was getting along very well. We all hope for his speedy recovery.

Grayce Frick has returned from her vacation. She spent part of the time visiting relatives in Chicago. It's queer how Grayce hankers after Chi.

As for Coburg, it is flooded with grain cars just at present. The grain business has been so heavy into the elevator that the number of switch crews has been nearly doubled; extra engines have been brought into the terminals and business is rushing in every way. Let 'em come—the more the merrier.

John C. Myers, brakeman, was called to Warrensburg, Mo., on account of the serious illness of his mother.

A machine shop is being built onto the roundhouse at Coburg.

Flossie Lipp, roundhouse foreman's clerk, is spending her vacation in Illinois visiting relatives. She reports that she is having a fine time. L. V. McDaniels is taking her place while she is away.

We were certainly glad to hear that Jimmie and Henry were welcomed so heartily in Dubuque. 'Sfunny how everyone starts writing poetry as soon as they come near. Perhaps they are trying to win that Russian leather waffle iron that Henry offers as a prize.

**Musselshell Division News.**

T. E. Crandall, agent at Mildred, was a recent Miles City visitor.

Engineer Ben Wilson returned from a short sojourn in the mountains, during which time he caught several of the funny tribe.

Machinist H. Schuler has returned from a brief vacation spent with relatives in Minnesota.

Frank D. Swenson and Miss Lucy McCann were recently married, and after a short wedding trip they will be at home to their many friends in Miles City. Mr. Swenson is employed in the district engineer's office and Mrs. Swenson was a stenographer in the same department.

Conductors Aldrich and Boyer, with their wives, spent a very pleasant vacation in Yellowstone Park.

E. C. Williams has been appointed general live stock superintendent of the R. M., N. M., Musselshell and Trans-Missouri Divisions.

C. F. Fish, operator at Forsyth, was a recent Miles City visitor.

Engineer C. P. Christianson and wife departed recently via auto for a vacation in the mountains.

Engineer W. Wise has recovered from injuries sustained in an auto accident at Marmarth and returned to his duties.

J. G. Cain, our genial ticket agent, took in the Elks' convention at San Francisco and Los Angeles. Needless to say Joe enjoyed himself immensely.

**YOUR MONEY EARNS****7%****ON CHICAGO FIRST  
MORTGAGE REAL  
ESTATE BONDS**

When

Sold by our

**Real Estate Loan Dept.  
On the Installment Plan**

Call or write for circulars

**CENTRAL TRUST COMPANY  
of Illinois****125 W. Monroe St. Third Floor  
Phone State 7600****Larabie Bros.****BANKERS**

INCORPORATED

**Deer Lodge, Montana**

Founded in 1869 Oldest Bank in Montana

Every Banking facility extended  
to our customers

Safety Deposit Boxes For Rent

Depository for C. M. &amp; St. P. Ry. Co.

H. R. Wells, Pres. Robt. Yokley, Vice Pres.  
L. K. Hills, Cashier**THE MILES CITY  
NATIONAL BANK**  
MILES CITY, MONTANA**Capital and Surplus, \$125,000.00**We especially solicit the accounts of  
Milwaukee System Men and all the  
members of their Families.

4% Interest on Savings Accounts.

5% Interest on Time Certificates.

Mrs. Henry Pluester, wife of Engineer Pluester, who was seriously injured by a fall some time ago, is getting along very nicely and anticipates complete recovery in a short time.

Chief Dispatcher Koltbaese and family enjoyed a brief vacation, visiting relatives and fishing in Minnesota. Al gained about ten pounds while he was gone, due to eating fish.

E. M. Grobel, who has been assistant trainmaster at this division for the past two years, has been appointed trainmaster of the Trans-Missouri Division, effective August 1. Mr. Grobel, during his residence here and on this division, has made many sincere friends, who regret seeing him go from this division, but inasmuch as his promotion is well earned, all give him their best wishes of added prosperity.

M. E. Randall, traveling freight agent, was called to Yakima, Wash., account of serious illness of Mrs. Randall, who has been visiting with her relatives. Mrs. Randall's condition has improved and they have now returned to Miles City.

Miss Opal Lane was a recent Miles City visitor. Miss Lane was employed here a couple of years ago, in the freight office, but is now working at Great Falls in the agent's office.

Conductor E. E. Brooks left Miles City on the 13th for Seattle, where he is a delegate to the O. R. C. Convention.

#### R. & S. W. Division.

*M. J. Cavey.*

Ray Harkness, operator at Freeport, is enjoying a two weeks' outing at Lauderdale Lake and has promised to supply all the boys with black bass and pickerel. He was relieved by Operator N. A. Smith.

Conductor Bill Smith has been doing relief work on the Rockford branch and looks pretty nifty in his new uniform.

Conductor Andy Hermes and Engineer Jim Koler had the Wisconsin National Guard special out of Delavan, August 1, en route to Camp Douglas.

When this goes to press Brakeman Lindley will have several gallons of gasoline consumed in his new Rockford roadster.

Conductor J. C. Cummings, an old and faithful employe, for many years conductor on passenger between Milwaukee and Savanna, passed away July 17. Funeral services were held in Truesdell's undertaking parlors at Milwaukee and burial was at Forest Home cemetery. The following employes were in attendance at the funeral: Supt. F. E. Devlin, Trainmaster J. Connors, B. H. McNaney, C. H. Bush, W. C. Bush, R. M. Telfer, J. Sweeney, Thomas Carroll, G. L. Howland, C. E. Nourse, Gene Hare, J. H. Cavey, J. A. Larkin, M. E. Voght, F. E. Horton, T. Kinney, C. F. Dobbert, N. Hermes, J. J. Myers, Frank Murphy, William King, J. J. Regan, J. D. Artlip and Homer Artlip.

Engineer S. E. Kingston, after a prolonged illness, caused by influenza, passed away at St. Margaret's hospital at Spring Valley July 27, at the age of 39. Funeral services were conducted at his home, also at his father's home at New Holstein, Wis., where his remains were taken for burial. The funeral party was handled by special train to Davis Junction under the supervision of Trainmaster J. Connors, Master Mechanic W. J. Hughes, Conductor W. T. Edwards, Engineer Robert Carruthers, Fireman Walter Hight, and Brakemen Edward Jones and Roy Talbott. Engineer Kingston was a member of the A. F. & A. M., the Order of Odd Fellows, and the Brotherhood of Locomotive Engineers. Those accompanying the funeral party besides the relatives were: Messrs. David Jones, Thomas Ingram, George Kuckuck, Jean Brasure and Mrs. Robert Carruthers, Mr. and Mrs. Fred Hess, Mr. and Mrs. Joseph Learmouth, and Harry Dwyer.

#### Home Guard Spar.

There has been a lot of moonshine language spilled about various members of the home guard recently and we, the undersigned, wish to enter the following denials:

I am not going to be married.—Pete Herman.

Neither am I.—Bill Smith.

John Rosenow did not make me a conductor.—J. Warren Rossmiller.

I don't take it all—I remit from Corliss.—Terry Kinney.

I have not retired.—P. A. Rogers.

Haven't been kissed by a blonde in four years—

the Swede objected to the last one I had.—H. J. B. I'm no morning-glory. I'll be there when they pat Pee-Wee in the face with a shovel.—Pat Lavan.

I don't belong to the painter's union—was just covering up the marks C. H. B. left.—D. A. G.

#### Twin City Terminals.

*"Molly O."*

We note among the local newspapers along Lake Pepin a number of favorable comments on the July Magazine cover, which displayed a very artistic view of Lake Pepin, near Lake City. This is certainly an attractive way of calling attention to the beauty spots along the C. M. & St. P., than which none is more picturesque than Lake City.

It seems to us that St. Paul is boasting somewhat too proudly lately of her "Old-Timers." A casual glance at the Minneapolis rolls shows quite a number in the veteran class:

Edgar H. Smith, chief bill clerk, local freight; length of service, 37 years.

John R. Parkin, local freight; 40 years.

C. H. Crouse, agent, 40 years plus.

Louis Anderson, time clerk, transfer station, 37 years.

Among the "younger set" are: Frank J. Peel, 33 years; Hugh Howatt, 34 years; Charles McCabe, 29 years.

And then we have an unlimited "baby" class, namely, those who have been with the company from 20 to 30 years.

Among the veterans, we must not omit John Daugherty, whose service runs close to 40 years. During those 40 years Mr. Daugherty in his capacity as special agent has accumulated an interesting fund of reminiscences, and some day Mr. D. has promised to give a little of his time to our column in the Magazine.

J. L. Cook, station master, accompanied a delegation of Shriners to La Crosse Saturday to attend a ceremonial there.

Henry McCauley has been visiting his own home town of Decorah, Iowa.

Ed. Ambli went to Decorah to attend the Winnishiek County Fair, and reports the pumpkins and corn of Iowa bigger and better than ever.

The Twin City ticket agents are going to Duluth Saturday evening to play the Duluth ticket agents a game of ball. With their usual skillful playing and good luck, we expect to see them return with the scalps of the Duluthites. We have been told they show the same speed in going after the ball that they do when headed towards the refreshment stand.

G. W. McMillan and family will motor to Duluth on the 13th, to spend Sunday visiting friends and enjoying the Lake Superior breezes.

The stork has recently called at the homes of George Searce and Al Prenovost, leaving a young son in each home.

Miss Nellie Sullivan is spending the month of August in Montana. She made a frantic endeavor before leaving to locate a Stetson and chappies, as she wished to be suitably arrayed for a visit to cowboy land.

We are sorry to hear that Miss M. McNamara, who has been ill, does not expect to be able to report for duty before September 1.

#### Chicago Terminals

*Guy E. Sampson.*

The "daylight saving" and Sunday reduction of forces are both in effect as yet, but we are looking for both to be a thing of the past within a few days. While Mayor Thompson regulates the "time" (outside of the sun and moon) the volume of business regulates the number of crews and as business is sure increasing fast we predict not only all the regular crews working every day but additional crews will have to be put on to take care of the business. With coal going up at the rate of 25 cents per ton each month, the boys are anxious to get in all the time that they can as all coal men are asking cash on delivery.

Mrs. Tessendorf, wife of Yardman William Tessendorf, was called to South Dakota by the illness of relatives.

Fireman Albert Lachman sure furnished some enjoyment for the boys when he saw one of those long legged swamp birds slowly sneaking through the slough grass. After chasing it through bog and fen and slimy soil for several hundred yards, he returned to his engine with

# Do You Want \$200 a Week?

## The Amazing Story of How Carl A. Rowe Jumped from \$200 to \$1000 a Month

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made \$876 during my spare time, and was able to put \$200 a week in my savings account.

And I'm going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our own home, but couldn't afford that.

It made me desperate to think of what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theater, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day, in glancing through a magazine, I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I worked hard eight hours a day for \$50 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket, and the next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would still have been cheap. All that I have today—an automobile, my home, an established business, a contented

family—all these are due to the things I learned by reading that little eight-page booklet.

There is no secret to my success. I have succeeded, beyond any dream I may have had three years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that I read was one issued by that company. It tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.



The Comer Manufacturing Company are one of the largest manufacturers of high-grade raincoats in America, but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock—he does not have to invest any money. All he does is take orders from Comer customers and he gets his profit the same day the order is taken. Fully half of my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.

\* \* \*

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition, in your territory, write The Comer Manufacturing Company at Dayton, Ohio. Simply sign the attached coupon and they will send you the eight-page booklet referred to by Mr. Rowe and full details of their remarkable proposition.

Cut Out and Mail  
**THE COMER MFG. CO.**  
 Dept. V-52, Dayton, Ohio.

Gentlemen: Please send me, without obligation on my part, copy of your booklet and full details of your proposition.

Name .....

Address .....

soiled trousers and wet feet, empty handed and his only comment was: "If I'd only had some salt I would have got 'im."

Pete Rasmuson's wife and children are spending a few weeks visiting in Iowa. While clothes don't make the man, still an engineer recently dressed in his "Sunday best" attended the Catholic bazaar at Bensenville. Engine Foreman George Stoddard, who had charge of one of the booths, had to ask another party who that swell dressed gentleman was and to his utmost astonishment was told that it was the engineer who had worked with him for months.

When William Stockwell, who is local grievance committee chairman for the engineers, read the report of Pierrons one man strike in last issue he at once notified Art that hereafter no settlement was to be negotiated without first consulting him. You see his compensation carries with it one "good big feed."

We are in receipt of a card of thanks from Repair Track Foreman J. Thompson and wife for the flowers sent them at the time of the death of their daughter. Miss Thompson returned from her annual vacation on Wednesday and on Thursday died suddenly. Deceased was a favorite among her wide circle of friends and was continually either entertaining or being entertained and will be sadly missed by all who knew her. The sympathy of all employes is extended to the bereaved family.

Miss Ella Cikanek, in Assistant Superintendent Rummel's office, is spending her vacation in Moose Lake, Minn.

Assistant Trainmaster Ed Johnson has just returned after spending a month at Seattle, San Francisco and Los Angeles. Ed also called on some of his old friends while in the vicinity of Los Angeles, among whom were Kathryn Williams, "Doug and Mary" and Viola Dana. We sure are glad to see Ed back again.

Mrs. James Burke, wife of Train Director Burke, is back home after spending ten days in Davenport, Iowa.

James Kirby, train director at Bensenville, is spending his vacation in Cleveland, Ohio.

Jim Chapman, all-around man at Bensenville office, has gone to Guide Rock, Nebr., to settle an estate of \$30,000 left to his mother. Jim's son Nelson is taking his place at the office.

John V. Alderson is spending his vacation on his Bumble Bee farm at Kenosha, Wis.

F. P. Woda, operator at Pacific Junction, has gone to Columbus, Ohio.

Yardmaster D. O. Dickinson is enjoying his vacation in Peoria and Chandlerville, Ill.

It has just reached our ears that Switchman Wilbur D. Barker has taken unto himself a better half. Congratulations to the happy couple.

Shhh—not a word to anyone, but Perry D. Wells is contemplating taking a trip on the sea very shortly, oh, yes, the Sea of Matrimony. 'Fess up, Perry, and tell us all about it.

J. H. Biglow, agent at Western Avenue, is spending a few weeks on the coast.

Yard Clerk Stockwell and family spent one day last week at his sister's at Racine.

Yard Clerk Norton just returned from a two weeks' fishing trip in Northern Wisconsin. Fish did not bite very good—weather too cold.

Chief Yard Clerk Burke who has been off duty all summer just returned from Rochester, Minn.,

where the Mayo brothers performed an operation on his throat. All hope the operation will restore his former good health.

Listen, Scotty has taken his last bachelor trip. The future Mrs. McCartney heard how scandalous he cut up while on his Montana trip last month and has given him his orders. Scotty is now looking for a house.

One of the boys told Hensel the other day and he said it was the first he had heard of it, but if he can get enough shoes to repair he won't mind the dry spell. He has his sign hanging out of Farmer's now, so help along, boys, all you can.

Harry Monighan decided he did not want to Dodge 'em so he grabbed a new Buick, and as he was some queener without a car, just think how he will knock them dead now.

The month of August brought joy and an \$½ pound girl to the home of Brother Wohlt. Daddy says wife and daughter are doing fine. When do we get the candy and cigars, Gust?

The extra car on the train from Lake Wisconsin was to haul the fish home for Brothers Art Holtz, Art Tegtmeier and Bill Clucas and their wives. We have heard that the wives had the best luck; wonder why, boys.

Frank tried his best to bump into a street car, but his new car not being broke in enough he could not make it. Ah, says he, I have an idea and he stopped dead on the tracks and let one hit him from the rear. Note, next day out at Rudolph's, the fender repair man. Atta boy. Frank, the only way for them to miss you will be to widen the streets.

Brother Cooper took the family for a picnic drive; that is he started to, and outside of five blow-outs, breaking two rear axles and running out of gas a couple of times, he did first rate. We suggest that the next time he let one of his grandchildren drive the car and sit in the back seat and take the rest that one of his age is entitled to. How about it, George?

Assistant Foreman John Wolf has returned from a fishing trip at Michigan. Claims he caught enough to supply all the rest of the Wolves during the coming year.

Roundhouse Foreman Harry Abraham is spending his vacation in Canada. Don't forget the rest of us, Harry.

D. M. M. Emerson and A. D. M. M. Bodenberger attended the Pageant of Progress recently. Was it worth two admissions?

Chief Clerk Emma Weber returned from her annual trip to Denver and reports it is the same old town and that the home folks looked good to her.

Our stenographer, Eleonora Wehrle, is planning on a vacation. Wonder where she is going?

Louis Pinchert reported to work after a two weeks' vacation with a severe cold. Wonder why she didn't ask him in, boys.

Storekeeper Synder is on leave of absence and we have with us again our old friend, Kid Beaumont, who was formerly S. K. at this place. He sure is a hard nut, boys, so keep your fighting clothes handy.

E. Abarhart, general foreman, is off on his vacation and has taken his auto with him, which makes it rather hard on Miss Weber as she has to ride to and from work in the work train. Well, cheer up, some day you'll have a car of your own.

VAUGHAN

P.&amp;M.

HENGGI

YARDLEY

## RAIL ANTI-CREEPERS

**THE P. & M. CO.**

**THE P. & M. CO.**  
(ENGLAND) LTD  
LONDON.

RAILWAY EXCHANGE  
CHICAGO

**THE P. & M. CO.**  
LIMITED  
MONTREAL

Nic Nelson and Elmer Wise have moved to Mont Clare to assist Machinist Henderson in putting the town on the map, but we understand they are greatly disappointed and wish they had never heard of the place.

Rudolph Laho is getting to be some business man, as we hear that he has opened a vegetable market in Bensenville and expects to retire in another year. Good luck to you, Rudolph.

Machinist Monigan is getting to be some dodger with his new Dodge car. Do be careful, Harry.

We hear an echo from the N. W. that Harry Peters has a steady now. Congratulations, old boy.

Fred Wall of the store department is spending a few days down east, and we hope the rest will do him good and that he will have lots of pep on his return.

Jack Hale, general foreman at Galewood, has just returned from his annual vacation, and the rest sure old him a world of good.

Walter Taylor leaves today to take the third shift foremanship at the Blvd. R. H. Good luck, old top.

Mr. Hale entertained the welders from the various roundhouses in the terminal the other day and imparted a lot of good information to them through the courtesy of Prof. Kinzie. Jack is there when it comes to getting good information to the men. If you doubt it, just attend his school for apprentices any Saturday afternoon.

Laborer Foreman Fred Witt met with an accident the other day and will not be with us for a few days. Hurry back, Fred, we miss you.

Mr. Williams, the new station agent at Bensenville, is sure a live wire and has a sign in the depot window which says: "Don't watch us grow, but come out here and grow with us."

The way he steps on all who have anything to do with the delivering of cars to customers shows the officials that he intends to put the auto trucks out of business wherever "MILWAUKEE SERVICE" is within reach. All right, Williams, we will all help you. Glad you fell here and hope you stay long.

Yardman Pilsner discovered a brake beam dragging on an extra pulling through Bensenville yard Sunday, August 14th, and at once boarded the caboose and notified the crew who stopped the train in time to no doubt save a wreck. Good eye, "Old Boy."

Our new brother employes from the C. T. H. & S. E. are sure bringing some hiz our way. We have met a few of them and only hope that they are as well pleased with their new co-workers as we are with them. Now we want to see some one from that part of our system get on the Magazine staff and let us all know what is going on down that way.

**Northern Montana Division.**

*A. B. Goff.*

The car department has increased their force to seventeen men at Lewistown.

Clarence E. Willard, of the car department, has been ill for the past week.

Wanted—Someone with experience in trout fishing to land the large fish I catch. Not much work. Must have good references.—(Kenneth the Switchman.)

We have a new refinery about a block from the

roundhouse, and it is all ready for work. Up to date have received two carloads of crude oil from Winnett oil fields.

Miss Pauline Godsil is on her vacation and is spending a few days of it at Mirror Lake.

Nothing much stirrin' in the mechanical department just now. Oh, yes. We had a wedding in the department—a grand and glorious affair, I understand. George Coleman was married July 20 to a fair young maiden from Lewistown. The wedding celebration was a "howling success," but whatever happened to the "best man"? The happy couple are now honeymooning somewhere in the East and later will go to the Pacific Coast. That's some honeymoon. I'll tell the world.

Question No. 1—Can anyone inform us who the young lady was that John Wiklund, roundhouse foreman at Lewistown, met on train No. 17, morning of August 12?

Question No. 2—When will "Bud" (storeroom) grow up?

We understand that the chief clerk in the superintendent's office has ordered a time clock for the employes in that office, but until same is received he has a "big book," which we must sign upon entering or departing from work.

Henry says that Peg can make just as good biscuits as Loose Wiles ever did. They are thinking of entering into partnership in this business. Well, we wish them luck.

Applicants (this includes stenos) in domestic science courses should apply at Fergus County high school. Good cooks guaranteed.

First train crude oil for Lewistown Oil & Refining Company received at Lewistown last night from Winnett.

Miss Minnie Wolter, roundhouse clerk, has split her vacation this year, and the first installment is a thing of the past. She and her sister Erma spent several days in Butte last week. If Butte ever got a coat of paint it was during their short stay. I doubt if it has cooled off yet (red is such a warm color for summer). Later, Miss Minnie will go to the country for the remainder of her vacation.

Have you seen that bright spot on the N. M. Division? That is engine 2318 with a brand new dress and silver trimmings. Engineer Foshag is as proud as a peacock now.

Mr. and Mrs. M. J. Wright have just returned from an extended visit to Seattle.

Mrs. C. G. Brown, from Marion, Iowa, mother of Cashier C. M. Brown of Lewistown, is here for an extended visit with friends and relatives.

Fireman R. P. Williams, wife and family have moved to Oregon City, Ore., to live, where Pearl has purchased several acres of fruit land and expects to make this his future home.

N. B. Lupton, our efficient timekeeper, and family spent their vacation in Idaho, with Mrs. Lupton's mother, who lives near No Name Lake. Neil and sons, Clayton and Dick, and their cousin, Jack Burr, had a busy contest. The kids won, as it kept Daddy busy baiting the hooks. Reports having had a fine time, and he looks it—brown as a berry.

Johnnie Kazaru is thinking seriously of raising a mustache, or else the blade pulls and John's nerve falls him. He tried this same little stunt before, and caught a wife. Maybe this time he will catch a cold.

John C. Kildneigh, our roadmaster on the east

<b>RAILROAD POLICIES FOR RAILROAD MEN</b>	
<b>AN INCOME FOR LIFE</b>	
<p>is provided for you and your family if you are a CONTINENTAL policyholder—the latest policies issued by the "Railroad Man's Company" pay as long as the insured is totally disabled by accident or illness. See our agent on your time or inquire by means of the Coupon.</p>	
<p>About \$27,500.00 paid to 940,000 policyholders and their beneficiaries.</p>	
<p><b>CUT OUT AND MAIL TODAY.</b></p>	
<p>Continental Casualty Company, 910 Michigan Ave., Chicago, Ill.</p>	
<p>I am employed by the MILWAUKEE SYSTEM</p>	
<p>Division.</p>	
<p>Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employes in the United States and Canada.</p>	
<p>My age is .....</p>	
<p>My occupation is .....</p>	
<p>NAME .....</p>	
<p>ADDRESS .....</p>	
<p><b>Continental Casualty Company</b> H. O. B. ALEXANDER <b>Chicago</b> President</p>	

## The First Bill Paid

out of each pay check should  
be your Savings Account.  
You owe it to yourself.



FIRST NATIONAL BANK  
MILES CITY MONTANA

## First National Bank

Lewistown, Montana

THE BANKING HOME OF  
"MILWAUKEE" EMPLOYEES

Resources : : \$3,500,000

How about that Savings Ac-  
count you have planned so  
long on starting?

Why not start it now? Write  
us regarding our

**"Banking by Mail Plan"**

**The Union National Bank  
of Seattle**

CAPITAL \$1,000,000	<b>SPokane &amp; Eastern TRUST COMPANY</b>	RESOURCES \$15,000,000
OFFERS A <b>Complete Financial Service</b>		
Commercial Banking Mortgage Loans Investments Insurance Savings Trusts		
Spokane		Washington

end, is death on cigar and cigarette smokers, but, alas—he has been burning the weeds (from the right-of-way) the past month.

C. H. Koch is off to the hills and rocks (we should say homestead) on his vacation.

"Good morning! Have you used—pardon us—have you signed the book?"

"Chub" Sayre and wife have just returned from a two weeks' vacation in the woods. While in the deepest depth, "Chub" gave his voice a thorough test and tryout, and immediately upon his return to civilization wired the Metropolitan Opera Company and the Civtor people that Caruso still lived. It was his dally custom at sundown to thrill all nature. Even the little birds sought their nests in slumber, and the others of the party sought—distance. Well, anyway—welcome back, "Chub" and Hazel. We missed you.

Dear Anna B., you're most unkind

And heartless, I must say,  
To get that roasting of your mind  
And show me up that way.

Because when I am feeling bum  
I sometimes take a mooch  
Around into an alley blind

And "hist" a little hootch.

Ah, well, it is the way of life,

And so, dear friends of mine,

I'll only say I'm pleased to note:

The hop crop's looking fine.

—Jack Gavin, Moore, Mont.

### News from the Northern Division

*Hazel E. Whitty.*

Just 42 people asked me why there were no items from the Northern Division last month. This just shows that the boys are reading the Magazine and enjoy it.

Our section foreman at Mayville, Peter Diedrich, has decided to become a benedict and we wish him all happiness. Here's hoping that he will now answer his correspondence more promptly, as becomes a sober, married man.

Amos Koch, wife and children left for Pine Lake where they will spend the balance of the season at their summer home there.

Charles Wolfrum and family have gone to Laverne, Minn., for six weeks' vacation. Charles gets so much train riding that they made this trip in his car. Brady is filling his place and Andy Englis handling Brady's.

Wedding bells will soon be ringing. Watch for particulars when the leaves begin to fall. Heinie is so romantic.

Agent R. J. Starry, Minn. Jct., seems to have gone into the circus business. He already has a menagerie consisting of two raccoons.

Speaking of agents, we have to take off our hats to A. J. Brooks at Woodland for the neat condition of his station. And to T. Torkelson of North Lake who painted the whole interior of his depot and said "Ain't I got fun" when he was doing it.

A. W. Novak, stationary boiler inspector, made the rounds with Pump Repairer Louis Moe recently.

Sympathy is extended to Joe Manning, conductor on train 46 in the loss of his eldest son, Joe, who passed away July 17th of diabetes. Joe was one of the boys who was weakened by the hardships of the world war and who had never completely regained his strength.

We have learned that Tom Roache has gotten to be grandpa as well as the rest of them.

### AH, BUT THE CLIMATE.

"The Californian gets up at the alarm of a Connecticut clock; buttons his Chicago suspenders to his Detroit overalls; washes his face with Cincinnati soap in a Pennsylvania basin; wipes on a Rhode Island towel; sits up to a Wisconsin Rapids table; eats Kansas City meat and Minneapolis flour with Idaho potatoes, cooked with Nebraska lard on a St. Louis stove, burning Wyoming coal; puts a New York bride on a Colorado broncho fed with Iowa corn; plows ten acres of land covered with Ohio mortgages. When bedtime comes, he crawls under a blanket made in New Jersey and reads a prayer written in Jerusalem. Then he is kept awake by fleas raised in California.

A little girl was making her first trip alone on the train. The conductor came along and asked for "Tickets." The little girl gave him her ticket. Then the fruit seller came along and called out "Chewing Gum." The little girl said, "No, sir, I won't give you my gum."

I wonder if it would put more ginger in us

during the hot weather if we ate ginger snaps? Mr. Armstrong, roadmaster, has bought a brand new Nash car and is sure burning up the road with it. However, he says the next car he buys will be a Mule.

Herman Rausch, section foreman at Randolph, was painfully injured while on duty July 22nd. He was holding a chisel and one of the men was striking it, but in some way he missed the chisel and struck the foreman on the foot. He will be laid up for about two weeks.

#### WORK

WORK, the Titan, the friend,  
Shaping the earth to a glorious end;  
Draining the swamps and blasting the hills,  
Doing whatever the Spirit wills.  
Rending the Continent apart,  
To answer the dream of the Master Heart.  
Thank God for a world where none can shirk,  
Thank God for the splendor of work.

The village of North Lake has long been in darkness after the sun has gone beyond the hills and George Price and Joe Hargraves on their return from a meeting at the Red, White and Blue Club have had difficulty in locating their respective homes. On one such occasion George suggested to Joe that street lights would be very appropriate and forthwith started a campaign to secure them. He organized the North Lake Dramatic Club and after weeks and months of constant practice they appeared before the people of North Lake with a line of "vodvil" which was so well received that the same performance was played again a week later. The two shows netted the neat sum of \$1,875.60, which will be more than sufficient to defray the expense of street lighting. The village board met and accepted the money and tendered George a vote of thanks for his efforts in their behalf and also have placed a large oil painting of George in the town hall as a mark of their appreciation. It might be mentioned that ringside seats were held by several "rails" among whom we noticed A. S. Wilson, Joe Hargraves, Harold Reagan, Don Pierce, Ted Torkelson, Louis Smith, Ed Cummings and John Galligan. Ain't we got fun.

Conductor Leland is showing passes for the East. He and his family are going to New York and return via Toronto. He says he is going to splash in Long Island Sound. Some splash.

Business is surely picking up out of Portage, two extras a week out of there.

J. R. Mitchell, brother of Pinky and Richie, recently passed a successful examination for engineer. We wish him luck.

I think we correspondents should see each other in order to appreciate each other. Since I saw the correspondent on the C & M. and "Isetta" I have felt that I want to know the rest of them, and I think a good old-fashioned meeting would work wonders in bringing out new ideas for the magazine work we are doing. We accomplish more than we think through these items and I wish we could get together and talk over this grand and glorious subject. How do the others feel about a meeting? We will have to hurry it though, as on the Northern Division we sometimes get snowed in early.

#### La Crosse Division C. W. Velsor.

Effective August 1st, L. J. Bensen was appointed chief special agent on lines West, with offices in Seattle. Clark Johnston went with Leary, to be his chief clerk.

Cigars were plentiful during the month due to the celebration of the arrival of baby girls at the homes of Baggageman Fred Beck and Brake-man Julius Baumgartener. Good wishes to both families.

Train Baggageman Henry Kugler, has made special request that we do not mention anything about him for the next four years until he is eligible to join the Veterans' Association.

We all miss Brake-man Art. Shafer, who has gone to Green Bay to have an operation. Every one looks to see the grand old man back on the job in a short time.

F. H. Clafin, baggage-man on the "Olympian," and Mrs. Clafin have returned from a trip to Seattle where they have spent two months visiting with relatives.

Car Inspector Harry Moran, of Portage was appointed car foreman at New Lisbon on August 1st. This shows reward for faithful services.

## As Briggs, the Cartoonist would say:

After you've fixed up their railway tickets with all the stop-overs that they may care to use, and you've routed them the way they ought to go, and you've arranged all the sleeping car and parlor car reservations that will add to their comfort and pleasure, and then you suggest they take Travelers accident tickets to add to the comfort of their minds and make them feel easy, and they agree, and you realize that the sale of the accident tickets puts real money in your own pocket, O-o-oh, Boy, ain't it a grand and glor-i-ous feeling?

#### TICKET DEPARTMENT

**The Travelers  
Insurance Company**  
HARTFORD CONNECTICUT

## Baldwin Locomotives

*the Standard of  
Excellence*

**I**T IS efficiency in motive power which keeps maintenance costs down.

That efficiency in locomotives which increases ton mileage without increasing train mileage also helps to keep freight costs down.

We can help solve your maintenance problems.

The  
**Baldwin Locomotive Works**  
Philadelphia

## Tecumseh Coal

Direct from the  
Mines  
to the Consumer

MARTIN-HOWE COAL CO.  
Chicago, Ill.

C. A. Bickett, President	F. L. Kaye, Vice President
Bryan G. Tighe, First Vice President	Ghas. Newton, Treasurer
Don B. Sebastian, Vice President	W. H. Smithburne, Secretary

### Bickett Coal & Coke Company

Bituminous

Coal and Coke

McCormick Building  
Chicago

Telephone Harrison 5187  
Sales Office  
Syndicate Trust Bldg.  
St. Louis, Mo.

ATWILL-MAKEMSON  
COKE & COAL  
CO.

COKE  
For Every Purpose

Suite 1423  
McCORMICK BLDG. CHICAGO, ILL.

John Shirkie, President	West Clinton Coal Co.
Steward Shirkie, Treasurer and Manager	Interstate Coal Co. of Ind.
Henry Adamson, Secretary	Busram Creek Coal Co. Mines

### WEST CLINTON COAL COMPANY

FOURTH SEVENTH  
FIFTH COAL VEIN

624 McCormick Building  
Chicago

Phone Wabash 4705 Home Office: Terre Haute, Ind.

Conductor Ed. Tutrup, who has been on a six months' leave of absence, will return to work on September 27th. Ed. says that this is the kind of a vacation you can take when you save your money.

It surely was very hard to see our friend, Otto Czumanski, chief carpenter, leave the division. Well, Otto, it's too bad but don't forget to pay us a visit once in a while. Mr. O'Brien has been appointed chief carpenter effective August 1st.

Passenger Conductor E. B. Wolcott is now back on his run after being off for the past two years. Every one was glad to see Brad again.

Did you see the big cheese knife City Passenger Agent Joe Rossback is wearing. He was recently admitted into the Mystic Shrine at the mid-summer convention held in La Crosse on August 13th.

Correspondent and Yard Master G. E. Saunpson of the Chicago terminal was in La Crosse during the month and sold all of his household furniture and property. We hope that this will not stop him from paying the old camping ground a visit once in a while.

We would like very much to get some of the names of Joe Buckley's indoor baseball team of the Portage office force. Won't you send them, Dewey?

Geo. Smith, yard conductor of the La Crosse terminal, and Mrs. Smith visited their son who was in camp at Camp Douglas. George says he wishes he could spend a few weeks getting a little of this training because a fellow gets stiff on the second shift job he is holding down in the middle yard.

Earl Butterfield, car inspector, wife and son are visiting relatives at Crookston, Minn.

Stanley Taylor chief clerk in car department at La Crosse, returned Monday after a weeks' vacation at the Dells fishing. He didn't even get a bite. Next time take a longer vacation and get more acquainted with the fisherman's ways of baiting the hook.

John Kopacek has been appointed assistant foreman of La Crosse car department in place of John O. Jones and Leo M. Larson is pushing the pencil.

Christ Limpert, carman, wife and daughter visited with relatives at Caledonia a few days.

Robert Melster has recovered from an operation at the St. Francis Hospital and is back on the job inspecting.

Mrs. Martin Dahl and daughter Emma, wife and daughter of Martin Dahl coach cleaner at La Crosse, are visiting relatives in Chicago.

H. R. Jones wife and daughter Hylda, have returned from a visit at Davenport.

Anybody seen Fred's little red calf running around, and his big cucumbers?

#### Notes from the Docks, Tacoma

On July 26th our elongated timekeeper, Ray Powels, returned to work after his wedding trip to Los Angeles. He acquired a coat of sunburn which makes him resemble a Siwash, in complexion at least. We draw our inferences as to where he acquired the ban from various postal cards received by the office force from Los Angeles and containing references to the sights on the beaches there, such as: "This is certainly good for sore eyes," etc. We do not quite understand how these escaped the censor, but possibly Minnie was shopping that day.

To our regret Mrs. Powels, nee Minnie Rohrs of the dock force, has not returned to work, having weightier cares now to burden her. We shall miss her friendly smile and quiet, efficient and always pleasant presence but feel sure that her home will always be managed as systematically and efficiently as her desk always was. The newlyweds are now settled in a cozy home on South K Street and the office force is anxiously expecting an invitation to a housewarming.

Brother Hoople, formerly of the dock accounting department, is now at the master mechanic's office on the other side of the viaduct. We learn that he has passed his examinations as a certified public accountant and hopes to set up in business as such when the business outlook is a little more promising.

Emmett Maloney, our talented wharfage clerk, generously treated the office force to the first watermelon of the season. It was a large one and most all of us got water into our ears. Fortunately our colored gang of longshoremen did not work that day, or we should have had a riot. July was a sort of red-letter day around the docks! First, Raymond Fink, our shy and bash-

ful messenger boy, celebrated his birthday on the 5th, becoming sweet sixteen on that day; next Ed Collins, our genial chief clerk, celebrated his birthday on the 7th, but declined to commit himself as to his age; next Bernie Bartels, our handsome chief bill clerk, celebrated his birthday on the 16th, owning up to 27 years, if we remember correctly; and finally our own duchess, Miss Grace Erickson, celebrated her birthday on the 18th, also refusing to commit herself further than to admit that she was of voting age. We are pleased to report that Miss Grace was the only one of the lot who treated the office force to ice cream—or anything else. We hope she may have a birthday real often.

Fay Clover has now rented his house in town and moved out to the wilds of Summit, a suburb of Tacoma, where he bought a young ranch and expects to develop into a real horny-handed agriculturist. On the first evening of his rural residence he went to close the chicken coop and found all his chickens roosting in the upper regions of a tall evergreen tree. He called to them in his most persuasive tones to come down and let him put them to bed, but being city-raised chickens they were afraid to come down into the wilderness and there was no help for it. Fay had to risk a good pair of trousers by climbing up and bringing the poultry down by hand. Such is life in the country.

Bernie Bartels is off on a vacation between steamers and is enjoying the ozone at Dash Point where the clams are thick. The Dash Pointers are going to put on a carnival, called the "Whoop-di-doo," next week in celebration of the new paved shore road from Tacoma to Dash Point and we learn that Bernie has been engaged at great cost to act as the funny man on this occasion.

Mrs. Wells took a trip to the vicinity of Portland with her son to visit Rex's grandmother. They must have lived high down there, for she was indisposed for several days on her return.

Part of a late cargo consisted of three thousand sacks of bonemeal from China. It was popularly said to have been made out of dead Chinamen: be that as it may, it was certainly powerful stuff and as it was stored right under the office windows we received the full benefit of it. It's gone now but in spite of scrubbing and sweeping the warehouse still smells of it.

Due to our recent removal from dock 1 to dock 2 Brother Ebbesen, our chief accountant, had a good opportunity to indulge in his favorite pastime of rearranging the stationery, dressed in an old overcoat and a Chinese straw hat. He now knows exactly where every blank is located and all the rest of us have to do when we want one is to ask him.

#### Des Moines Division.

##### Franchy.

L. K. Sillcox, general superintendent of motive power, visited the division during August.

G. A. Gruver from the freight claim department was a Des Moines visitor recently.

Conductor C. E. Elliott and daughter Marion spent some time in August at Spirit Lake.

Mrs. C. E. Kinney spent about two weeks in August visiting her people at Ableman, Wis.

Charles Lemley was married Wednesday, August 17th, to Miss Nera Prinse of Rockwell City. After a wedding trip to Deatur, Ill., they will be at home at Rockwell City to their many friends. We extend congratulations.

P. H. Clark, brakeman, whose hand was injured some time ago, is laying off and spending some time in Missouri.

Wanted—By Miss Jean Dallas of the superintendent's office, one perfectly new Cadillac-Victoria car, together with a millionaire. She says the former must come first, as she is "from Missouri."

T. D. Hakes, agent at Adaza, is spending his vacation at Lake Okoboji, taking in the fishing, boating, bathing, etc.

It is rumored that J. D. Shippey, agent at Grauger, is thinking of joining the large army of benedicts, but, having no first-hand information on the subject we are not yet stating it as a fact.

Brakeman W. C. Moody is the proud parent of a little daughter born July 18, 1921. He says she will soon be accompanying him on his run.

Have the following from "Izzy" at Rockwell City:

Although his stay was short, we were de-

W. S. Bogle  
Pres.

H. A. Stark  
Vice-Pres.

## W. S. Bogle & Co., Inc.

St. Bernice and Essanbee

Coal

604 Union Bank Bldg.

25 North Dearborn St.  
Chicago

Phones  
State 5750-5751-5752

## ILLINOIS — INDIANA COALS

We are shippers of genuine Franklin County Coal, prepared in all sizes; also Clinton, Ind., Fourth and Fifth Vein, Sullivan County Fifth and Sixth Vein and Green County Fourth Vein Coals—special-ly prepared for steam and domestic trade

WRITE FOR PRICES

## ROSENGRANT COAL CO.

McCormick Bldg.

Chicago, Illinois

## SEVEN in ONE



The "F. B. C." Welded Staybolt replaces seven different Tate Staybolt Sleeves.

"F. B. C." Welded Staybolts insure better and stronger boilers, eliminates leakage and saves 25% in cost of application.

### FLANNERY BOLT COMPANY

Vanadium Building

Pittsburgh, Pa.

## Boss Lock Nuts

Provide one means of reducing maintenance costs. They save time, labor and both threads. Holding power unquestioned.

When specifying, write it *Right*. Say "BOSS" Lock Nuts.

SEND FOR LATEST CATALOG

BOSS NUT COMPANY CHICAGO U. S. A.



lighted to again see former Trainmaster Andy Dutton, who is acting superintendent during the absence of Supt. B. F. Van Vliet.

Agent Farran and Freight House Foreman "Boots" Owens made a trip Sunday in the former's car to Lake View. As both of their wives were along they undoubtedly conducted themselves with due decorum.

Anybody desiring to put Engineer Pat Padden in a good humor, please disturb him while he is taking his morning nap in one of the coaches of No. 233.

Why grieve over the death of Caruso? Have you heard Train Baggage man Harry Berman and Bollard of the roundhouse department sing? If not, you should hear them render together the late popular songs. As a privileged listener will say they are good.

Any one desiring a fancy gay colored cap, leave his order with Brakeman Earl Hartshorn.

If anyone wishes any fish, please put in an order with fishermen Operators Martin and Pope. Life in Rockwell City has evidently become too fast for "Bones" Owens for he has traded his yellow racer for a car of the slower going type. We have not learned whether or not he is going to equip it with one of those cuckoo birds that comes out and sings "Nearer My God to Thee" when it goes over 15 miles per hour.

We have been asked to give our opinion on the Des Moines street car situation, but having no asbestos paper on hand we refrain.

### Milwaukee Terminals

#### "Renay."

Some say this is the day of miracles. Perhaps! Our chief clerk had a vacation this year, and from the looks of him, he surely must have enjoyed himself. How about the fish, G. A. S.?

Talking about fish. What's all this we hear about Jesse Warner and his huskies. Don't let Justin Cavey discourage you, Warner, cause you know, we never had a peek at the ones he claimed he threw back. We're from Missouri.

Dorothy and Agnes—It's always best to try the door first.

Miss Agnes Hebard, formerly of the general agent's office, has been transferred to San Francisco to work for E. K. Garrison, formerly of Milwaukee. We wish her lots of luck in her new position.

Talk about your picnics. The superintendent's office surely had a wonderful one. And oh, such bathing beauties—hims and hers. Of course, there was a moonlight ride up the river for a couple of us, and a short stolen auto ride, which added together helped to make it a grand success.

During the month of July Mr. Whiting's mother from Massachusetts paid us a visit.

### Scraps from the West End

#### James T. Ritch.

Jimmie Cain recently experienced the exhilarating sensation of walking from Ravenna Park to town at the weak hour of four in the mornin'. As the distance is only about six miles, we can readily understand the tired expression on Jimmie's face.

Another individual who has for some time been wearing a long face is Mildred McIntyre. Overcome with grief at the departure of her "gold braid," she had her hair cut again. I suppose all the girls would bob their hair if they could be sure of keeping their necks clean.

A. J. Laughon spent a very profitable week end at Mount Rainier. He claims to have gotten up at 3 a. m. to see the sun rise. But that is about the time when most sons set these Sunday mornings.

Les Neumen, the peanut king, is back to the City of Constant Deluges. We are glad to see him and hope these visits can be more lengthy and more frequent.

Jim McIllyar, recently from Ohio, is stepping all the ladies out. Said ladies, however, cannot get him to express a preference, so they're all living on hope.

George Brenner is somewhat of a dog fancier, but at the present George is much disturbed, as the pup is cutting teeth, and there are many who wish it were cutting its throat instead.

Phil Warrack took a keen little voyage to Alaska. Among other things he got a nice coat of tan.

Roy Jackson is "feathering his nest" in Earlington. Wonder who the lucky girl is? We

find mail addressed to Mrs. Roy Jackson. Out with it, Roy!

Miss Katherine Shea was granted a leave of absence of 90 days on account of sickness in the family. We will not see her for some time, as she is "summering and falling" in Wisner, Neb., which, it might be added, is in the corn belt.

The Brotherhood of Railway and S. S. Clerks held their annual picnic at Chico, Sunday, the 21st. A good time was had by all; that is, all who attended.

A. H. Barkley and family are spending week-ends at their summer place on Bainbridge Island.

Did you know that Percy Kellogg is familiarly known to his intimates as "Kelly"? "Anybody here seen —"

### "River Division Homebrew"

#### Jerry-on-the-Job.

They say cleanliness is next to godliness, but Frank Quirk of the Terminals has conceived a brilliant idea and has put it into effect whereby he can count the number of times we wash our hands each day. He will be compiling a list of Edison questions next.

Another one of our young eligibles has slipped on the "peal" of a wedding bell. John Mortenson, trainmaster's clerk, took the plunge and committed matrimony August 3. Congratulations! In this connection John wishes to thank his co-workers for the wedding present which they presented to him.

Lately Russell Risberg in the car distributor's office has been going around looking as though he had lost his last friend, and upon inquiring into the matter to ascertain the cause of his downcast appearance, I learned that he received a bunch of his own letters back tied with a blue ribbon. Tough luck, Russell. "Say it with flowers."

Ticket Clerk L. J. Russell at Winona is all smiles these days due to the fact that a baby girl recently arrived at his house.

Carl Karow, cashier at the same station, has returned from a vacation spent in New York. He reports a wonderful trip, but thinks it more wonderful to sleep in his own little bed again.

I recently observed a pass request going through the office for a Mrs. Huldah Sens-Sonnenberg, evidently for a honeymoon. Leaving off the last name, you will recognize the bill clerk at Winona, and I believe we will not be amiss in extending congratulations. However, we are glad to note that she will still be with us for a while anyway.

Raymond Thayer of Red Wing is the new operator at Winona, having relieved Walter Smith.

We are sorry to learn that the infant son of Operator Fred Maloney died after a severe attack of the whooping cough.

As usual, Daisy Carstenson of Winona spent her vacation in Minneapolis. Popular place with you, isn't it, Daisy?

George Benz, Eau Claire's handsome chief clerk, is competing for further honors in his class by raising a "Charlie" on his upper lip. George says he is open for suggestions as to how to make it grow.

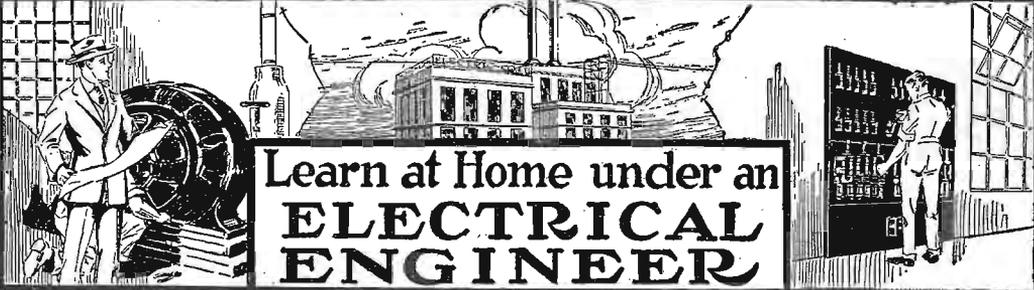
Mrs. Rollie Miller, wife of the demurrage clerk at Eau Claire, proudly displayed her soil to the office force at that point. But he will be hard on the delayed equipment in a short time.

Old Doc Stork has been working overtime around Eau Claire. Warehouse Foreman Dick Loken reports twins, a boy and a girl, all doing well, including the proud papa. We understand that to date cigars have been conspicuous by their absence owing to Dick's inability to secure the high grade ones he intends to pass out. He ought to make it two with twins, and, by the way, don't forget the correspondent.

Cashier Skeezix Pearson of Chippewa Falls says he has been taking lessons from a correspondence school since the last issue and extends an invitation to all single girls to go dithering with him.

Sells-Floto circus was at Eau Claire recently and seemed to be quite an attraction, particularly the side show. However, we don't think that is the proper place for the chief clerk at that point to spend the entire evening when they only advertise a 25-minute show. How come, George? That isn't all, though, when they came to Minneapolis Bill Kane was there too,

# Quick Success in Electricity!



Learn at Home under an  
**ELECTRICAL  
ENGINEER**

## Wicks Trained Men Make Big Money



**A. W. WICKS  
Elec. Engineer**

Formerly with the General Electric Co. Former General Manager of company manufacturing Jenney Electric Motors, also formerly with Fairbanks, Morse & Co. Now Consulting Engineer, also Director of the Wicks Electrical Institute.

Electricity, the greatest force in the world—offers you "Big Money" and "Quick Money" if you have the ambition to go and get it. Let me train you in electricity—at home—in your spare time—no matter where you live. I can quickly fit you to qualify as an expert electrician earning \$2000.00 to \$4000.00 a year. You don't have to go to school. You don't have to serve time as an apprentice. You start drawing the big pay as soon as you are qualified.

I am an authorized Electrical Engineer. So far as I know I am the only man with the degree Electrical Engineer to offer a Home Study Course in Electricity. My Electrical Engineering experience has covered a period of twenty-five years with some of the leading engineering and industrial corporations in this country. This wide and varied experience is the secret back of the success of my students.

### Qualify to Fill One of These Big Paying Positions

- Chief Electrician \$300 per month and up
- Sub-Station Operator \$200 per month and up
- Electrical Contractor Unlimited
- Maintenance Electrician \$250 per month and up
- Power Plant Supt. \$200 to \$1000 per month
- Electrical Wireman \$150 to \$200 per month
- Meter Tester \$150 to \$200 per month
- Electrical Sales Engineer Unlimited
- Supt. Elec. Installation \$250 to \$500 per month
- Traveling Elec. Inspector \$200 per month and up

### Why Wicks Trained Men Are Successful

Wicks trained men succeed where other men fail because they are trained thoroughly from the ground up. They have been trained under an Electrical Engineer. They have the knowledge gained of 25 years of experience behind them. Wicks trained men can't go wrong—they know only one way to do things—the right way.

### New Easy Method

My new easy method knocks out all the unnecessary frills and gives you *real practical electricity*—the money-making facts that you can cash in on. I teach *both why and how* through practical problems—the kind of problems you will meet later in your everyday work.

### FREE Electrical Outfit and Tools

Big outfit containing material, apparatus and tools FREE. I know the value of the right kind of tools so I want my students to start out with the very tools they will need on the job. This outfit contains everything—there are no extras for you to buy.

### Great Opportunities In the Electrical Industry

Just stop and think what electricity means to us in our everyday life and you will realize why there is such a big demand for electrically trained men. The whole world depends on the electrician. Electric Light Companies, Municipalities, Manufacturers and Contractors are paying bigger wages than ever and still need more men to fill big jobs.

### Mail Coupon for FREE Book



Get the Special Rate

Send the coupon to me today—it will bring you my new big book "Opportunities in the Electrical Field." If you are interested in your own future you will want this book. I will also send you full particulars of my method of training—show you why Wicks training brings quick success. You will also find out about my Special Tuition Rate now in force. Act at once.

**A. W. Wicks, E. E., Pres., WICKS ELECTRICAL INSTITUTE**  
431 S. Dearborn Street, Dept. 1858 Chicago

**A. W. Wicks, E. E., Pres., WICKS ELECTRICAL INSTITUTE**  
431 S. Dearborn St., Dept. 1858 Chicago

Without any obligation send me your Big New Book "Opportunities in the Electrical Field" and full particulars regarding your method of training.

Name.....  
Address.....  
City.....  
State.....

Telephone Harrison 9940

## Hillison & Etten Company

Personal Service

PRINTERS • BINDERS

638 Federal Street

CHICAGO

## Binding Railroad Records

IS OUR SPECIALTY

**THE McBEE BINDER CO.**

Chicago Athens, Ohio New York  
St. Louis, Mo.

## The Sentinel Bindery

JOHN C. SALZER

Book Binders

Fifth Floor  
McGeoch Bldg.

Milwaukee, Wis.

## J.J. Collins' Sons

ESTABLISHED 1878

PRINTERS ELECTROTYPERS  
WAX ENGRAVERS, PAPER  
RULERS, BOOK BINDERS

1315 to 1321 W. Congress St. Tel. Haymkt 7660

and he must have spent the evening at the same sideshow. No, his wife wasn't along.

Bill Loomis, the genial conductor on Nos. 355 and 6, on the C. V. line, recently saw a bridge on fire and stopped his train to put it out, thereby avoiding a possible bad delay to trains on the line, as well as the danger of an accident.

Jack Monarski, assistant cashier at Eau Claire, seems to be on the right track to save his income. At any rate, it is reported that a fair one slips him comps to all the doings in town, while the rest of the boys there are trying to get an introduction to her.

Baggage man Don McMillan at the same station spent a few days in Minneapolis and claims he found some "four percent." Where, Don, where!!

Yardmaster Donaldson at Eau Claire secured seven carloads of business for the company last month. Good work, Archie. Keep it up.

When it comes to fishermen, Agent John Brandt at Wabasha and the rest of the boys at that point are in a class by themselves. I know, because I ate a good share of the evidence. Some of them were even bigger than ones you hear about in fish stories.

### Kansas City Division Billie.

Although it happened over a month ago, we all remember the picnic and good time enjoyed by junction employes at Franklin Park, Ottumwa, and hope we will have another one some time soon.

Barney O'Connor, who for the past forty years has been section foreman at Chula, has been assigned to yard duties at Chillicothe, and Ralph Farmer placed in charge of Chula section.

Of the babies of this district who were examined last week in an effort to determine the winner of the \$500 prize offered by a Chicago newspaper, LaThella May Blake, 21 months old, was one of four from the city of Ottumwa to have the opportunity of submitting to further examination at Municipal Pier, Chicago. LaThella May scored 99.1 per cent. She is the daughter of Sodie Blake, Jr., store helper west yard, and granddaughter of Conductor Sodie Blake, Sr.

Mrs. George Clubb, wife of carpenter foreman at Sigourney, and daughter Ruth were Ottumwa visitors August 12.

On July 1, C. H. McCrum again resumed the position of traveling engineer on this division.

John Henberger has been appointed roadmaster on the East Kansas City Division, with headquarters at Ottumwa Junction. Some of the foremen are still in doubt as to the correct pronunciation of his name and he is being hailed as Hamburger, Hinderberger, and even Limberger. However, we think it is just a matter of time and distance (mostly time) until they are all clear on the matter.

A hailstorm at Jerome, Iowa, August 3, broke seven windows at the Dep. and one at section house.

Marina Engstrom, store department stenographer at west yard, wishes some reader to send her a recipe for "Mussel Stock Fish." She is very fond of these fish and wishes a new way to prepare them.

Yardmaster C. W. Jordan is enjoying his vacation in Denver and Pueblo, O. C. Kenney relieving him. On account of the rush of business, Ed Vlasek has been temporarily assigned night yardmaster.

Just a little gossip from the locomotive department. We have been wondering why one of the girls from the round house office has been dolling up so of late, hair curled, etc. However, the mysteries are cleared up, since we learned that she has been stepping out with the assistant round house foreman.

Engineer Charles Overturf and wife are the parents of a baby girl born June 5; Operator V. O. Metcalf and wife, a son born June 24; and Operator W. I. Wendall and wife a daughter, June 26.

Store Helper Tony Payne was absent for three days this month on account of sickness.

Clarence Brown, foreman car department, has returned after an extended visit through Canada and points in British Columbia.

Theresa McAloon, stenographer to Agent J. W. Calvert, has been granted a leave of absence, and has gone to Minneapolis. She is relieved by Miss Curran.

Miss M. Brown, first trick operator at west yard, certainly can make some time with that new Oldsmobile. She went from the yard to her home in eight minutes. Look out for the traffic cop!

A 10,000 gallon storage for fuel oil for firing up locomotives has been completed and is ready for use at west yard.

Chief Clerk J. W. Sowder left last week for his vacation. He expected to visit friends in Milwaukee and Minneapolis, and spend the rest of his time fishing near Walker, Minn.

Some lady solicitors for a magazine called at the terminal yesterday and were so friendly and affectionate that Store Helper William Slover forgot to eat his dinner, and Store Helper William Bussing dropped a grain door on his finger, causing a slight injury.

Switch Foreman Parker has reported again for work, after a few days' visit with friends.

What is this I hear about a pet frog owned by Jay Mills, cashier Ottumwa freight house, which Mr. Mills claims can jump from the Mills home to the Market street bridge, a distance of some few blocks.

R. J. Coker from Oxford Junction, assigned lineman this division, arrived July 10 to assume his new duties.

Instrumentman Lowe of the engineering department left last week for his vacation. After a brief visit in Chicago with friends, he expects to go up into northern Minnesota to do some fishing.

Inspection Car No. 1, a business car for the use of Superintendent Hoehn, arrived on Kansas City Division several weeks ago.

Waldo Harryman, chief carpenter's chief clerk, has returned to work after a ten days' vacation trip in Iowa, Illinois and Missouri.

Yard Foreman Quick is off for two weeks and has gone into camp with Company G at Camp Dodge.

Store Helper Eugene Schafer says the styles in ladies' skirts have got so they remind him of an umbrella with two handles.

Operator "Wiggle" Morrison, who has been working at Ottumwa Junction for the past week, had to be taken to Ottumwa Hospital yesterday, suffering with a severe attack of rheumatism.

#### Milwaukee Shops Items

H. W. Griggs.

Train No. 9, C. & M. Division, of July 18 was delayed some two hours by a burnt truck axle under dining car Miscouaibik coming down the Lake grade. It seemed that it was necessary for the wrecker from Milwaukee to put the car on another truck before it could be safely moved over to the side track.

A sudden jolt on Train 23 at Wadsworth the other afternoon was caused by the emergency application of the brakes on account of the engine breaking loose and headed up the track a short distance, but few moments delay.

Most likely about every one is reminded of July 29, Hon. Veteran John C. Fox's birthday, 94 years old. Can you beat it? A few old timers from the Milwaukee shops went to Janesville and paid their annual respects to our Mr. Fox.

Committeeman T. P. Saveland is busy up and down the Chicago line these days between the Railway Exchange and the Milwaukee office.

W. H. Gardner and some other officials had their pockets picked on a crowded street car in Chicago.

A bunch of magazines have been sent to Terre Haute, Ind., for the old employes down there. Their veterans if 25 years in the service are eligible for membership in the "Milwaukee Veterans' Association," as we understand Article 3 of the V. E. A. Constitution.

Foreman Art Bennett of the locomotive blacksmith shop was slightly burned about the face and eyes. Got out better than was expected.

Veteran Engineer Robbins of the C. & M. Division was buried July 26. No details of this obituary have reached these item columns as yet.

Mr. Silcox was an early caller at the shops July 26. He and Mr. Junciau went to Minneapolis that night.

The full shop force are now working four days a week. It begins to look a little more like old time business, which we all hope will be still better.

Lukens  
Locomotive  
Firebox  
and Boiler  
Steel



Champion  
Structural  
and  
Boiler  
Rivets

Detroit Cold Drawn Seamless Steel Tubes  
Rome Staybolt and Engine Iron

Black-Galvanized and Alloy Coated Sheets  
Steel and Charcoal Iron Boiler Tubes  
Bars, Angles, Beams and Channels  
All kinds of Pressed Steel Work  
A. M. CASTLE & CO.  
CHICAGO, ILL. SEATTLE, WASH.

Tie Plates :: Derailers

Highway Crossing  
Signals and  
Accessories

THE RAILROAD SUPPLY COMPANY  
BEDFORD BUILDING CHICAGO, ILLINOIS

The Varnish That  
Lasts Longest

Made by  
Murphy Varnish Company

**KERITE**



For Signal Service,  
Car Wiring, Lighting  
and Power Service

KERITE INSULATED WIRE & CABLE COMPANY  
NEW YORK CHICAGO

# THE WESTERN IRON STORES Co.

## Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.

One Block South  
of Grand Ave.

Milwaukee, Wis.

## WHOLESALE

## RETAIL

Phone Grand 1246

### POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use  
of only 35 lbs. per engine per month.

### B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters  
by the use of only one pound to 8,000  
gallons of water evaporated.

### The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

## Continental Bolt & Iron Works

West 43rd Street & Western Ave.

CHICAGO

Phone McKinley 1701

Machine & Carriage Bolts    Bridge Bolts  
Hot Pressed Nuts            Lag Bolts

Miss Mhleisen, chief in the blueprint room, started August 1 on her vacation, north of Minneapolis. Miss Ann Cavanaugh was chief in the meantime.

H. S. Brautigan, general safety appliance inspector, has his office on the M. C. B. floor, after a few months' conference along the line in Washington.

John M. Horan started on his annual tour to the Coast August 1. A daughter and other relatives live in Tacoma and Seattle.

Venerable Veteran John C. Fox of Janesville passed his 94 years July 29. We called on him that day and found him propped up in bed, where he is most of the time in the forenoon, but gets up into his little ambulance in the afternoon (his "automobile"). Mr. Fox is always as glad to see the old boys as they are to see him and they should make him a visit whenever possible, and see the oldest railroad employe in the United States if not in the world. President Byram sent him a fine picture of himself not long ago. Vice President B. B. Greer sent Mr. Fox a good letter for his birthday. Mr. Fox never tires of recalling reminiscences in the fifties with S. S. Merrill, especially when the work train he was hauling as engineer and on which Mr. Merrill was conductor getting mired in a flood at the Menomonee River and where Pigsville now is, cut off each way, and got off in a row boat sent them. What Mr. Fox knows of the Milwaukee road would make interesting history.

A good rain the 1st and 2d did a whole lot of good and cooled down things very much. Chief Clerk James MacCormack was in Minneapolis the 2d and 3d.

Shop Engineer Thomas Scott gets down to the Railway Exchange occasionally; was down there the 2d. When we were there, the 9th, Mrs. Carpenter Kendall was on her way to the Coast.

Engine Dispatcher Joe Roberts returned from a trip to Yellowstone Park Aug 10. He reports having a fine outing and the scenery grander than ever. Clerk Erb of the accounting department was in the Yellowstone Park last month and brought back some fine kodak views of the scenic section, and it is all scenic.

Some one was saying that Machine Shop Foreman Fred Koop is going to be married in October.

The verse "Can a Man Be a Christian?" in the August Magazine is well put and means a whole lot.

Mrs. Barlow, chief stenographer in Mr. Bilty's office, is about to leave us, and we are about to miss her. Mrs. Barlow has been on the plant four years, coming here from Miles City.

F. S. Peck, district store keeper, started on his vacation the second week in August.

The air hammers in the boiler shop and tack hammers in the drafting room indicates that business is picking up somewhat.

Chief Draftsman H. A. Sjogren started on his vacation up north August 13.

All aboard for the Minneapolis Convention of the V. E. A.'s, August 15-16. President Byram will be there, as also Mr. Juneau and a lot of the officials.

That Englishman in the London Art Gallery gave the Milwaukee road a good send-off, well deserved. Everybody keep up the good ads.

### C. & M. Division Knocks and Boosts "Buck."

A representative of one of the largest industrial companies in the Middle West, who has had thirty years' experience in traffic work, recently made the statement that the C. & M. Division offered better service than any division of this or any other railroad in the country. Hats off to all of our workers and officials!

Long Lake and Ranney stations were both completely destroyed by fire during the past month. A little careful attention at all times may prevent destruction of this kind. Let us take example from the work of E. J. Carroll, formerly agent at Wilson, who discovered and extinguished a fire at Wilson, while off duty.

We wish to inform all that George Mies can surely pick a winner when it comes to baseball.

Special commendation is due Stewart W. Snow, dining car "Glacier" Trains 131 and 146, who

has the finest meals and best appearing car on the division, which coupled with good service is what the company and its patrons want.

Al Erdman, telegraph wizard, is poised high on a diving board, ready to plunge into the sea of matrimony, according to latest reports, which he acknowledges official. The best of luck and happiness to you, Al. When is it coming off?

Our expert sleuth, F. X. Knoebel, has not yet discovered the reason for the repeated trips of one Miss Y to Rochester, but has several clues and we hope to advise soon.

Brakeman Thomas Lodge was severely injured August 5, when his right arm was caught in a draw bar at Rondout, and is now in a hospital. We hope to see you back soon, Tom, and hope it will be before another edition of the Magazine.

Norman Bennett spent his vacation traveling through the West, and travels alone. How come, Norm?

Operator Hilton, Rondout, is the proud father of a baby boy. Did you find a name for him, Bob?

A group of explorers and hunters, led by Miss Eleanor Bennett, braved the wilds of Central Wisconsin in search of the "Wild Wampus." Tell us about the animal; why not search for a "Chinchilla" next?

What we want to know is, when is the second beach party going to take place and where? The men missed out on the last one, where there was plenty of eats, music, swimming, ladies and more cats, and from reports, a good time was had by all.

Another one for the men—the ladies are planning a trip to Niagara Falls over Labor Day. Cannot the men plan and carry out anything?

During a recent thunder shower the flag pole on the roof of the depot at Milwaukee was struck by lightning and crashed to the earth. Too bad the clock did not fall, too, so we could get a new one that might run right once in a while.

With all the troops leaving for camp, National Guards, it again seemed like old times. Did you notice some of the affectionate farewells?

Thanks are offered to all for their hearty cooperation this month, as Ye Scribe was vacationing for two weeks and needed the contributions received.

S. M., East  
O. J. B.

The boys are beginning to sit up and take notice. More trains, more crews, more business. She's pickin' up, I guess.

Operator Grau has been absent on a short vacation.

Operator John Ahern is absent on a trip to Wisconsin, accompanied by the family. In the meantime Ernest Hathaway has acted as relief man.

Regret to say that brakeman George Johnson has been on the sick list. Brakeman E. A. Johnson has also been under the weather.

Chief Carpenter E. J. Auge has moved his offices to Wells, Minn.

We notice R. H. Berg back on his run as train baggage man after being gone for a few months. He is looking well and happy.

Dispatcher C. M. Aughey is back at work.

We have an employe whose motto is 100 per cent. He has made it a practice to weave this thoroughly into his system. He quotes no poetry, tells you no stories, and refrains from matters not pertinent to the work in hand. He greets you with a smile and says, "Well, how are you today? About one hundred?" Should any one make a mistake he will say in the kindest tones that he was not quite one hundred.

I asked him one day about how his plan would work out and he said, "I found that if you get the 100 per cent idea, you will automatically try to live up to it. I ask a man if he is one hundred and though he may turn me off in a light way, yet I notice that he will begin to do his work a little faster, a little more carefully, with the idea of telling me the next time that he is 100 per cent."

The idea is good. It may sound like a joke. One hundred per cent is perfection, and we all make mistakes, but it does not hurt you or your job to try to make yourself 100 per cent efficient. Remember that the man who tries to do something and fails is infinitely better than the one who tries to do nothing and succeeds.

## Dearborn Water Treatment



for Prevention of  
**Foaming, Scale Formation, Pitting  
and Corrosion**

Waters analyzed and treatment prepared to  
handle conditions on each division  
or district.

**DEARBORN CHEMICAL COMPANY**  
332 S. Michigan Ave. Chicago

**WILLIAM S. FURRY**  
President

**FRANK W. EDWARDS** **GEORGE M. DICKSON**  
Vice-President Secretary

## The Ohio Injector Company of Illinois

1437 Monadnock Block

Chicago

RICHARD WELSH, Western Manager

## Nathan Manufacturing Company

Injectors  
Lubricators  
Boiler Checks  
Globe and Angle Valves  
Coal Sprinklers

**707 Great Northern Bldg.**  
**Chicago, Ill.**

## Burdett Oxygen & Hydrogen Co.

309 St. Johns Court—Phone Monroe 4486  
Chicago, Ill.

Producers of pure oxygen and  
hydrogen.

Oxygen-hydrogen and oxygen-acetylene  
welding and cutting apparatus.

Welding rods, fluxes, regulators and  
goggles. Complete stock carried  
for immediate shipment.

H. H. HEWITT  
President

W. H. CROFT  
First Vice-President

# MAGNUS COMPANY

Incorporated

Journal Bearings

and

Brass Engine Castings

New York

Chicago

## The D. & M. Cleaning Process

IT CLEANS LOCOMOTIVES

*Without delay, without waste,  
without hard work*

517 Railway Exchange

Chicago

## Chicago Bearing Metal Company

Journal Bearings, Engine Castings,  
Brass and Bronze Castings  
for all purposes. Babbitt Metal.

Office and Works:

2234-2252 W. Forty-third St.  
Chicago

### Trans-Missouri Gossip

"M. F. H."

Conductor A. D. Anderson and family are spending a month at points in Illinois and Wisconsin.

Ethel Thompson, formerly clerk at the Moberidge round house, but now in Timekeeping Department at Tacoma, is spending her vacation at her home in Moberidge.

F. C. Williams and family have returned from a visit in Minneapolis.

Leo Swanton made a short trip through Yellowstone Park and reports wonderful scenery.

Herman Wahl, car clerk, has been quite sick at the Moberidge Hospital and has now gone to Chicago for further medical treatment.

B. & B. Foreman, Herman Stock, attended the Pioneer's meeting at Tacoma.

Mrs. V. C. Cotton and children of Marmarth visited with Moberidge friends.

Mrs. Jack Humphreys, who has been timekeeper at the Moberidge round house for nearly two years, has resigned her position and expects to make her future home at Huron, S. D. Miss Louise Marx, of the Store Department, has taken her place.

Mrs. George Stevenson of Perry, Iowa, visited at the E. E. Clothier home recently.

Mrs. O. P. Vacheau and children are spending a few weeks at Merrill, Wisconsin.

Mr. and Mrs. E. P. Bright returned recently from their vacation spent in Minnesota.

Miss Joyce Walwarth of Miles City visited at the home of N. H. Fuller.

Mr. and Mrs. Lon Green have a brand new baby girl at their home, she arrived August 14th. Congratulations.

James Waters, caller, spent several weeks during July in Wisconsin, in the vicinity of Milwaukee.

Miss Zella Harris leaves Sunday, August 21st, for Spokane, Seattle and Tacoma, where she intends spending her vacation.

Miss Joe McCarthy, who has been attending school at Helena, Montana, has returned to Moberidge and is working in the Storekeeper's office.

Among the social events for the month of August is the marriage of John R. Price and Miss Alva Perry, which took place at Moberidge, August 7th. Both are popular young people and have a host of friends who join in wishing them happiness. After a trip to Chicago and Rock Island, Ill., they will be at home in Moberidge.

S. W. Hull and wife have returned from a trip through the Black Hills. They traveled by the Ford route but "Dad" says that next year he is going to have an aeroplane so that he will be able to do a few stunts.

E. M. Grobel, until just recently Assistant Trainmaster of the Musselshell Division, has been appointed Trainmaster of the Trans-Missouri Division.

Chief Dispatcher G. M. Hayden and wife leave soon for a trip through the Western and Southern states, expecting to be gone about a month.

Mrs. A. P. Running is spending her vacation at her old home in Minneapolis.

George Hilton has accepted the position of Roadmaster's Clerk at Moberidge.

Edwin J. Stock recently returned from a visit in Chicago and parts of Wisconsin.

Robert Griffith of the local round house and Miss Vera Kalodski were married August 9th at Mound City, S. D. Their marriage came as a complete surprise to everyone, nevertheless we all wish them the best of luck.

D. D. Spayde has returned to Lewistown to resume his duties on the Rocky Mountain division.

S. W. Hull has taken the way freight run on the Cannon Ball and says that he is going to work steady until someone bumps him.

### Illinois Division

"Mabel Johnson"

The Special from Dubuque to Chicago for the Pageant of Progress was well patronized and several from Savanna took advantage of the good rate.

Mrs. Fred Griffing, wife of Engineer Griffing, spent a few days in Savanna visiting her sister, Mrs. C. T. Wright, wife of Engineer Chas. Wright.

Miss Lorene Hall, ticket clerk Savanna depot, and brother Laverne, switch tender Savanna yard, are again on duty after their vacation which was spent in visiting several points of interest through the East.

Miss Clara Winkler of Centralia, Ill., visited her brothers Henry and Adolph Winkler, boiler maker and machinist, Savanna roundhouse, at their home in Savanna, recently.

Switchman Leo Sheedy and wife, of Savanna, took their little son Robert to Chicago where they visited a specialist to have the child's eyes straightened. The specialist placed him under an anaesthetic and within a few minutes the eyes were restored to their normal condition.

Mrs. W. Wolfe, wife of Engineer Wolfe, visited her son Donald at Lake Geneva recently, where he has a position as pilot on a steamboat on the lake.

Conductor F. Smith has been off duty for a month and returned to work August 11th after a delightful vacation he and Mrs. Smith had, visiting in Moose Jaw, Canada. He reports the crops in that country very fine.

Word was received in Savanna July 21st of the death of Engineer Wm. Paylor, which occurred at Excentro, Cal., where he had been for some time in the interest of his health. He was a resident of Savanna for many years and was an old and well-known engineer on the Illinois division.

Engineer Dick Hanson continues to gain strength since his return from the Chicago hospital where he was operated on and is feeling fine.

The death of brakeman Edw. Allen occurred August 5th at Savanna. Brakeman Allen had been sick for many months with tuberculosis, and about six months ago went to Arizona in the hope of being benefited. He leaves a wife and little son to mourn him. Interment was made in the Savanna cemetery. Deepest sympathy is extended to the members of the family.

Engineer Herman Lorenz and wife have returned from a two weeks' vacation trip spent at the lakes in Wisconsin.

Conductor R. M. Dugan went to Milwaukee July 5th to see Dr. Snyder, eye specialist, for treatment account one of his eyes remaining closed. We hope that he shall regain the sight of it before long.

Conductor W. J. Brown was relieved at Davis Junction on No. 94 July 15th account sudden illness. He has recovered sufficiently to enjoy a camping trip with Conductor McGinnis and family.

Conductor M. C. Simons, wife and daughter Helen have gone to New York, where they will visit.

Mrs. J. Stelnbeck, son Harold and daughter Merilla, family of Conductor J. Steinbeck, visited friends and relatives in Albert Lea, Minn., for short time.

Conductor J. Holquist resumed work at Davis Junction July 26th, having attended the funeral of his father, P. Holquist, who has been a faithful section foreman at Stillman Valley for many years. Sympathy is extended to the family.

Baggage man Merrill Latham is off duty account sickness, and has gone to Prairie du Chien for treatment.

Miss Mary Schunder, stenographer dispatcher's office, spent her vacation visiting relatives in Chicago.

Dispatcher F. B. Cole, wife and daughter have gone to Minot, N. D., to spend their vacation. Miss Betty Cole, roadmaster's clerk in superintendent's office, just returned from her vacation having spent a delightful two weeks in Washington, D. C.

Harold and Maxwell Simpson, sons of T. B. M., A. O. Simpson are spending their vacation at Gray's Lake, Ill.

Passenger brakeman A. C. Thornton and wife will spend a couple of weeks at Union City, Pa., with relatives.

Trainmaster Allard has returned from a week's vacation spent with his daughter Helen, in La Crosse, Minneapolis, and Chicago.

Veteran employe Chris Carey, died at his home at Savanna, August 5th, his death following an illness of several months. He was employed as engine dispatcher at Savanna roundhouse for over 30 years, being faithful to his work until ill health set in. He is survived by his daughter, Mrs. Bert Rose, wife of Switchman Rose, Savanna yard, three sons and three sisters. Deepest sympathy is extended to the bereaved family.

Miss Margaret McGrail, chief clerk, Savanna master mechanic's office, Miss Anna Wires, clerk, car department, and Miss Viola Donahue, clerk general superintendent's office, are spending their two weeks' vacation at points in Canada.

## Safety Goggles

—FOR—

**Chippers**  
**Grinders**  
**Rivettors**  
**Welders**  
**Drillers**  
**Babblers**  
**Pourers**  
**Boiler Makers**  
**Cupola-Workers**  
**Open-Hearth Workers**

For the Eye Protection of all Those who do  
Work that Might Cause Eye Injuries.

### F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

10 South Wabash Ave.  
CHICAGO, ILLINOIS.

## GUILFORD S. WOOD

Mechanical Rubber Goods  
Inlaid Linoleum Upholsterers' Leather  
Rolled Steel Tie Plates for  
Domestic Use

### WOOD'S

Flexible Nipple End Air Brake Hose Protector  
Great Northern Building  
CHICAGO

"'Tis well worth while, if it's made by Pyle"

## The "Pyle-National" Steam Turbo-Generators

Electric Lighting for Locomotives,  
Train Lighting, Oil Well Drilling  
and Industrial Purposes

The Pyle-National Company  
Chicago, Ill.

Chief Clerk J. Hansen, Hans Jess of division carpenter's office, and Dispatcher W. J. Hotchkiss, were in La Crosse August 13th, where they attended the big Shrine meeting.

NOTE: But Oh! the after-effects: stiff legged, stooped, twisted, etc. At any rate, there was a good run on arnica, witchhazel, etc., at the Savanna drug stores—we are told they completely sold out!

**Signal Department "Wig Wags"—Lines West**  
*F. F. Seeburger.*

We almost had a "Timely Topic" for this month's issue—that is, three different people promised to send one in but so far nothing has shown up. We hope for better luck before next month.

Vacationitis seems to be the prevailing disease in the department just now. Miss Hendricks is spending her two weeks touring Oregon and Southwest Washington. Harold Schutzman spent a two weeks' enforced vacation at Gig Harbor. Schutzie says his vacation was caused by someone seeing somebody ride around the Tacoma Station on a bicycle, and thought he was the guilty party—so he took two weeks to think it over. C. S. Martin, maintainer at Josephine, and family are on a thirty-day tour to Idaho and Washington. Bert Olsen is relieving Martin. A. C. Biddle, maintainer at Butte, is off, being relieved by George Hessel. Understand "Al" is getting married, but haven't any positive information along this line. Also understand F. A. Showalter, maintainer at Line, took a few days off while in Chicago on the Wage Conference to get married, and Supervisor Westermarck promised to get the day and girl, etc., but he failed to come through, so haven't anything for sure on that event, either.

J. T. Howell is spending his back pay and extra time building a house on his Puyallup Valley ranch.

F. G. Mills and wife spent their vacation in Mt. Rainier National Park.

Authority has been given to put the helpers on temporarily in Montana, and men have been assigned as follows:

Bert Olsen, Superior.  
E. R. Spigler, Missoula.  
Glenn Collins, Gold Creek.  
F. M. Ferris, Butte.  
Scott McGaugh, Piedmont.  
Harry McPherson, Josephine.  
E. V. Wells, Lennep.

Last month a passenger on No. 15 dropped his purse between Clinton and Ravenna, containing valuable papers and over \$100 in cash. He notified Operator Emmet on arrival at Missoula, who called C. O. McPherson to go look for it. Emmet says he has called a lot of maintainers for signal trouble but he never saw anyone move quite so quick. Before he got away from the phone, "C. O." was going by the office on his gas car, putting on his clothes as he went. You understand No. 15 gets to Missoula about 2 a. m. At any rate, no one ever found the money and now C. O. claims he should have overtime for his trouble.

Temporary authority has been granted to put a crew on long enough to overhaul Sappington Interlocking and work will be started as soon as the men and outfit can be gotten together. The cars are all together at Piedmont but the men are scattered from George Briggs at Des Moines to Bill Hammond at Seattle.

J. O'Dore threw the champion Greek wrestler, "Nick," at Ringling, July 12. The first fall lasted two hours and six minutes, and the second twenty-two minutes, after which O'Dore was declared the winner. The big event happened in Mike Ryan's Arena at Ringling, with Jack Hughes as referee. Mallanny says that four years ago "Nick" could throw Maudlow's Irish Wonder with one hand and he (J. T. M.) takes all the credit for bringing his champ up to present form. Next thing we expect to hear will be Mallanny claiming he taught the English Duke how to fish.

E. B. Jeffery, maintainer at Corfu, says the rattlesnakes are getting to be a pest in his desert territory, and sends in a dozen rattles as the cause of two hours' delay clearing a case of trouble.

They are telling a yarn (Serial No. 3847501-A-5)

around the Laboratory to the effect that our genial draftsman was seen working. It seems he was carrying water for the elephants at the carnival recently held in Tacoma. No one blames Frank for earning a ticket instead of buying one since we had our pay cut.

W. D. Martin, our vocational student in the Laboratory, was off a few weeks' due to illness. We are all glad he is back with his smile and tales of what happened when he was in France.

Mike Biddle was unfortunate in having his private car broken into at Renton by thieves who took about all he had except his good disposition and the clothes he had on. So far has had no trace of the thieves.

Don't forget the writer is the authorized agent for the world famous "Wimpus." If you need one, or want particulars, send self-addressed envelope.

We don't know of anyone who enjoys a joke more than we do, and the office bunch in Tacoma, aided by our "Irish Supervisor" and abetted by none other than the "Chief" himself, sure framed up a good one on your correspondent. It was all over the Weekly Performance Report of the Idaho Division, showing some very discreditable performances due to carelessness. We fell for it, and fell hard, too. Such is life—and after that we bought the cigars.

General Inspector Tyler pleasantly occupied a week in July showing the members of the Australian Government Railways over the Washington Electric Zone, having Mr. Wion, assistant engineer of signals, and Mr. Canny, general superintendent, in his party; also Mr. Hobson of the U. S. & S. Co. and Mr. Dodson of the G. R. S. Co.

Ted Groth has completed making the train order signals on the R. M. and Missoula Divisions operative in three positions, but only at such stations as are open. Dill is doing the same thing on the Coast and Idaho Divisions, but hasn't finished because he has orders to make all signals operative in three positions, and there are more stations closed on these divisions than are open on the Rocky Mountain and Missoula.

**Dubuque Division**  
*J. J. Rellihan.*

B. C. Chesterman, agent at La Motte, took a few weeks off during the month of June and made a trip to Seattle.

Engineer Dennis Schaffner is back on the job after being laid up with a crippled knee for a couple of months.

Ed. Prolow, agent at Garber, was off duty for over a month, suffering from an attack of pneumonia.

Night Yardmaster L. B. Beckwith and wife made a month's tour through the East, visiting part of the time with relatives at Corning, N. Y.

Ed. Powers has been appointed second baggage-man at Dubuque, effective August 1. The vacancy was caused by Ralph Buckman being appointed night ticket clerk at Dubuque.

Operator Harry Britton of Bellevue took a month's well earned vacation. He was relieved by J. H. Robertson.

Dispatcher Ed. Olson of the Des Moines Division is back with us again, relieving the dispatchers on their two weeks' annual vacation.

Ed. Baker has been appointed third trick operator at Lansing, caused by the resignation of Miss Russell.

Trainmaster Dutton has gone to Des Moines to relieve Superintendent Van Vliet, who has been granted a leave of absence on account of his health. We all hope to see Andy back with us again soon.

George Childe, agent at Mabel, was forced to take another leave of absence and go to some higher altitude. It is with sincere regret that he is required to make this move, as he was pronounced physically all right when he returned from Arizona this spring. The station at Mabel is now bulletined temporarily, although no appointment has yet been made.

Almost everyone has the vacation fever and a number of freight conductors have been pressed into passenger service. P. J. Handley, W. W. Graham and A. E. Bock have been doing some passenger work in the absence of Conductors Dana, Laury and O'Connor. G. R. Hibbard also took a week off the way-freight and put on the blue uniform again.

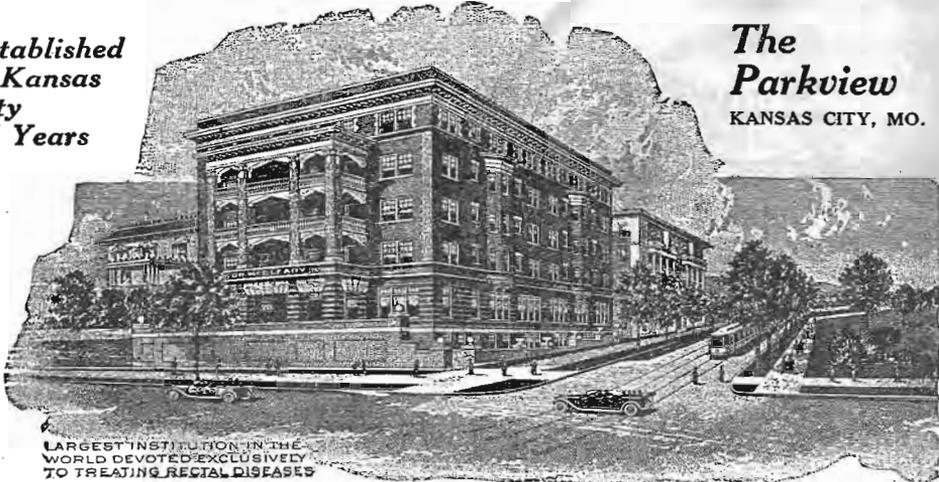
Ray Hibbard, formerly night ticket clerk at

# Piles Cured Without Surgery

## IN ANY FORM

*Established  
in Kansas  
City  
24 Years*

*The  
Parkview*  
KANSAS CITY, MO.



LARGEST INSTITUTION IN THE  
WORLD DEVOTED EXCLUSIVELY  
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cautery, no "red-hot" iron, no ligature, no electricity, no chloroform, or other general anaesthetic.

### I CURE EVERY CASE OF PILES I TREAT BY MILD SERUM-LIKE TREATMENT OR YOU NEED NOT PAY ME ONE CENT

I will furnish you the names and addresses of 4,500 business, professional and traveling men, farmers and stockmen, women and children from all over the United States and Canada, whom I have cured.

I convinced them as I can convince you, that: First—That no matter what you tried without success, your piles can be permanently cured positively

and easily, by my treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that I would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

#### HERE'S WHAT KANSAS CITY BANKS SAY ABOUT DR. McCLEARY

Dr. A. S. McCleary, who has a large establishment at Tenth Street and Paseo, Kansas City, is considered very highly in the medical profession in this city.

Dr. McCleary has been established here a great many years and by honesty and square dealing has built up a wonderful practice. His patients come from all parts of the United States and Canada.

We do not hesitate to recommend the Doctor as everything goes to prove that any afflicted person will undoubtedly receive

splendid treatment at his hands. His ability as a rectal specialist is unquestioned and we do not hesitate to commend him to anyone. Write us for any desired information.

COMMONWEALTH NATIONAL BANK  
COLUMBIA NATIONAL BANK  
CATE CITY NATIONAL BANK  
CENTRAL EXCHANGE NATIONAL BANK  
TRADERS NATIONAL BANK  
MERCHANTS BANK  
HOME TRUST CO.

(All of Kansas City, Mo.)

I also refer you to your home bank or commercial club, as they can easily verify the above statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also my Book on Rectal Diseases and "Curing Piles Without Surgery," free.

**DR. A. S. McCLEARY** 651 THE PARKVIEW Tenth and Paseo **KANSAS CITY, MO.**

# Machine Tools Railroad and Shipyard Equipment

## DALE MACHINERY COMPANY, Inc.

Formerly

Dale-Brewster Machinery Company  
Inc.

541-547 Washington Blvd., Chicago  
54-60 Lafayette Street - New York

# Pantasote

Trade Mark

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

## THE PANTASOTE CO.

11 Broadway  
NEW YORK

793 Monadnock Bldg.  
SAN FRANCISCO

### Your Prospective Customers

are listed in our Catalog of 99% guaranteed Mailing Lists. It also contains vital suggestions how to advertise and sell profitably by mail. Counts and prices given on 6000 different national Lists, covering all classes; for instance, Farmers, Noodle Mfrs., Hardware Dirs., Zinc Mines, etc. *This valuable Reference Book free. Write for it.*

### Strengthen Your Advertising Literature.

Our Analytical Advertising Counsel and Sales Promotion Service will improve both your plan and copy, thus insuring maximum profits. Submit your plans or literature for preliminary analysis and quotation—no obligation.

**Ross-Gould**  
Mailing  
**Lists St. Louis**

Dubuque, has accepted the position of chief clerk in the office of Division Freight and Passage. Agent O. T. Cull.

Operator R. A. Wilkinson spent a few days in Chicago consulting an oculist in regard to his eyes, which have been giving him considerable trouble lately.

Miss E. Russell, who has worked third trick at Lansing for over a year, decided that she would not work at the reduced rate of wages and graduated from the service, the commencement exercises taking place July 4—just to make it a patriotic affair. She drew the biggest "diamond" in the world—weighing about 200 pounds. He was in charge of the construction of the Western Union line, which was rebuilt in the fall of 1919, but now has a position as division lineman on the C. B. & Q. at Hastings, Neb., where the happy couple will make their home. We are without further particulars, although the bride looked swell, and in questioning Ed. Boeckh in regard to the kind of wedding outfit she wore, he said it was described in the Western Classification as N. O. I. B. N. The employes on the division wish Mr. Diamond and "Rusty" the best of luck in their new home, as she was one of our most popular employes, true blue, a yard wide (?), and weighed 16 ounces to the pound.

Operator G. W. Lowe purchased a new 1921 model Maxwell and took a two weeks' vacation on second trick at North Buena Vista while he was practicing climbing the hills in that vicinity on high.

Agent C. W. Petters of Guttenberg was laid up for nearly two months with rheumatic trouble. John Lund was in charge of the station during Charlie's absence.

Ed. Boeckh is on his annual vacation, making a tour through the East.

The Dubuque shops baseball club is making the same record that they did last year, clearing up nearly everything in the Dubuque Industrial League. On July 30 they defeated the Brunswicks by a score of 9 to 3, which decided the championship of the Twilight League. In this game the Shops team got 16 safe hits and the Brunswicks had to use three slabmen.

Agent Fred Schrader of Marquette is taking a few weeks' rest and T. E. Marshal, second trick operator at west yard, is handling the mail sacks and the million other duties that are connected with that position.

Business on this division has picked up considerable during the past month and when the coal commences to move we ought to be back to normal. Our power at the present time is in the prime of condition and we do not know what an engine failure is any more, and when business comes our way we will be in condition to move it.

The station of Bernard is on bulletin, caused by the resignation of J. W. Streff, who has been in charge there for over a year.

### Notes from the Aberdeen Division

W. H. Murphy.

It is with deep regret that we learned of the death of Mrs. Fred Dreller, wife of ticket clerk at Aberdeen. Mrs. Dreller was formerly employed in the division superintendent's office at Aberdeen. The sympathy of all is extended to Mr. Dreller.

It is said that Louis Faeth is quite popular at the Orpheum Theater. In fact one of the actresses picked Louie out of a house of many hundred people to sing a love song to at a recent show. 'S all right boys, Mrs. Faeth was along.

A. F. Rueland, the writer of the notes from the Aberdeen division for the month of July, did nobly, and congratulations are in order. Of course, the part about the snow plows and the polar bears at Jamestown, N. D., sounds like a fairy tale but nevertheless such a report was received and if there are any doubts about this matter please refer to Miss Beulah Davis.

Chas. Capon, chief clerk in the storekeeper's office at Aberdeen, recently received some very sad news. His yacht was sunk during the recent tornado while moored to the dock at Lake Wylie. The expense to raise the yacht would be so great that Mr. Capon states he cannot even contemplate it this year. The many friends of Mr. Capon who have enjoyed the trips up and down the lake this summer sympathize in Mr. Capon's loss.

# "BIG NEWS" Betty Gordon Offers "Hard Time" Bargains Which Appeal to all Pocketbooks

**NOW** Betty Gordon Offers Fall's Latest Fashion

New York's Newest Style

**Blue Serge SUIT**

Elaborately Embroidered With Silk Floss, and Only

**\$4<sup>39</sup>**

Delivered Free

This beautiful, stylish, man-tailored blue serge suit is copied from an importation which is all the rage in New York's Fashionable circles, right Now! It's just the suit for you.

Send No Money —

not a single penny with your order! Just your name and address and the size you want written on the coupon below will bring this dress to you, by return mail. You simply must see it to appreciate it and to appreciate its wonderful value at the price asked — only \$4.39. If you are not delighted beyond measure with this Broadway Beauty, send back and we will immediately refund your money.

Made of a good quality Blue Serge, elaborately decorated with contrasting color chain-stitch silk floss around the bottom of jacket. Collar edged with light blue material. Vestee trimmed with silk braid and very beautiful buttons.

SIZES: Misses 14 to 18. Women's 34 to 44 bust. Order by Number 5A516.

BE SURE TO STATE SIZE

SERGE FOR LONG WEAR

Be Quick!

Send No Money



**\$1<sup>28</sup>**

Delivered Free

Betty Gordon's Favorite Turban entirely covered with feathers. Scarcely trimmed with Ostrich Strands and lined with hi-lustre twill material. It is at once a becoming hat and a tremendous Bargain. Black with White Trimming. Order by No. 6A601.

**Flannel Shirtwaist**

Elaborately Embroidered in Chenille and Silk

Send No Money



Only **\$1<sup>39</sup>**

Rush Your Order Now

You must see this soft, nap flannel shirtwaist, so popular for fall and winter wear. Every woman should have one of them because such a waist is so useful and comfortable. This pretty little waist has convertible collar. Front is elaborately silk and Chenille Embroidered in floral design. Long sleeves, turnback cuffs. Sizes, 34 to 44 bust measure. Order by No. 2A202.

**SEE** See for Yourself this Betty Gordon Beauty!

**Beautiful Hand Beaded, Georgette Crepe DRESS**

New Full Length Beaded Sleeves

**\$7<sup>98</sup>**

Delivered FREE

Here is a dress that will delight your heart and make you proud of your appearance in any company. Betty Gordon's beautiful, beaded All Silks Satin Georgette Crepe Creation! **SEND NO MONEY**

Just send your name and address — not a penny with the order and write the size and color you choose on the coupon below and we will send you this gashing beaded beauty. When the dress arrives pay postman only \$7.98 for WE PAY ALL DELIVERY CHARGES. If not absolutely satisfied with your bargain, send it back and we will refund your money immediately. But just as sure as you live you'll be tickled to death with this handsome dress! To begin with you save at least a \$5 bill on your purchase! And you get the latest style tunic design with overskirt. Heavily hand beaded as shown. Georgette Sleeves beaded to match. Lustrous silk satin skirt with Georgette overskirt. Colors Navy Blue, Black and Brown. Sizes: Misses 14 to 20 yrs. Women's, 34 to 44 inches bust measure. Order by No. 6A33.



At Home in the Best Company

Money Back If You Are Not Satisfied

**\$4<sup>39</sup> We Pay all Delivery Charges \$7<sup>98</sup>**



**Popular Heavy Weight Wool Stockings \$1<sup>79</sup>**

Drop Stitch Front—Pkg. of 2 pairs, Only

Ladies: Here you are offered one of the best bargains you ever laid eyes on. Popular, heavy weight Heather Green or Brown Wool Stockings with the stylish drop-stitch front—absolutely "the thing" for Fall and Winter, sold to you at \$1.79 for a package of two pairs. Sizes—8½ to 10. Order by No. 7A717. Price, 2 pairs, \$1.79.

**GORDON'S CLOAK HOUSE**

"America's Leading Mail Order Women's Specialty House"

366 West Monroe St., Dept. 6202 Chicago

**SEND NO MONEY — Just This Bargain Coupon** Gordon's Cloak House, 366 West Monroe St., Dept., 6202 Chicago, Ill.

Send me at once the articles I have marked X in the squares below. When goods arrive I will pay postman bargain prices only. You will pay all delivery charges. If I am not thoroughly satisfied with the goods after I have examined them, I will return the articles and you will immediately return my money.

No. 5A516 Blue Serge Suit \$4.39  No. 6A38 Georgette Dress \$7.98

Size..... Color.....

No. 6A601 Feathered Turban \$1.28  No. 7A717 Wool Stockings \$1.79

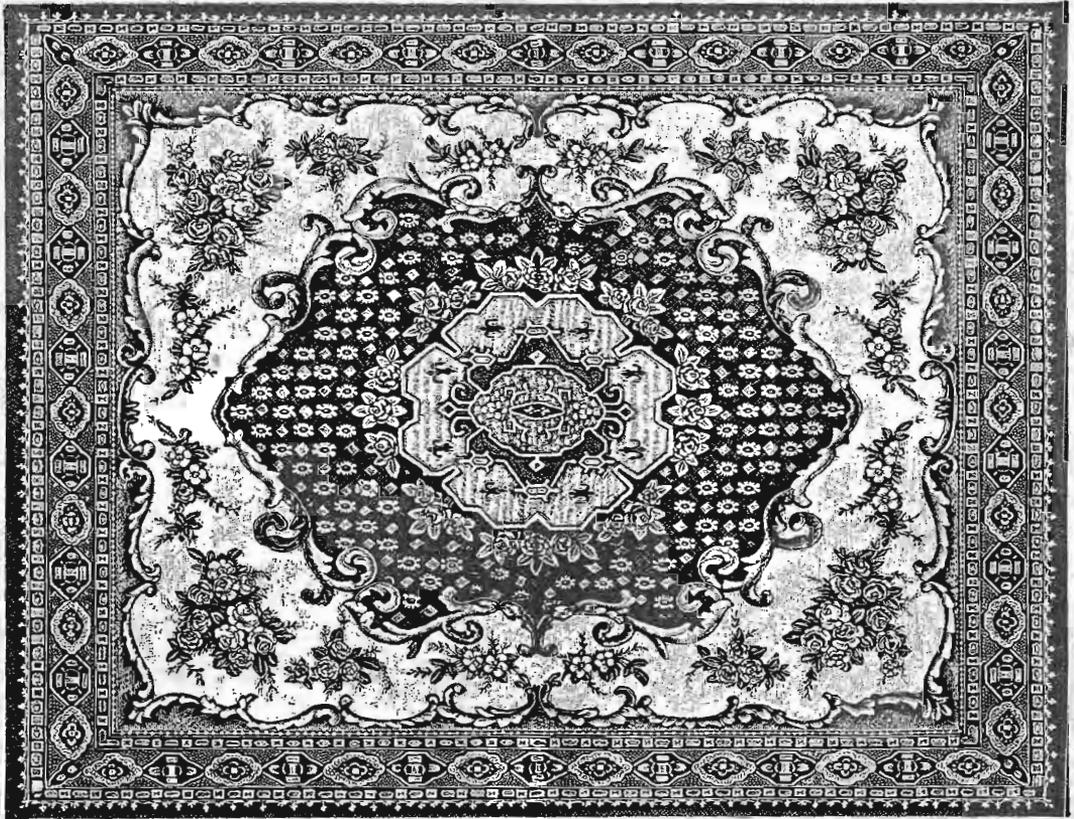
No. 2A202 Flannel Waist \$1.39 Size..... Color.....

Remember we pay all delivery charges and Guarantee Satisfaction to You.

NAME.....

ADDRESS.....

CITY.....



# Brings this Seamless Wool Face Brussels Rug

Hartman's Newest Pattern—Full Room Size, 9 Feet x 12 Feet

Only \$1 to send now—and we ship this magnificent seamless, wool face, tapestry Brussels rug. Use it 30 days on free trial, then if not satisfied, return it and we refund the \$1 and pay transportation both ways. If you keep it, take nearly a year to pay—a little every month. And note—the price is cut—you save over a third. Even before the war this rug would have been an amazing bargain at this phenomenally low price.

## Superb Coloring—Artistic Floral Medallion Pattern

**Woven from Fine WOOL Yarns** A most artistic design. Soft, rich and harmonious colorings. Brown, tan, red, green and light colorings are beautifully blended. An attractive floral pattern with large medallion center, surrounded with harmonizing floral sprays; finished with a pretty border. Made seamless of fine wool yarns. Order by No. 34CCMA16. Price \$26.85. Send \$1.00 now. Balance \$2.50 monthly.

**Nearly a Year to Pay** When our stock of these rugs is gone we may not have this particular pattern to send at any price. So act quick! You take no risk. Keep it or return it—30 days' free trial!

### IMPORTANT!

This seamless wool face Brussels rug is a close, firm weave which gives it much greater durability than you get from the ordinary kind. Be sure to examine the texture and weight. Judge by actual quality and see what an amazing bargain you get in this rug.

**Hartman Furniture & Carpet Co.**  
3913 Wentworth Ave. Dept. 3568 Chicago, Ill.

Enclosed is \$1.00. Send the Rug No. 34CCMA16. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1 and pay transportation charges both ways. If I keep it, I will pay \$2.50 each month until full price, \$26.85, is paid. Title remains with you until final payment is made.

Name.....

Street Address.....

R. F. D.....Box No.....

Town.....State.....

Occupation.....Color.....

**HARTMAN'S  
392 PAGE  
BARGAIN  
CATALOG**  
Now Ready  
Send Postal for  
Your FREE Copy  
TODAY

392  
Pages

## FREE BARGAIN CATALOG

392 pages of stunning bargains in furniture, rugs, linoleum, stoves, ranges, silverware, watches, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc. 30 days' free trial on anything you send for—everything sold on our easy monthly payment plan. Post card or letter brings it free. "Let Hartman Feather Your Nest."

**HARTMAN FURNITURE & CARPET CO.**

3913 Wentworth Ave. Copyrighted, 1921, by Hartman's, Chicago Dept. 3568 Chicago