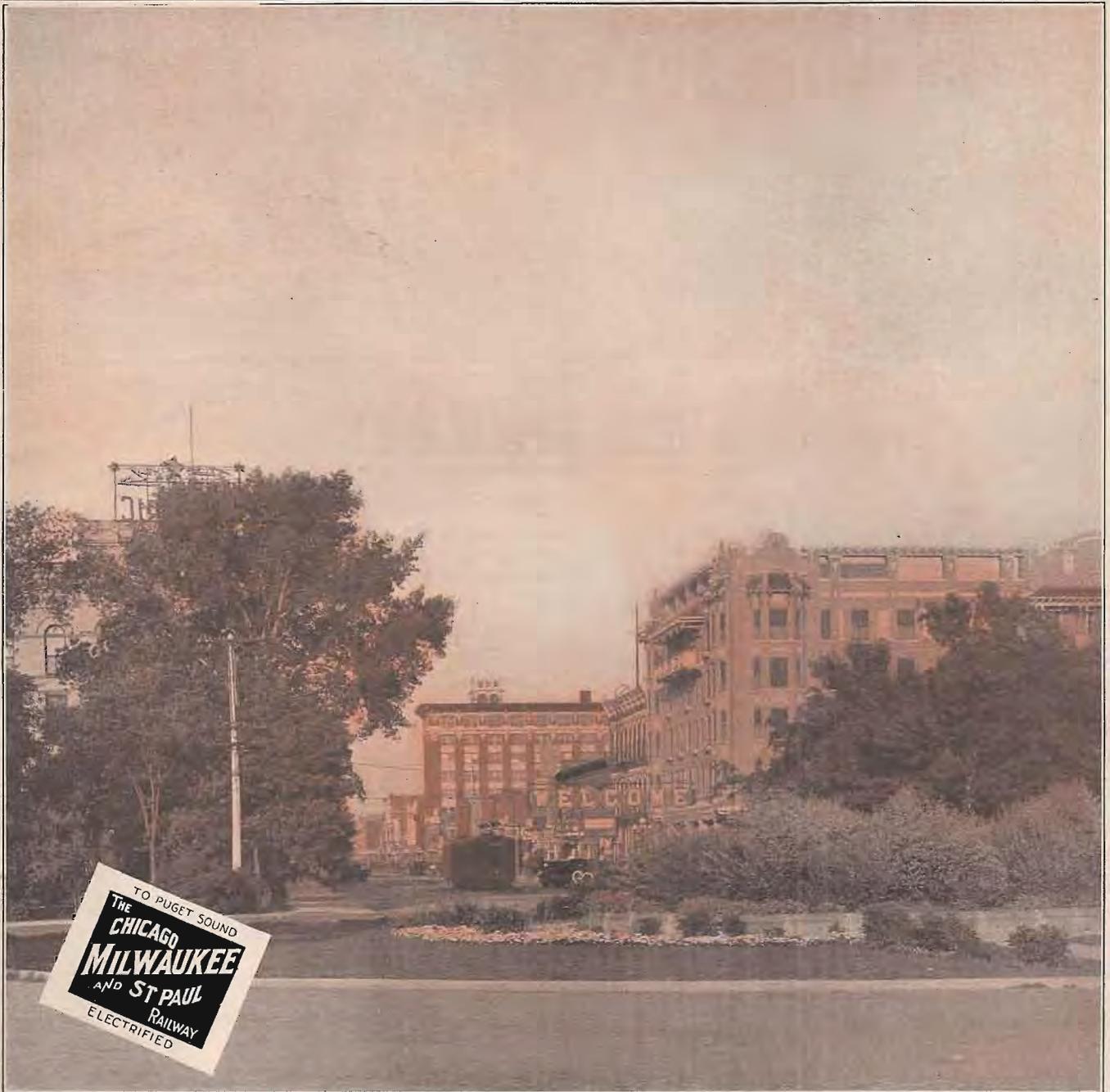
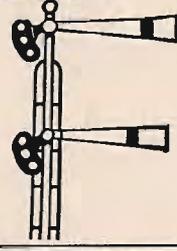
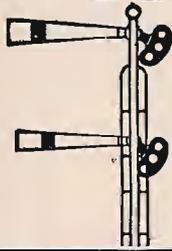


THE MILWAUKEE MAGAZINE



Looking Down Central Avenue, Great Falls, Montana.

NOVEMBER, 1924



A "Bug in a Rug!"

"What'did I tell you George about the Signal Windbreaker?"

"Why, Bill! What you told me was all true! This was a damp, drizzly run—turned into snow—and it's zero outside right now! But the Signal Windbreaker shut it all out. I was as warm as a bug in a rug!"

Dear Boys:

Racine, November 1, 1924

Talk like the above is what you hear all the time. Our Signal Windbreaker is a wonderful shirt. It is most firmly woven. It stands up like iron. Its fleecy inside gives it great warmth. It's just what all of you railroad boys need and should have,

The Windbreaker costs only \$5 to buy and in the long run it's most economical. One shirt will last you till spring and the comfort you'll get will be great!

The Windbreaker is built just like our Signal Railroad Shirt, which you know all about. Go to your Signal dealer and purchase a Windbreaker. If you can't get it, give us his name and address and send us your size, together with a P. O. Money Order or Bank Draft for \$5 and we'll promptly ship you this remarkable garment. Don't miss this chance! Write us today! Go through this winter with Windbreaker comfort!

Yours to command,

W. F. Kieker President.

Address: Signal Shirt Company
Dept R5 Racine, Wis.

Signal
WINDBREAKER
REG. U.S. PAT. OFF.

~~\$45.00~~ **Bed Room Outfit**
Sale Price Complete **\$34.85**



Outfit Includes:

2-inch post Steel Bed; 45 lb. Mattress;
 Link Fabric Spring; 2 Fine Pillows;
 1 Bed Sheet; 2 Splendid Pillow Cases;
 1 pr. Voile Curtains; 1 Oval Woven Rag Rug

Regular Price \$45.00 **\$34.85**
 Sale Price Complete—

Sent for
Only \$1.00
Down

30 Days Free Trial in Your Home

Once you see this quality outfit installed in your home—and enjoy a wonderfully refreshing night's sleep in this comfortable bed, then you will realize that here is the most astounding value ever offered in attractive bedroom furnishings.

That's why we gladly ship you this outfit for only \$1 down, and 30 days FREE Trial. Read every word of the following description—and remember that every article is guaranteed to be exactly as described.

THE BED—a genuine Simmons product, continuous post, all steel construction. The head 50 in. high; the foot 34 in. high; posts 2 in. in diameter; fillers oval in

shape; finish, the Vernis Martin gold bronze, remarkable for its beauty, and lasting qualities. Comes only in full size, 4 ft. 6 in. wide.

THE MATTRESS—full 45 pound weight and reversible. Heavy layers of soft cotton felt on both top and bottom, sanitary excelsior between. The beautiful floral art ticking is deeply tufted, with double stitched roll edges and round corners.

THE SPRING—a fully guaranteed link fabric construction, built to last a lifetime. Kept perfectly stretched so it cannot sag by helical steel springs securely anchored in the angle iron frame. Finished in black Japan.

PILLOWS—Stuffed with double dusted, steam dressed and cured feathers, sanitary, odorless. Floral art ticking to match mattress.

RUG—An oval, Colonial Style Woven Rag Rug, strongly sewed and sized to lay flat. Assorted colors.

CURTAINS—of very fine quality ruffled voile, hem-stitched, with tie backs. Each curtain 27 in. wide; full 2½ yd. length.

BED SHEET and 2 Pillow Cases—splendid quality, bleached, with 3 inch hems.

Special Offer Coupon

FREE

Send at once for a free copy of our latest catalog. Everything to make your home complete; everything at bargain prices and a wonderful variety to choose from. But just see for yourself. Send for the catalog now.

Simply mail the coupon with \$1 and the complete outfit as illustrated and described above will be shipped to your home on 30 days Free Trial. If it fails to come up to your expectations, you are free to return it to us, and we will return your \$1 deposit, with freight charges both ways. Can you imagine a safer way to buy? We can make this exceptional offer only because we know you will be delighted with your purchase and will gladly pay the balance in our easy monthly installments of only \$3. Take advantage of this offer now, while you can. Remember, a regular \$45 value for only \$34.85, if you order at once. Mail the coupon, with only \$1. Do it right now, before you let this great opportunity slip by.



L. FISH FURNITURE CO.
 2225-37 W. Pershing Road,
 Dept. 52-38 Chicago, Illinois

L. Fish Furniture Co., Dept. 52-38 2225-37 W. Pershing Road, Chicago

Enclosed find \$1.00. Ship advertised Complete Steel Bedroom Outfit No. A500. I am to have 30 days FREE Trial. If I keep the outfit, I will pay you \$3.00 a month. If not satisfied, I will return the outfit within 30 days, and you are to return my \$1 deposit and any freight charges I have paid.

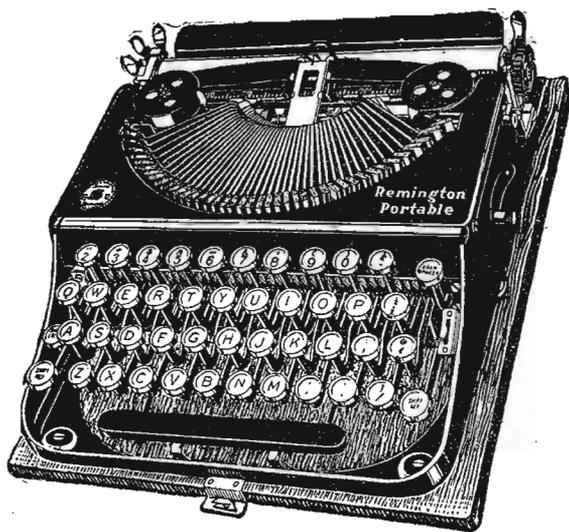
No. A500—\$1 Down; \$3 a month; Total, \$34.85

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If you only want Latest Bargain Catalog, just issued, put X here



The complete keyboard makes writing easier

The Remington is *that* portable with the four-row keyboard (42 keys)—just like the big machines. No shifting for figures. Everything arranged according to the business standard. Simplest to learn and easiest to operate.

It is compact, light, and easily carried in a handy case. Then there is the baseboard already attached—that makes writing convenient in any place or position.

To countless people who write—much or little—the Remington Portable lends an indispensable aid.

Examine the Remington Portable. Sold by all Remington branches and over 5,000 dealers: A demonstration will prove to you its adaptability for all personal writing.

Convenient time payments, if desired. Let us send you "For You—For Everybody". Address Department 134.

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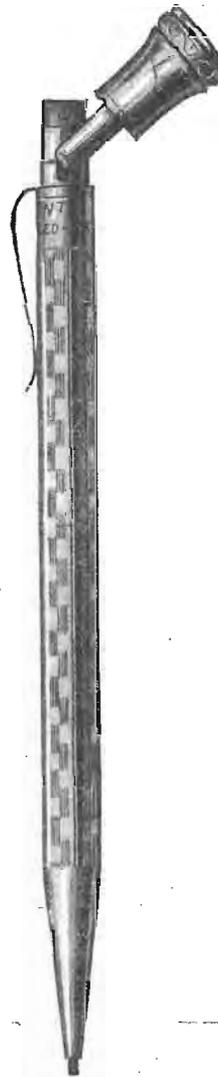
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Main Office, 68 King Street West, Toronto

REMINGTON PORTABLE

THE RECOGNIZED LEADER—IN SALES AND POPULARITY

Beautiful Silvered Pencil

*Lady's Ring
or
Gentlemen's Clip*



THIS is an exceedingly beautiful and practical gift for any one. An always sharp, all-metal pencil, pleasing to the eye and built for service. Illustration is exact size. Barrel beautifully chased and durably nicked. Eraser under cap, which turns on a hinge as pictured. A good supply of extra leads in chamber. This pencil must not be confused with the many cheap articles now on market. This is high grade in every respect.

**We will give
you one of
these pencils
absolutely
without cost**

We want to introduce our big helpful fashion and story magazine into new homes and will mail one of these pencils postpaid to any one sending \$1.00 to pay for a four year subscription or send us the names of four friends and \$1.00. We will send the magazine one year to each and the pencil to you. State whether gents with clip, or lady's with ring is desired.

The Household Guest
Premium Dept.
141 W. Ohio St., Chicago, Ill.

"Many a Mickle Makes a Muckle"--

So says the old adage. In modern slang it is, "Every little bit added to what you've got, makes just a little bit more."

The \$15,000,000 savings deposits of this bank are divided among over 59,000 customers. It's all the \$1, and \$2, and \$50, and other sized accounts that make this big total.

It works the same with your own account. A few dollars added now and then soon make a worth-while fund.

First Wisconsin National Bank Milwaukee

Capital and Surplus Ten Million Dollars

W. H. CROFT
First Vice-President

M. S. PAINE
Secretary-Treasurer

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Sell Travelers Accident Tickets—

EVERY DAY

Steady sales mean steady income for you. Steady income means a bigger total income for the year.

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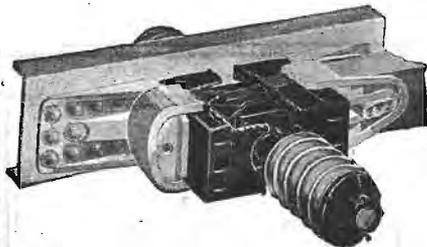
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BUILDING MONTREAL

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500 Watts to 7½ K W.

A Complete Line of—

- Headlight Cases—Sheet and Cast Metal
- Reflectors—Metal and Glass
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- Floodlights
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- Lamps for rear of tender
- Lighting accessories, such as switches (open and enclosed), sockets, dimmers, connectors, junction boxes, etc.

Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass Reflectors for Locomotive Headlights

FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION

Better Illumination With Fewer Units With "Pyle-National" Floodlights,

THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of Locomotive Electric Headlight Sets
General Offices and Works
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Baldwin Locomotives Give Long and Continuous Service

Frequent reports come to us, unsolicited, of Baldwin locomotives which have given thirty, forty and more years of continuous service. We recently received word from an eastern railroad that two locomotives, built by these Works in 1872 and 1879 respectively, are still doing excellent work. Railroads in all parts of the country, as well as in foreign countries, know the worth of Baldwin locomotives.

THE
Baldwin Locomotive Works
PHILADELPHIA



Public Interest in Railroad Revenues

The Chicago, Milwaukee and St. Paul Railway Company owns and operates more than eleven thousand miles of railroad—serving twelve states between the Ohio River and Puget Sound.

In the last three years this railroad's Taxes have amounted to more than \$27,000,000—or about \$9,000,000 a year.

This money has all gone to the twelve states in which the Milwaukee Railroad operates, and has been used for schools, improved highways and other public purposes.

In many counties the Milwaukee Railroad's taxes are far greater than those of any other concern or individual and therefore constitute a correspondingly important part of the money expended in each county for public benefit.

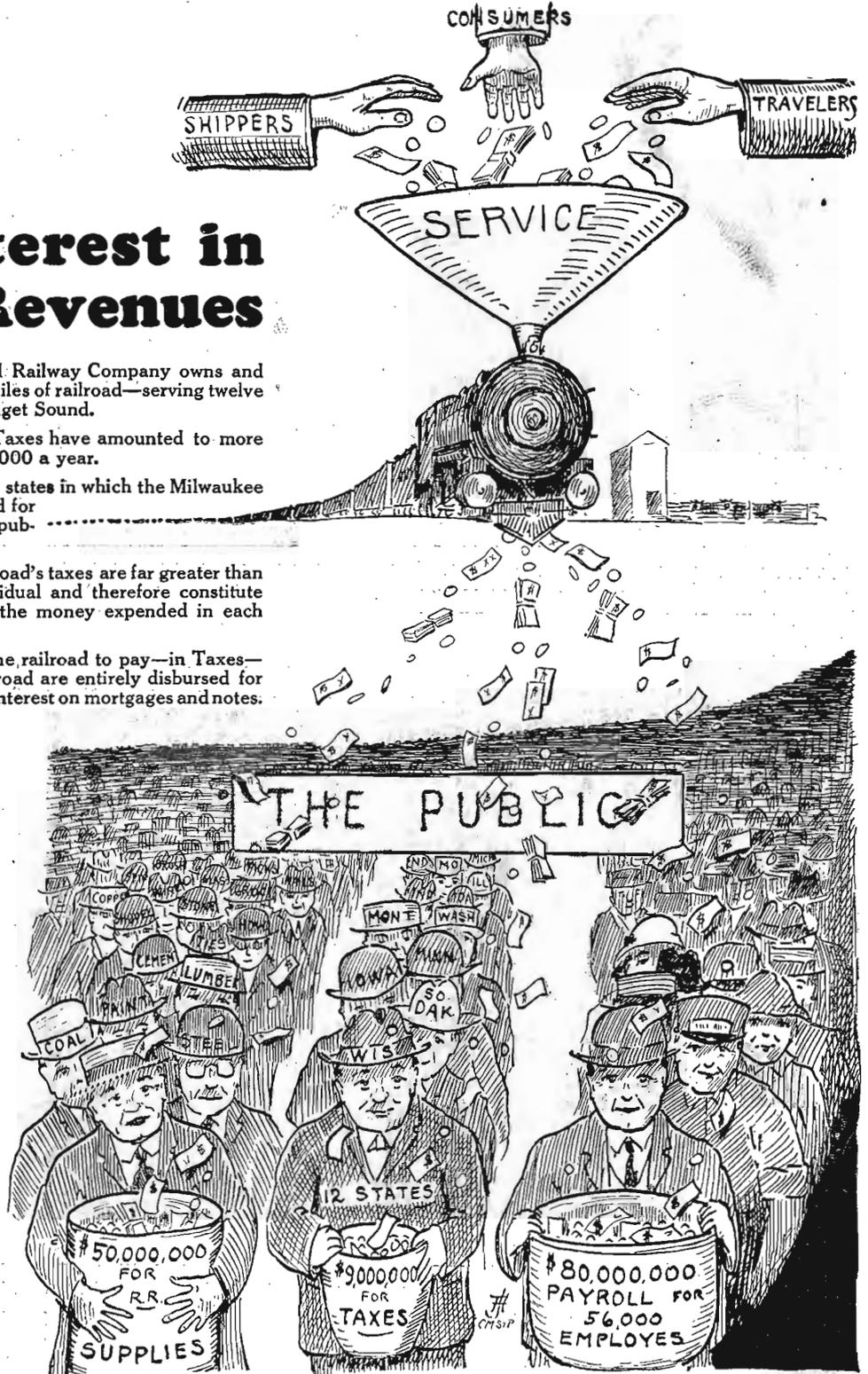
\$25,000 a day is a huge sum for one railroad to pay—in Taxes—especially when the earnings of that road are entirely disbursed for materials and supplies, payrolls, taxes, interest on mortgages and notes.

Due to unfortunate business conditions in a large portion of the territory served by the Milwaukee Railroad, it has not been able to earn enough, at rates in effect during the last few years, to meet all these obligations and have a balance left for dividends and to finance improvements needed to keep abreast of traffic demands.

This means that such increase as there has been in gross revenues has been more than absorbed by greater payments to Producers, Manufacturers and Dealers in materials and supplies; by greater payments to Employees and by greater payments for Taxes and Interest.

The 22,500 stockholders, whose investments helped make possible the construction and extension of this great railroad, have had no share in its earnings since the war.

It is apparent, therefore, as shown by the illustration on this page, that all the money collected by the Milwaukee Railroad in recent years, for freight and passenger and other service, has been paid back to the public from month to month for supplies, for payrolls, for taxes and interest.





The World Flyers Greeted By Major Frederik L. Martin Immediately after Arriving at Sand Point, Seattle... Left to Right: Lieutenants Erik Nelson, Leslie P. Arnold, Leigh Wade, Lowell H. Smith, H. H. Ogden and John Harding, Jr.



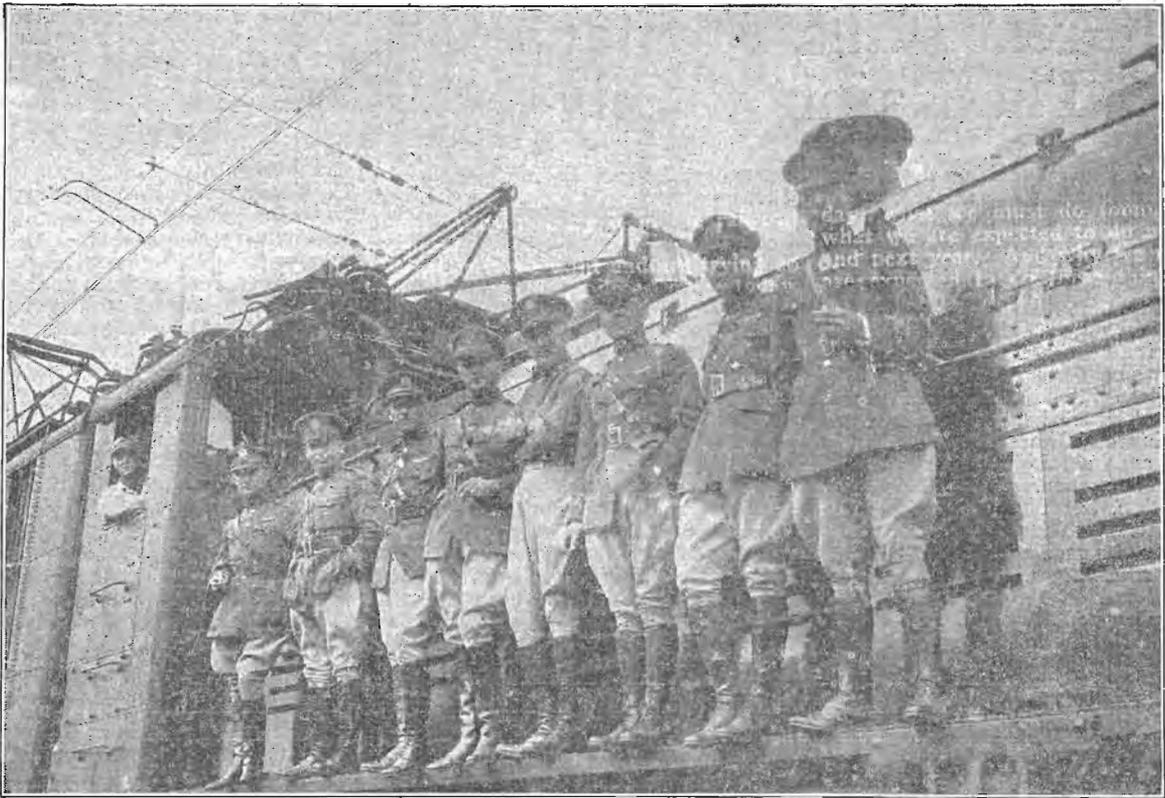
On Board The Olympian, Eastward Bound:—Left to Right: Lieutenants Arnold, Ogden, Wade, Smith, Nelson, Harding.

World Flyers Come East on the Olympian

Perspective will continue to enhance the glory and magnitude of the achievement of the six intrepid bird men who blazed an air trail around the world. A

great deed was accomplished on an uncharted route. Weather conditions were unfriendly for a great part of the time the men were in the air, and until the story of their flight shall be written in its entirety, the layman will never guess of the hardships endured or the grim

heroism that kept that dauntless six together through thick and thin and brought them back to their starting place fit and smiling. "The Magellans Of The Air", they have been called, and true discoverers they have been: as time goes on the greatness of their deeds will



The Flyers "Riding the Motor" in the Cascade Mountains. Left to right: Lieutenants Burdette F. Wright of the U. S. Air Service, Escort; Flyers, Lieutenants: Arnold, Ogden, Wade, Nelson, Smith and Harding. Lieut. Col. Frank P. Lahn of the Army Air Service, who accompanied the Party as Far as Spokane.

loom larger and larger. After their safe arrival at Seattle on September 28th, they started eastward to Dayton, Ohio, occupying a special car on The Olympian train out of Seattle on Sept. 29th. The trip was a triumphal progress. At Spokane The Olympian was held thirty minutes in order that a reception might be tendered "the boys" by the citizens who turned out en masse and gave them a rousing welcome, a feature of that welcome being Spokane's Greeting carried out to meet them on the train, by half a dozen of the prettiest girls in Spokane. It made a hit with the bird-men, without a doubt.

At Butte they were met by a band and

An Open Letter

Shullsberg, Wis., Oct., 1924.

Dear Editor.

While recently recovering from a severe illness, I have whiled away the time by "visiting around" among my friends, and as most of these are business men in this district, we naturally talked on business interests. The subject most under discussion was the automobile truck business. Being a railroad man, I was naturally interested in finding out why some of the merchants patronized the motors and trucks in preference to the railroads; and found out from what they said that generally speaking they had no grievance against the railroads, only they could get their goods so much quicker on the truck, or get to places so much quicker by automobile; all of which is true except in so far as carload lots and long hauls are concerned. I then asked if they as merchants, enjoyed much of the railroad men's trade; and one of the merchants in Janesville told me he had a large trade among railroad employees; and this man said he tried as far as pos-

sible to patronize the railroad for which his customers worked. I thought that was the right spirit, and it seems to me it should not take a great deal of argument to persuade merchants whose patronage is large from among our railroad employees to ship their merchandise over our road. The facts should be made clear to them, that railroads build their road bed at tremendous expense and then must maintain it at increasingly heavy expense, besides keeping their rolling stock in order, paying heavy taxes and good wages to their employes; while the autos and trucks only pay a small license and the tax-payer has to keep up the road bed for them, at the same time having no wages to pay to employes. The railroads were the pioneer headers into every undeveloped country, spending millions of dollars in doing it, and they are unquestionably entitled to the business that develops from that territory. Business men are short-sighted if they allow any other means of transportation to undermine the business of the railroads, for if the business of a

delegation from the Butte Chamber of Commerce, to say nothing of the crowds that packed the station and rent the air with the force of their vigorous welcome. At Miles City, the old stage-coach of early days, that now enjoys its rest on the Milwaukee depot grounds, was hauled out from its dreamful sleep and the flyers, representatives of the most modern thought in transportation matters, were treated to a ride up and down the station platform in the battered relic of pioneer transportation.

In Chicago, crowds awaited them at the Union Station and cheered them on their way to Dayton, whither they were bound.

On October 11th, the distinguished party again boarded The Olympian, westbound, for Seattle to bring their airships to Washington to turn them over to the War Department. Coming east, the party was escorted by City Passenger Agent J. F. Bahl of Seattle. "Joe" is a wonderful host, and the fact that the party chose The Milwaukee for their return trip is testimonial sufficient to his care and attention while the party was under his charge. Westward they were "chaperoned" by Knight Handy, another one of The Milwaukee's Prince of Hosts.

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A. G. Wilkinson, Engineer.

Great Falls, Montana The Rainbow City

Did the fairies go seeking their pots of gold at the end of the rainbow after they had discovered that at the end of Rainbow Falls, on Missouri River there stands the house of a great alchemist who, day after day, takes into the huge caldrons that line his laboratories, untold quantities of glistening metallic rock and sends it all out of his house in ingots of metal which through the avenues of industry, (into which the fairy band make their way to touch here and there with their magic wands), are transmuted into gold that even a fairy's eyes must pop out with the wonder of it? This is a long question, but the answer is quick and convincing. There, where Missouri water begins its race over precipices and down cataracts, are the beautiful Rainbow Falls, and on the far bank of the river is the big smelter that is an integral factor in the story of much of modern industry.

Nearly a hundred and twenty years ago, the Spirit of the big river, keeping guard over the untrodden hills that border the swirling waters, beheld the strange sight of a little band of white men toiling upward over the rugged banks to finally stand in rapt wonderment where the flying spray and the roaring torrent proclaimed the fruition of their long search.

It was a June day in 1805 when Captain Lewis, leader of the Lewis & Clarke expedition, leaving his little conquering armada to beat its way up the stream, set forth on foot to explore the banks of the broad and swiftly rushing river which he believed to be the Missouri. There was doubt, because several miles below the explorers had come upon another great river flowing in from the north, and it became a question of moment whether the north or south fork was the real Missouri. Captain Clarke elected to explore the north fork the while that Captain Lewis bent his steps up the course of the south fork, listening intently as he pushed on, for the roar of the big falls which his Indian guides had told him could be heard for miles. The chronicle of The Expedition says that he had not gone more than two miles "when his ears were saluted with the agreeable sound of a fall of water, and as he advanced a spray which seemed driven by the high southwest wind, arose above the plain like a column of smoke and vanished in an instant. Toward this point he directed his steps, and the noise increasing as he approached, soon became too tremendous to be mistaken for anything but the great falls of the Missouri." He had, however, to travel seven miles after he first heard their roar, before he reached the Falls. The chronicle further says, "the hills, as he approached, were difficult of access and two hundred feet high; down these he hurried with impatience, and seating himself on some rocks under the center of the Falls, enjoyed the sublime spectacle of this stupendous object, which since the creation had been lavishing its magnificence upon the desert, unknown to civilization".

Lewis was, so far as known, the first white man to reach the falls of the Missouri River. According to the legend,

he saw first the great fall and then pushed on up stream viewing with more and more astonishment the long succession of cataracts and rapids that begins twenty-six miles up-stream at the beautiful Rainbow Falls, above which now stands the modern city of Great Falls, the metropolis of Northern Montana.

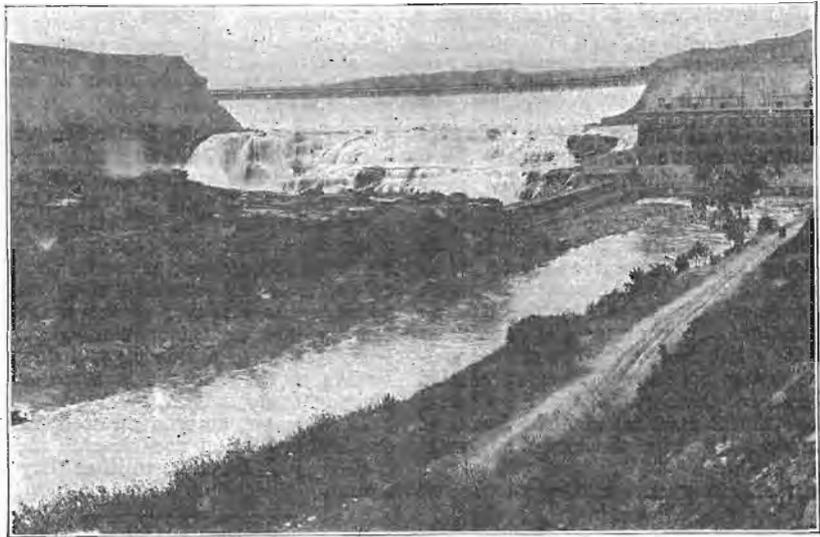
It was wild and wonderful romance that Lewis and Clarke wrought in the midst of the hard work and privation of that immortal expedition to the headwaters of the Missouri and over the mountains to the mouth of the Columbia, but no part of that great journey is more memorable than their discovery of the Falls which led them to the certainty that they were following the right course toward their ultimate object. The "North Fork" which had been explored by Captain Clarke, was named Maria's River, and left behind while the reunited party continued on up the main stream.

The city of Great Falls, Montana inherited its name from the "big water" for which the Shoshone Indians had a word that, translated meant Great Falls,

power and current, generated by the harnessed water, and transmitted without loss of energy, hundreds of miles over mountain and plain, to serve communities with light, heat and energy. He could not foresee, nor could his mind foreshadow the wonder of a giant electric locomotive gliding over the great Continental Divide, hauling railroad trains by the power of the very streams that pour down the hillsides on their way to join the harnessed waters of the Missouri and come back in the form of the elusive current whose power for good to humanity seems without limit. Yet these and more, are the things that the irresistible force behind falling waters can and do accomplish. Only partially harnessed as they are, the trio of tumbling cataracts are now developing 164,000 horse power, with 350,000 H. P. available as the need arises.

At the upper or Rainbow Falls, are the great "reduction works", the most modern in the United States, employing 1300 men to handle the concentrates of ores mined away over in Butte Hills, on the other side of The Divide. Here at this big plant, are turned out, refined copper, copper rod, wire and cable, zinc and ferro-manganese, with a small percentage of gold and silver.

And yet water power is only one of the great gifts that Nature has bestowed



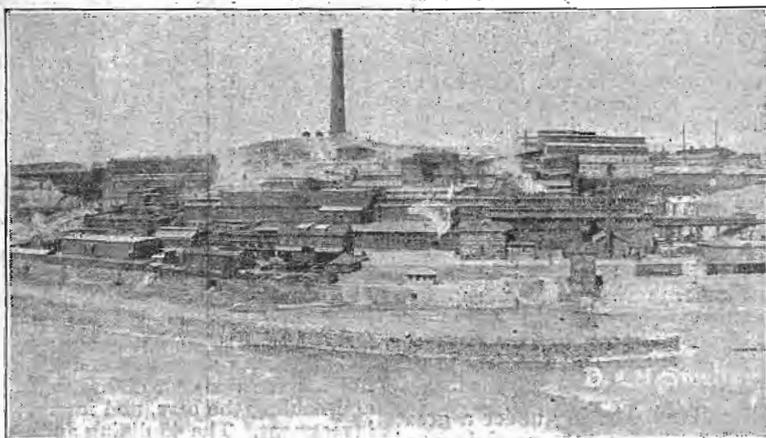
The Great Falls of the Missouri River, and Volta Power Plant.

and which Lewis and Clarke adopted as the name for the highest and most impressive of the Missouri's numerous cataracts. The city itself, however, is located close to the beautiful Rainbow Falls, and by its admirers it has been called "A dream city". It was founded by one of those dreamers of the west, who seeing the tumultuous Missouri plunging over its precipices and sliding grandly down its rocky bed envisioned on the widely sweeping plains beyond, a modern community with the monster cascades turning their tremendous energy to the benefit of humanity.

But even his vision fell far short of the modern and attractive city which is the Great Falls of today. This dreamer pictured a harnessed water power making life more livable for mankind, within hearing of the roar of the mighty river,—of mills and factory wheels producing wealth by means of that water power. What he did not, could not, see, was the modern wonder of the world,—electric

in this Northern Montana country; and great and important as it is in the scheme of human civilized life, there is another gift, which if Mother Earth richly bestows, is a sure and enduring source of wealth and happiness. In the agricultural resources of a country lies its greatest and best claim to fame and fortune; and those who look into the future of the fertile lands that lie in the valleys and on the hills of the Great Falls region, see a development which promises to overshadow its power marvels. In the realm of agriculture, Great Falls confidently awaits her most splendid progress. The city is the center of a country having an area twice as large as the State of Rhode Island, and a million and a quarter out of two million acres are classed as farm land; and of the crops raised there, its high quality milling wheat commands a substantial premium over milling wheat from anywhere else in the northwest. The farmer of this country and surrounding country, however, does

not pin his hopes on wheat alone, he has learned that diversified farming is his surest bet from year to year. He plants a part of his acres to corn—his dairy stock is on the constant increase, while turkeys, geese and chickens dot his



The B. & M. Smelter and Stack,—The Highest in the World.

farmyard. He has learned that sure cash crops are his insurance against weather and market adversities in wheat. This year of 1924 has found the Northern Montana farms on a re-adjusted basis, with real farmers behind the plow and the biggest crop in history harvested. Drought, bank failures and the dozen other obstacles against which this region has battled of recent years have been met and conquered and a tremendous wealth of production is in the offing, from now on.

Of course the people of Great Falls town and vicinity will not, and can not all be farmers, but they have a choice of other interests a-plenty. In the immediate territory that is tributary to Great Falls are deposits of gold, silver, lead, copper, zinc, sapphire, coal, gypsum, lime, building stone, brick clay and iron ore. A promising list, to be sure, some of which are being worked and others "discovered", "prospected" or "uncovered" and only awaiting transportation and better market, to become booming industries. Also, there is oil, with big yields and great promise.

Improved highways National, State and local, thread the country far and wide, and this vicinity is drawing increasing numbers of a people who are turning to the West for its profit and its play. West and south lie the great "Shining Mountains" of which Lewis and Clarke both wrote so much in the diaries of their wanderings. Cool and inviting in their vast heights and deep recesses, they teem with a wild life in both forest and stream; and rail and rubber are bringing thousands yearly a-gypsying. These visitors from every point of Uncle Sam's terrain, scale the peaks, whip the streams, and pitch their comfortable camps in the shaded pine woods which still endure in their primeval grandeur. They come to share the freedom of the wilds, the joy of the trail and become better men and women because they have had communion with Nature in her grandest aspects.

Great Falls as a city is the worthy gem for such a setting. It stands in a country whose appealing loveliness is in the charm of color, of vast spaces, of farness, and of glorious, golden sunshine. Charles M. Russell, the famous

painter of western "atmosphere" has put this land with all its varied richness onto canvasses that are thrilling in their reality. He is a resident of Great Falls; a "Cattle puncher of bygone days, he was schooled on the trails and rolling

cattle ranges of the old west; and now with his brush and palette he sketches and paints with a faithfulness and feeling that is beyond description. Of Russell, some critics have said that his color is too bold; his brush too daring, but safely may it be said that such critics have never looked out with "the seeing eye" on a Montana landscape, shadowy in the mists of the morning, or resplendent under the long rays of its gorgeous sunsets.

Living and painting in his log-cabin studio, Charles Russell puts Montana country on his canvas, as Nature made it; his brush reproduces with fidelity the heroic mold and superb handiwork she used in building her West.

The visitor to Great Falls finds its physical equipment as good as the best, fine hotels, theaters producing attractions of the first quality; lovely parks, broad avenues lined with majestic elm trees, handsome public buildings, good stores and beautiful homes and fine country club whose members claim they have the best eighteen hole golf course in the



The Milwaukee Freight Station in Great Falls.

State of Montana, all of these, one might truthfully say, better than found in the average eastern city of 100,000 people.

The Milwaukee facilities for service to and from Great Falls are extensive and fully equipped to handle a large amount of business. Our yards are located out beyond what is, locally known, as Boston Heights, in the eastern part of the city. These yards are known as Falls Yards, and they are the terminals of all the branches running into Great Falls. Electric switch motors do all the

switching to and from the various industries located on our tracks in the city; while a steam locomotive does the switching in the Falls Yard district and at the transfer with connecting lines. Falls Yards facilities include an eight-stall roundhouse, turn table, coal docks, water tank, electric sub-station, depot, rip-track and the buildings necessary for the use of the Car Department. Lewistown being the division headquarters for the Northern Montana Division, most of the repairs to equipment are done there.

Regardless of the fact that Great Falls is not a division point the Milwaukee has considerably more than one hundred employes living in the city, which substantiates the statement that "The Milwaukee is a good citizen wherever it is located".

In preparation of the story on Great Falls, The Magazine acknowledges the good co-operation of the Publicity Department of the Great Falls Commercial Club and of Messrs. H. A. Wahoske, D. F. and P. A. and H. C. Brisbane, Freight Cashier of Great Falls Station.



1924 Wheat Yield in Northern Montana.

"Autumn of the North"

A Bent Rail

Give me autumn and leaves that're falling,
Farewell to the flowery month of June,
Give me the crispy breeze that's blowing
And a Northern silvery moon.
Let me go where wild deer are lurking,
Oh let me scent the frosted leaves,
And hear the lispng tree-tops singing
To the tune of a northern breeze.
Give me a home where pine trees are
sighing
And the wolf howl cuts the gloom,
Where cool streams are so peacefully
murmuring
And you hear the cry of the loon.
Let me go where the gold-leaves glitter
And their sweet scented carpet lies,
Where the pines are singing and the air
is sweeter
Beneath northern autumn skies.
So let me go where the leaves are falling,
The red, the gold, the brown,
And should you care for the trail I'm
wending,
Seek the northland's autumn crown.

Let Us Have Faith

More faith in ourselves we need;
More faith in the other man;
More faith in the friendly deed;
More faith in the helping hand.
More faith in the nation's glory;
More faith in the men who lead;
More faith in love's old story—
Let's take that for our creed!

—Coos Bay Times,
Page Nine

THE MILWAUKEE MAGAZINE

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Chicago

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Farewell Dinner To General Manager Macy Nicholson, Lines West

On October 1st, General Manager Macy Nicholson tendered his resignation to accept a position with the Western Train Service Board of Adjustment. Mr. Nicholson has been General Manager of Lines West since the return of the railroads from Federal to Corporate Control in 1924; and in that time his able management, the cordial co-operation established with all departments and his fair and just treatment of all has endeared him to the entire personnel in his jurisdiction. The farewell banquet tendered the popular retiring official by officers and employes of Lines West, at the Gowman Hotel, Seattle, on the evening of October 7th, was an occasion long to be remembered by all who were present.

There were close to two hundred in attendance, ranging from section laborer on up through the ranks to the General Manager himself; and it was a memorable occasion in the history of the western divisions as being one when officers and men regardless of rank rubbed elbows, creating a feeling of mutual friendship and good will.

The program was interspersed with music by a splendid orchestra, and vocal numbers by the Milwaukee Quartett. Mr. Korte of the Legal Department made an excellent toastmaster and the program was exceedingly varied and interesting—being participated in by a representative of every department. Each successive speaker ably defended his department, and there was a friendly rivalry between the different departments as to which one was the most important in the operation of the railroad.

Many were the expressions of regret at the departure of Mr. Nicholson, who was acclaimed by all as comrade, friend and a square shooter in dealing with all those with whom he came in contact. Many fine tributes were paid by the men with whom he has worked for the past four years. Mr. Nicholson responded in a happy speech in which he modestly disclaimed any credit for the success which has attended his efforts while acting as General Manager, and generously shared the glory and honor with the men associated with him.

Mr. Nicholson said:—

"Mr. Toastmaster and friends that I value more than any crowd of men I have ever associated with: I greet you, and tell you there never was an honor bestowed upon me that I appreciated as much as this.

If I have done anything in my career to assist any of you or make your life

more pleasant, it has been the greatest pleasure to me, and I have taken satisfaction in it. I can vouch for all that each has said for his department—I am glad they feel proud of their department. I feel that every one has made every effort to make his department superior to all others, and if it had not been for that pride that each took in his department, our work would have been a failure, and to these men who have worked so faithfully, is due all the praises than can be given because they are the ones that made this railroad what it is.

I do not take any credit, for I would not amount to anything if it were not for you gentlemen. When I came out to Lines West, I was received in a way that was most gratifying. From first to last you have co-operated with any change of policy or practice that I might have suggested, and I am mighty proud of all that you have accomplished.

We have been laboring under a great many difficulties by reason of lack of traffic. There has been a great depression of business all over the country, which has made your job and mine harder. The difficulty has been to make the railroad successful in its operation under such conditions. You have made my service so pleasant that it is hard to break away and leave you.

I consider it a great honor to sit on a board of arbitration to have an opportunity to fight for the employes as well as to consider the other side. My policy has been to try and have each one that holds an important position be a general manager in his own field of activity. I wanted him to feel he had a responsibility, and generally I found they were perfectly willing to take on that responsibility of running their own department.

I have been impressed with the wonderful accomplishments of the older officers and employes in this western country who are proud to say "I helped to build this railroad". We have every reason to feel proud of this railroad that you have built, and it is up to us all to see that it is successfully operated in future years."

As an expression of the appreciation and esteem in which Mr. Nicholson is held, he was presented on behalf of the office staff and employes of Lines West, with a beautiful walnut office desk, chair and desk lamp and Mrs. Nicholson was presented with a handsome Italian writing cabinet. Mr. Nicholson was not aware when he left Seattle, of what had been given him, but was to find the desk, chair and lamp awaiting him in his new office in Chicago.

The Board of which Mr. Nicholson has been named a member, is made up of four railroad general managers, representing the fifty or more railroads west of Chicago and the Mississippi River, and four grand officers of the train service organizations. The board will handle grievances arising between these organizations and the railway companies.

The Board of Adjustment has been in existence for the past four years with the railroads represented by general managers who served four months each. It was recently decided that better results could be obtained by making the positions permanent ones.

Cost of Dining Car Operation

It is probable that most passengers on railway trains consider the dining car as a money making side-line of the railroad business, when as a matter of fact, dining cars are an expense that is never overtaken and are a substantial loss to the railroads.

Last year the Milwaukee Railway dining cars service netted a loss of \$210,000. About 813,000 meals were served in these cars and the average amount received per meal, was 89 cents. But the wages of cooks, waiters, and stewards; laundry expenses, upkeep of silver, crockery and glassware; fuel for cooking, ice and water, in addition to the cost of food supplies, brought the average cost per meal up to \$1.14, so that the loss to the company amounted to about 25 cents for every passenger served, in 1923.

This loss, it should be understood does not include the cost of heating, lighting and hauling the cars, and interest on the investment. The 45 dining and cafe cars in our service are hauled about six million miles a year for the convenience and comfort of our patrons. On the basis of average consumption of locomotive coal per passenger car mile, the equivalent of more than 50,000 tons of coal is burned yearly to haul our diners.

A dining car, equipped, represents an investment of over \$50,000, and starting out on a coast trip, is stocked with food-stuffs worth about \$600; Linen, 2500 pieces, \$3800; Glassware, 163 pieces, \$110; China and crockery, 892 pieces, \$320; Silverware, 462 pieces, \$1150; Kitchen equipment, 181 pieces, \$320; Total, \$6300.

Daniel Webster Said

In a speech in the United States Senate in 1838 DANIEL WEBSTER spoke these words:

"There are persons who constantly clamor. They complain of oppression, speculation and the pernicious influences of accumulated wealth. They cry out loudly against all banks and corporations, and all means by which small capitals become united in order to produce important and beneficial results. They carry on mad hostility against all established institutions. They would choke the fountain of industry and dry all the streams. In a country of unbounded liberty they clamor against oppression. In a country of perfect equality they move heaven and earth against privilege and monopoly. In a country where property is more evenly divided than anywhere else they rend the air shouting agrarian doctrines. In a country where the wages of labor are high beyond parallel they would teach the laborer that he is but an oppressed slave."

The above was spoken 86 years ago, but it seems to be a perfect fit for the situation of the present day.

Haste Makes Waste!

A Seattle woman driving too fast to a card party won't be there for ninety days now.

Huntington Adviser

That's nothing. A Massachusetts man, driving somewhere in a hurry, tried to beat a train across a crossing—and won't get there at all!

Travelers' Protection.



General Manager C. O. Bradshaw, Lines West

Mr. Bradshaw Succeeds Mr. Nicholson

Mr. C. O. Bradshaw, Assistant General Manager, Lines East, on October 10th, received the appointment of General Manager, Lines West, succeeding Mr. Macy Nicholson, resigned to accept other service.

Mr. Bradshaw is a native of Iowa, commenced railroad service on the C. B. & Q. as water boy for a bridge crew. He came to The Milwaukee in 1916, and his rise to positions of trust and responsibility has been steady. In 1917 he became Superintendent of the Illinois Division; from which he was successively promoted to the positions of General Superintendent of the Middle District in 1918; Assistant General Manager, Lines East in 1920; and now his present promotion. Mr. Bradshaw is a tireless worker, is resourceful and has had a very thorough training in operation. He is popular with his subordinate officials and is an absolute believer in the value of co-ordinated effort and teamwork of rank and file.

He leaves Lines East with the best wishes of those among whom he has worked, and is welcomed in his new field of endeavor with the assurance of the cordial support of all with whom he will be associated.

O. N. Harstad, Assistant General Manager, Lines East

Effective October 10th, O. N. Harstad, General Superintendent of the Southern District, was appointed Assistant General Manager, to succeed Mr. C. O. Bradshaw who has gone to Seattle as General Manager of Lines West.

Mr. Harstad is a "Milwaukee Boy", his entire railroad service having been with this company. He is a native of Sioux City, and entered the service of the company as Superintendent's clerk in 1900. In 1911, he was promoted to the position of Chief Clerk in the office of Mr. J. H. Foster, then General Superintendent of the Northern District. He became trainmaster of the H. & D. Division in 1916; in 1918, Superintendent of the Aberdeen

Division and in 1923, General Superintendent of the Southern District. Perhaps few of the young men of the railroad are more widely and favorably known than "Norris" Harstad, and his promotion is welcomed by his host of friends all over the railroad. He is chuck full of vim, devoted to his job and more than modest under the promotions that have followed him in such rapid succession. He enters into the work of his new position with the best wishes and co-operation of the entire personnel.

C. H. Buford, General Superintendent

Mr. Chas H. Buford, Superintendent of the Terre Haute Division has been promoted to the position of General Superintendent of the Southern District vice Mr. O. N. Harstad, promoted.

Mr. Buford came to The Milwaukee in 1907, being employed in the Engineering Department until 1910. From 1910 to 1913, he was with the Santa Fe. He returned to the Milwaukee in 1913, was trainmaster on the S. C. & D. and La-Crosse Divisions; Superintendent of the W. V., Superior, S. C. & D. and Terre Haute Divisions. He enters upon his new duties with the cordial good wishes of and support of his associates and the congratulations of all.

N. A. Ryan Succeeds Mr. Buford on The Terre Haute

Effective October 10th, Mr. Norman A. Ryan, was promoted to the position of Superintendent of the Terre Haute Division, succeeding Mr. C. H. Buford. Mr. Ryan entered the service of the Milwaukee in 1920. He served with the 13th Engineers, in France, and upon his return from over seas, again took up railroad work in the capacity of trainmaster of Milwaukee Terminals. From Milwaukee he went to Terre Haute as Trainmaster and later, Assistant Superintendent, from which position he succeeds to the Superintendency of that Division.

T. P. Horton, Assistant Superintendent, T. H. Division

Trainmaster T. P. Horton of the La-Crosse Division has received the appointment of Assistant Superintendent of the Terre Haute Division, vice N. A. Ryan, promoted. "T.P." is another of the Milwaukee Boys, who through devotion to duty and undivided service is winning his way to the top. His long service as operator, dispatcher and trainmaster has endeared him to his fellow-workers, so that whenever promotions come to him, those whom he leaves behind, part with him with regret; and those to whom he goes receive him with cordial welcome. In the absence of the captain, Mr. Horton recruited D. Company of the 13th Engineers, and served with that gallant regiment all through its overseas service, in the position of 1st Lieutenant, Regimental Adjutant, Captain, returning as Major of the 2nd Battalion. Upon his return he went to the Kansas City Division as Trainmaster, and later was transferred to the same position on the La-Crosse Division. Mr. Horton takes with him to his new duties the cordial good wishes of his host of friends.

Conference of Railroad Y. M. C. A.

Detroit has been selected for the Second Annual Conference of Railroad

Y. M. C. A., for apprentices, in the Mechanical Department and Clerical Employees, which is to be held November 14, 15 and 16. Incidentally, General Manager Henry Shearer, of the Michigan Central Railroad, has generously offered to take boys by special train to Niagara Falls on Monday, November 17. This latter trip will be in the nature of an educational outing as arrangements are being made to conduct the party through one of the Niagara Falls Hydro-Electric Power Plants and other points of interest.

This conference is the second of this nature. The first was held at St. Louis last year when about 150 boys took part. This year, arrangements are being made for 300 boys from all parts of the United States and Canada. While the Y. M. C. A. is taking an active part in this work, participation in the conference is not limited to members of the Y. M. C. A. The primary aim of the conference is to develop leadership among the young men engaged in these two departments of railroad work.

Mr. Frank H. Alfred, President and General Manager of the Pere Marquette Railway, is acting as General Chairman of the conference with Mr. R.L. Flynn, Y. M. C. A., Y. M. C. A. Building, Detroit, Mich., as General Secretary.

Committees are being formed to take care of the boys during their stay in Detroit. It is proposed to house them without expense to the boys in the homes of citizens interested in boys' work.

Details of the program will be announced later.

What The Engine Said

Little girlie, curly head,
Safely in your trundle bed
Can you faintly hear the train,
Rumbling on the distant plain?
Can you hear the engine shriek
Tearing down, across the creek
Tell me does the engine speak
Through the snow and rain?

Can you hear the ringing bell?
Is there something it would tell?
Does the whistle cry with pain
Dashing down a heavy train?
Yes, my dear 'twas part for you
When that piercing whistle blew
You were startled through and through
Then it blew again.

Here I come, the engine said,
Little girlie, curly head
Loads of flour and loads of meat
Every thing that people eat.
Bringing hither through the storm
Loads of coal to keep you warm
Here I come in mighty form
Cross the city street.

Hills or valleys up and down
I can pull a good sized town
Rolling houses, full of things
Think of all the engine brings.
Trailing monster through the gloom
Little girlie, give me room
When you hear my whistle boom
When the signal rings.

Never try to cross my track
Better stay safe distance back
Better look with fearful dread
On a danger signal red.
Engines dear, are built to go
Ploughing on the through ice and snow
I have told you, now you know
Girlie, curly head.

Paul Russell.

Co-operation Between Railway Employees and Railway Managements

Several months since, The Railway Age offered two prizes, the first one, one hundred dollars and the second, fifty dollars for the best paper on "The Best Methods of Bringing About Co-Operation Between Railways and Their Employees to Promote Efficiency." When the contest closed there were 372 contributors to the competition, and in the constructive value of the suggestions, was more than ordinarily successful.

The contributions represented almost every interest on a railroad and came from men of widely diverse viewpoints, but all of them aimed at suggesting in a constructive way how to secure a greater degree of co-operation between employees and managements in order to improve the efficiency and economy of railroad operation, and thus give better service to the public.

The two papers following were the ones to which were awarded first and second prizes. The first prize winner is Mr. Henry Bruere, a Director of the Rock Island System; and the winner of the second prize, Mr. W. C. Barrett, a trainmaster on the Lehigh Valley R.R. They are published in the order named:

I

Mr. Bruere Emphasizes Budgeting As First Important Step

Many of the special restrictions on the freedom of railway management may be capitalized to cultivate the co-operation of employees, and by this means to increase the efficiency of railway operation. By law, railroads are required to have "glass pockets." This fact alone removes the customary chief basis for anxiety and distrust on the part of employees in respect of corporation earnings and the use of the employing corporation's funds. The railways are in purpose and in law dedicated to public service. Therefore, more urgently than general industry, they may invite the co-operation of their employees in the performance of this public service, thus securing the interest and zeal such an appeal can be made to provide.

Regulation, often felt to be an obstacle to effective railway management, gives a basis for legitimately enlisting the employee as a spokesman of the industry in effecting public opinion through acquainting the public generally with current facts regarding railway management. Such a procedure has an educational effect on employees as well, and enlivens their devotion to the company they serve. The existence of powerful organizations among railway employees gives opportunity to commit to these organizations certain definite responsibility for the success of the business.

In no other industry moreover, is there so firmly established the tradition of advancement for merit. The continuous recruiting of executive officers from the ranks by a steady process of promotion gives to the traditional "American opportunity" an enviable reality in railroad employment.

The conditions seem favorable and the time is ripe for the railroads to construct a genuine industrial democracy out of the materials which lie ready to their hands.

II

The basis of democracy is co-operation and the essential element of co-operation is common purpose and effective organization. An effective organization is one in which each individual does his part intelligently with appreciation of his relation to other members and with respect for good work in whatever position it is performed. Those who lead in any co-operative enterprise must have the capacity to lead and the good sense to acknowledge that the role of every man is not an equal role and that while the contributions of all are important, they are not of equal importance. Pride in work is essential, but so is humility and a sense of fair play.

III

The important first step in building a co-operating industrial organization is clear knowledge among its members of what work is to be done and of the essential facts regarding that work. For this reason I place budgeting first in the co-operative program.

Certain great semi-public corporations are using the budget principle of planning work and expenditures so as to permit every part of the organization to share responsibility in that planning and by so doing to give a clear picture of what performance is expected of every unit.

A railroad is composed of a series of operating units. Each member of the railway organization has his place in one of those units. Each of those units requires a certain amount of money, materials, equipment and men to discharge its work. How much or how many of each of these essential elements may be needed depends on how much of each particular kind of work must be done.

Every useful man in an organization has, or is capable of, pride in his achievements. He wishes to measure these achievements by some standard and the most effective standard is the forecast of work required and an estimate of the cost of doing it. By such forecasts, useless activities and unnecessary expenditures may be eliminated and increased certainty secured that because work is done well according to plan, employment will be stable and compensation adequate.

Many railroads are now budgeting their capital requirements; somewhat fewer are budgeting their maintenance expenditures; several are applying the budget method to operations.

A budget may be for five years, a year, six months or a month, according to the feasibility of looking ahead in view of the fluctuating demands on railroads, both seasonal and because of business waves. But no matter to what period it may apply, a budget is a plan, plus a promise of performance.

Budgeting can be made a constant source of educating the organization in what its general purpose is and what are the specific parts of that purpose. It inspires confidence, intelligent understanding, fair rivalry with others or with achievements of last year or last month. In short, budgeting gives a fact basis instead of a talk basis for co-operation.

The much discussed and commended co-operative effort between management

and the shop employees of the Baltimore & Ohio Railroad is a form of budgeting, to the extent that co-operation invites a common knowledge as between the management and the employees, of what is expected of the organization and a vision of steady work if those expectations are achieved.

The budget gives assurance that to the extent that careful human foresight based on knowledge of conditions permits, operations will be stabilized and hence a vigorous blow struck at the arch-enemy of co-operation, irregularity and uncertainty of employment.

Progressively to promote active co-operation, a railroad should have a personnel department. Some railway officials believe that any systematic attention to personnel relations beyond the arrangement of wage schedules is opposed to the independent temper of railway workers. They confuse personnel work with coddling, welfare activities. A true personnel department is merely a systematic method of forever keeping at the business of maintaining fair and proper working conditions on the railway; and for giving habitual expression to the natural interest that good executives must have in the well being and fair treatment of thousands of employees, often considerably without the range of their personal contacts. An officious personnel department is an abomination of the Lord, but an intelligent personnel department among others can do the following things to promote co-operation:

1. Lead in accident prevention work.
2. Maintain healthful and convenient working conditions, and take steps to promote co-operative attention to the health of all employees.
3. See to it that employee activities in recreation and education are made more widely useful to all employees.
4. Promote the selection of good men for employment; study and help correct conditions that lead to excessive turnover; locate good men already on the rolls for appointment to more responsible positions; stimulate the development of individual capacity and systematically develop lines of promotion in harmony with the splendid tradition in this respect now prevailing on the railroads in general.
5. Discover isolated good practices in promoting co-operation and make them known to all parts of the system.
6. Give employees information regarding company affairs through a company magazine and otherwise see that a company spirit is developed and the full reward reaped from the natural pride every true railroader feels in his railroad.
7. Help provide proper rest and change rooms for employees and see to it that they are maintained in fit condition. ("A green shade and a clean sheet in a division lay-over sleeping room," said one railway president recently, "is the best morale builder I know.")
8. Look after housing of those employees necessarily employed at places remote from their homes.
9. Administer any co-operative undertaking in mutual employee-employer interest, such as relief activities, sickness assistance or life insurance.
10. Help promote employee and employer conference activities where they can contribute to better service and satisfactory working facilities and conditions.

A genuine personnel department will study the employees' side in all matters of management, seeking to obtain and with proper judgment to present in executive conference the "other side of the question." It will not interfere with management, seeking to obtain and with proper judgment to present in executive conference the "other side of the question." It will not interfere with man-

agement, but assist management by removing the occasion of grievances and antagonisms, and by tempering the habit to which all men in executive positions are prone, of failing to recognize that the human aspects of any enterprise are those which change with advancement in education, social habits and the fulfillment of natural human aspirations.

V

"Co-operation in railways depends," says another leading railway president, "on the provision of good working tools." Many railways have much to do to bring shop equipment and general facilities up to the best standards prevailing. This will require not merely funds, but chiefly better management, a management aware of the orderly, energy-saving methods of the better industrial establishments.

VI

As a final element of a program of co-operation, I add, identification of interest as between the railway as an employer and the employees in the welfare of the business. This may be facilitated by an extension, through well considered plans, of employee financial interest in the properties. It may result, in part, from the spread of such effort as the Southern Railway is making to give employees a share in prosperity, in proportion to their measured contribution to that prosperity. It may come from public identification of the least conspicuous railway employee in the esteem and praise that the railway may win by its service to any or all communities along its line. It may come from enlisting the aid of employees in building up the business of the road, as many railways are now doing, by making each employee a business-getter representative of the company. But it will chiefly come from giving the employee the facts about his company and its business, and sharing with him the pride of achievement not only that he may have the personal pleasure of such participation, but that he may become the enthusiastic spokesman for his company as a public servant among his friends and neighbors.

IN SUMMARY

Nowhere in the world is there a body of workmen superior in mental ability or character to railway employees. They are uniquely American in character and tradition. If railway executives, knowing this, as they do, will consistently act on this knowledge by opening every channel for the proper exercise of these qualities for the good of the company, I prophesy a measure of industrial co-operation on the railways that will be the outstanding achievement in American industrial relations.

Mr. Barrett Stresses Education

Psychologists tell us that the normal order of performance in the activities of children is, (1), do; (2), feel; (3), understand, but that in adult life the order is reversed and is, (1), understand; (2), feel; (3), do. It is not possible that in our dealings with our employees on the railroads we may have too often considered them not adults but children and insisted on their functioning as such; consequently, expected them to "do" as they were told and ask no questions; then wondered why they felt so out of sorts

with us about the job and why they did not understand the good intentions and kindly attitude of the company toward them?

I believe that the whole problem of the relations of the employer to the employee is contained in this one psychological precept just quoted. Enforced in the childish way, it is bound to breed misunderstanding, discontent and discord. Used in the grown-up, manly way, it will mean understanding, contentment and loyal, efficient performance. Suppose we analyze the precept and see if we can get the full meaning of its psychology.

First, understand. Explain fully to the employee the reasons for wanting him to do the specified task, in the stipulated way. Take him into your confidence. Show him the reasons for the various activities and processes which go to make up the finished performance you desire. Treat him as a man who is grown up and able to reason, not as a child, unable to reason or incapable of reasoning. Men grow strong by being trusted and expected to know how to do, and by being considered of sufficient intelligence to be told the reason for doing. There are perhaps some men who cannot understand, whose grade of intelligence is too low to enable them to understand. These can be located and put where their work will fit their intelligence and this very plan is being followed in some industries today. Why not try it in the railroad business?

What is it we want and are trying so hard to get in the railroad game today, not only with our employees but with the public? Is it not after all, understanding? A realization of the real problem before the railroad companies; a proper knowledge, first and necessarily first, on the part of our employees, of what we have in mind to do for the public, and then the same understanding and knowledge on the part of the public? I believe that that is what we want—what we must have to be successful, to avoid criticism and possible serious political interference with our plans.

How then can we get understanding on the part of our employees? By education; by giving them the proper knowledge of our plans and showing them how to use this knowledge to carry forward our program. How can this be done? Will it be expensive? Will it pay? Those are fundamental and vital questions. Some things which can be done are too expensive; some expensive propositions are worth the cost and others are not; but I believe that this program of education can be carried forward at small expense and that it will pay and pay big. The details of such a program will vary, of course, on different railroads, according to the business program and the character and environment of the employees. As a general plan, I would suggest an organization with and a part of the personal department. Through this department information as to the business and the program of the railroad for getting and handling business could be disseminated. I would suggest a library of the railroad and its past history and organization, men, material and everything that could be collected which would enable an employee to know more about the railroad for which he was working or for which he expected to work. This exhibit to be under the care of a competent librarian

who was also a skillful teacher. All examinations for employment or for promotion would be held at this point, and a part of the examination would be a study of the fundamental facts about the railroad itself; these facts set forth in interesting and instructive manner, so that no employee need be ignorant of the history and organization of the company for which he worked.

In order to keep the information concerning the railroad and its activities up to date, the secretary of the company would supply the library with information as to any and all corporate changes, with any and all statistics which in any way might contribute to the proper knowledge the employee was entitled to have.

The traffic department would supply the library with statistics of traffic; what it was; where it originated; why it was necessary to have it classified and handled in the proper manner, and any and all statistics which an employee needed to know to enable him to grasp the traffic needs and requirements of the community his railroad served and the part his company must play in the transportation business to keep it properly functioning.

The transportation department would supply the library with all the live, up-to-date statistics of operation; what we did yesterday; what we did last week; what we did last year; what we are doing today; what we must do tomorrow and what we are expected to do next week and next year. And why we must and are expected to do these things; what it cost us to do the business last week and last year; what it costs us now, and all the details necessary to a proper understanding of the railroads' problem from a transportation standpoint. The library would be really a school room, where accurate knowledge of the company and its problems could be gotten by any and all employees. There would then be no possible excuse for employees, as at present, giving to the public erroneous, unfair and in many cases really harmful information.

Is the idea fanciful? Is it impossible or impracticable of accomplishment? Would it be excessively expensive? To all of these questions I answer, "No." Would it pay? I believe it would. How, and why do I so think? The answer is in the second part of my first psychological precept, "feeling." We are contemplating the education of our employees in the things having to do with the functioning of our own railroad, so that they may have the proper state of mind toward their work and the right feeling in their hearts for the company they serve. "For with the heart, man believeth unto righteousness."

Our general education program has shown our employees why; our next job is to show them how. And on our method of thus showing them depends the feeling they have toward the company; so we need to educate our foremen and subordinate officers in the art of showing men how. I believe the failure of many of our former plans and programs for educating employees and thus getting their good will has been due to our neglecting and often entirely overlooking the first requisite of proper knowledge, the knowing of the why of performance before the how can be rightly learned. We have in this program taken care of

that feature; the proper foundation is laid. We can therefore properly hold our foremen and supervisory officers responsible if the **how** is not properly and intelligently taught and willingly and even enthusiastically received.

The imparting to the employees of the knowledge of **how** to do things involves also a program of education; the education of the foreman in the necessary details of the work he supervises, but more necessary perhaps even than that, in the art of handling men—the personal equation.

Possibly we need also a school for foremen—where they can get thorough and intelligent instruction as to the policy of the company and its purposes and plans for its employees and their welfare in relation to the company's business and the successful operation of the plant; where they can meet the higher officials, know them and get their viewpoint and their ideas on the handling of employees. It is vitally necessary to the proper handling of employees that there be a definite policy, easily understood and defined, running through the entire personnel, from the highest official to the lowest employee, if any progress at all in employees' relations and employees' welfare is to be successfully made. Foremen and subordinate officials should know this policy, believe in it and be enthusiastically for it, or it cannot be put over to the men under them.

So many volumes have been written and so much has been said about the relations of the foreman and his men that it seems unnecessary to repeat here, but one or two fundamentals should be mentioned. First of all requisites for a successful foreman—and it really embraces all—is **absolute honesty**, such honesty as knows neither race, creed, color or condition; honesty which knows no favorites and recognizes no enemies. Second, and a part of the first requisite, **integrity** of thought, word and deed; knows not even a thought of ill and makes no promise he does not fulfill.

Can we see what a tremendous part our foremen play in any scheme or plan for employees' co-operation with employer? Do we carefully and thoughtfully enough supervise the selection of men for the duties of foreman? I fear not. Do we not too often measure the ability of a foreman solely by the output of his gang in units of material or labor and overlook the surer and more accurate measure of the final profit to the company because of the employment of these men? True, output is the usual measure of the ability of a man, but quality counts in the final analysis as against quantity, and quality comes only through the right attitude and right feeling of a man for his job. If he looks upon his work not as a piece of drudgery, which he must do to get a living, but as his part in a great program of constructive effort to enrich and make more pleasant life here on earth, for himself and his family and for the whole world, it becomes a labor of love and, because it is such, will be nobly and worthily done; and the doers of such work look not alone for their reward in money, but receive much of their pay in the satisfaction of work well done and rest well earned.

But we must not forget the third part of our psychology—the doing. Having learned the **why**, and the **how**, we are anxious and ready to do, and our doing

should be worth while.

This brings us to what to my mind is one of the real stumbling blocks in the way of employer and employee—co-operation; the impossibility of proper compensation for good work, well done, and the requiring of improper payment for poor work, badly done. Not until we can properly compensate for superior work, make unusual and unsolicited service worth while, will we have a fundamentally sound basis for real co-operation. Is this a problem that can also be solved by education? I think it can, but not entirely in the school of the employer; there must be co-operation on the part of the school of the employee—the place where he gets such a large part of his knowledge and is taught so much that influences his attitude toward his life and work—the labor organizations.

I would not criticize; I would only suggest. Is there not room in the program of every proper organization, be it of capital or labor, for the principles of efficiency and co-operation? Should not the laborer be worthy of his hire? And does not that principle, enunciated by the Master Teacher, in the long ago, mean the same today as it did then; that as a man and as a producer, the laborer should be **worthy** just as truly as it means that the **hire** must also be in keeping with the **worth** of the service? And is not that the goal toward which we are all striving—each worthy of being a co-worker with the Almighty in his program here on earth and each receiving compensation according to his worth? Is such a vision only a mirage? I think not. When we understand, as we may; feel each for the other as we should, we will do the task assigned us, as only brothers would.

The Coal Problem

G. Tallmadge, Engineer I.&M. Division

The coal problem is one of the largest and most important problems which a railroad has to contend with, and we will have that problem to work upon just as long as we have railroads operated by steam. Next to the payroll it is the largest single item of expense to be borne by the railroads. Therefore, it is but natural that they should seek to reduce the unnecessary loss of fuel to a minimum. While there has been a great saving effected through coal meetings and other educational work, I do not believe the half way point has been reached, nor do I believe we will ever see the time when there is no further room for improvement.

I have often tried to picture in my mind's eye the amount of coal consumed in one month by the 2300 locomotives operated by this company. Then I have tried to picture how much that pile would be reduced if every one of the five men in each crew on these 2300 engines were to save five shovelful of coal each day a-piece. I believe I am making a conservative statement when I say every one of those crews could save their allotted 25 shovelful and some of them as much as a ton of coal each day, and in nearly every instance any one of the crew could save his 5 shovelful, also the 20 shovelful allotted to the rest of the crew in the following manner:

The engineer by not letting the reverse lever remain in the corner any longer than absolutely necessary; hooking her up a little bit closer; by pump-

ing his engine so he will lose enough water between stops so he can use the surplus steam when he does stop to fill up his boiler, which would otherwise go out through the pop valves. The brakeman by closing side doors on cars to reduce wind resistance on the train; by letting off all hand brakes which may be set; watch for brakes stuck by air, which on account of unequal piston travel, the engineer may not be able to kick off with the brake valve; also by fixing all leaks in train line and air hose—it takes an enormous amount of coal to keep an air pump going at top speed. The conductor by laying out his work in picking up and setting out cars so as to make the least possible moves, and after doing a job of switching talk it over with his brakeman and see if they can figure out how the work could have been done with fewer moves. I have known brakemen who could put up a first class job of switching; you might have one of them on your crew. Also when your work is near enough completed so you can see the end, turn it over to your men while you give the train dispatcher a good close figure as to when you will be ready to leave, so he can have your orders ready, and when the work is done you are ready to pull out, thereby preventing the necessity of letting the fire die down and have to be built up again. The fireman, who is the keystone to the whole situation, by ways almost too numerous to mention,—by avoiding overloading the tank at coaling station—it doesn't take much coal to fall off the tank to make the 25 shovelful allotted to your crew; to fire light and often, avoid slugging the engine and when the fire box gets filled up shake the ash pan full of live fire and green coal to make room in the fire box for more, ash pan being full causing a delay to clean it, and having to work engine harder to make the time up; shake grates only enough to keep fire box free of dead ashes and put in only such an amount of coal as she can burn up clean; by not putting in that last fire after pitching over the top of the hill.

All engines can not be fired the same and the best results be obtained.

And last but by no means least, team work by the individual crews. If everybody pulls in the one direction, good results are bound to be the result, where if some are pulling in one direction and others in another direction, or in other words "bucking", economy flies out of the window and the Company is the loser, so the necessity of team work and co-operation is obvious.

As fall is approaching, when new firemen will be hired, great care should be taken as to who breaks them in on their student trips. If they are put on with a coal heaver, then you will have two coal heavers where you had but one before; and later on some engineer will be expected to reconstruct his ideas as to how to fire an engine. On the other hand, if he is put on with a first class fireman (and there should be some designated for that purpose) the impressions and education he will get on those first few trips will always remain with him; and if he has the makings of a fireman in him he will follow the instructions he received and be a first class fireman, and in turn be designated some time to break in other firemen. It does not cost a cent more to educate a fireman the right way than it does the wrong way.

Thumb-Nail Sketches of a Long Life on the Railroad

By Henry Furtney, Engineer

In the following, I have just set down some of the old-time pictures that come to my mind of things that happened to me or of which I was, perhaps a spectator in my early railroad days. The first one is of a curious incident that happened back in the early spring of '88 or '89. The weather had not been warm enough to thaw much before the spring rains came on. I was crossing a trestle with a passenger train going about thirty miles an hour, approaching the Minnesota River between Fort Snelling and Mendota. The draw bridge had not been opened for the season, consequently I did not have to stop for the bridge, so got on to the bridge before I realized that it was rocking like a boat on the waves. The backwater of both the Mississippi and Minnesota rivers had gotten under the ice in the slough and raised it so that it raised the timber off the piling and the entire bridge about a foot. It gave us rather a queer sensation, but we immediately reduced speed and set the brake and got across safely. It is hard to estimate what would be the result under a similar occurrence with the present day equipment.

Some years ago, while switching at Faribault, we passed the elevator where a number of teams were standing on the side opposite the tracks. A young colt came running around the corner of the elevator, crossing the tracks; evidently having strayed from his mother. He kept following us all around the yard, running alongside the engine, much as he might have done with his own mother, and it was very evident that he seemed to think he had found her. I had to get off the engine and lead him away. I turned him over to the man in charge of the elevator.

During a severe winter, while operating the "Snow King" coming east on the H. & D. Division, we had just come out of a drift and taken a run down grade for another drift, when I noticed the smell of burning pine. We stopped immediately and found the nose of the snow plow riding a crossing plank, and the trucks on the ties. This I consider a very narrow escape, as the whole weight of the plow was on the crossing plank.

We were sometimes treated to very strange and thrilling sights on the western prairies of Minnesota. Once on a clear day, when thirty miles away from a small town, I saw the town upside down reflected in the sky. People walking and dogs running in the streets all had the appearance of being upside down. It was also noticed that a ship with bare masts down, was riding in the sky. This was in the northeast, and undoubtedly was a reflection from Duluth Harbor; as there would scarcely be any ship of such size nearer, although at the time we were about two hundred miles from Duluth. Since the country has become settled more closely, these mirages seem to have disappeared, as I have not seen one for years. The thermometer was about 40 below, and possibly the extreme cold had something to do with this strange phenomena.

Some advice given me by an old en-

gineer for whom I had fired, just as I was promoted to running, has proved of great value to me. He said to as neatly as possible, observe the following rules: keep your eye on the rail; do your best running outside of the switches; try to figure out what the other fellow is likely to do. To illustrate: as I was going between Mendota and St. Paul, along the high cliff, about 10:25 P.M. a very dark night, I had my eye on the rail when suddenly it seemed to disappear. I immediately applied the brakes, reversed the engine and stopped twenty-five feet from more than a ton of rock on the track, which had been hard to see as the rock was about the same color as the sand between the rail. I pushed off with the engine, one rock from the right side, weighing at least half a ton. This occurred on the ledge at the foot of a seventy-five foot cliff, and down below, thirty feet, were the Omaha tracks, six feet from the left rail.

Once, on Labor Day, when there were no section men on duty, I was going east on the Mankato Line, near Montgomery, and had men on a train which was hauling heavily loaded gravel cars. Following my usual custom of watching the rails, I noticed the track badly out of line and slowed down to about two miles per hour and crept over it. It seems no one on the gravel train was aware of the condition in which it had left the track. Another evidence of the wisdom of keeping your eye on the track. In order to restore that track to the proper line it was necessary to cut six inches off the rails.

It is surprising how sometimes a train will get over a track in bad condition without mishap. In the spring of 1881, after a very severe winter, with snow cuts on the H. & D. Division anywhere from 10 to 45 feet deep, and the snow melting in them up until the last of June, in order to keep the track above the clay in the cuts it was necessary to sink seven tiers of ties and timbers. The snow was covered with dirt, which formed a protection from the sun, so that as it melted it ran down into the cuts, keeping the clay soft. One Sunday morning I was called to go west on an extra. There was one particularly soft cut east of Granite Falls, and the section crews thinking there would be no trains on Sunday, got out to dig the mud and clay from underneath the ties in the cut, and put in the timbers and ties. They had dug out about fifty or seventy-five feet in length, and to a depth of one and a half feet, and had no flag out although it was a down grade and on a curve. I had twenty-seven cars in the train. The section men did not hear a whistle as there were not many public crossings in that part of the country at that time. As we approached the cut, they threw away their shovels and took to the prairie. Immediately I realized what was going on, and told the fireman to look out for himself. I applied sand to the rails, dropped her half stroke, opened the throttle wide and got out on the step of the tank on the right side; the fireman was on the step on the left side. But every wheel of the twenty-seven loaded cars passed safely over. At that time we were dependent on hand brakes and a stop in that short space was impossible. The pilot slats were filled to the beam with clay, and both fireman and

myself had a liberal coat of clay and mud. The engine was completely covered with mud. At the next stop the condutor came up ahead and remarked,—"Say Hank, I think there was a bad joint back there about two miles".

An experience of recent occurrence, on the only hot day we had during the summer of 1924, was rather unusual. East of Mankato, in a rack cut on a curve on the Chicago Great Western tracks, air was cut off from this cut and the sun had full force, so that the rails were kinked to an extent of about a foot and a half to two feet in one rail length. We crept over this at a very low speed, barely moving at all. A freight train ahead of us had gone over it also.

My experiences have not been entirely grief, both pleasant and amusing incidents have been intermingled with the hardest of it all. After fifty years of continuous service, I still feel that I have followed the calling for which I was best adapted.

On a Milwaukee Train

Bill Mike

(Tune—"In the Good Old Summer Time")
There's a train on this land, where you get the glad hand,
'Tis a good Milwaukee train,
Where the wheels simply fly, as the time passes by
On a good Milwaukee train.
Take from Chi. to the coast, there is need to boast
And no reason now to complain,
For the more that you ride, you'll find cause to abide
By the good Milwaukee train.

Chorus

On a good Milwaukee train—on a good Milwaukee train
You may sit in the seat, see mountain and plain,
And enjoy solid comfort and repose once again.
The conductors are kind, the best you will find
On a good Milwaukee train.
The brakemen are gentle, not just ornamental
On a good Milwaukee train.
The engineer's wary o'er mountain and prairie
As he speeds on over the main,
So no need to worry as onward you hurry
On a good Milwaukee train.
The "Sleepers" are roomy and not at all gloomy
On a good Milwaukee train.
You glide along easy, breathe air fresh and breezy
On a good Milwaukee train.
The landscapes are splendid, their wonders ne'er ended,
Those marvels will always remain
With pleasures unending, your trips you'll be spending
On a good Milwaukee train.
The porters are pleasant, be you king or peasant
On a good Milwaukee train.
Oh! the service is fine and I do love to dine
On a good Milwaukee train.
High standards they always maintain.
For the prices are right and the meals a delight,
Let me give you a tip, if you're planning a trip
Take a good Milwaukee train.



Loss of Life At Railroad Crossings

Mr. Chairman and Fellow Employees:—

Several days ago, I received notice from Superintendent Rossiter calling this meeting here today, and at the time made a mental note that I would attend, providing I was in the city on this date.

I am pleased that conditions are such as to permit me to be here, for I am, and have for some time been very much interested in the subject of "Safety First."

I believe that it is time that we looked into and investigated the cause and responsibility for the enormous toll of life that is being taken in automobile accidents at railroad crossings each and every year.

At the 12th National Safety Congress held in Buffalo, New York, from October 1st to the 5th, 1923, it was disclosed that it cost this country the lives of 100,000 people to operate automobiles since 1906. It was further disclosed that during the five years ending December 31st, 1922, there was 9,101 killed and 24,208 injured at railroad crossings in automobile accidents, and during the first three months of the year 1923, fatalities at railroad crossings increased 35% over the number in a similar period in the year 1922.

Is it any wonder that when confronted with these appalling figures dealing in injuries and deaths, that we look upon Holidays and Sundays as days of mourning instead of days of worship and recreation? Do you wonder that our engineers on our trains at the beginning of the day's run offer a silent prayer and ask God's help to protect the lives of the fathers, wives, sweethearts and innocent children, for it is on these days that the majority of people seek recreation in automobiles on the highways, and statistics show that it is on these days that the greatest toll of lives is taken and the great number are injured and maimed for life in automobile accidents at railroad crossings.

There is food for thought in this situation, and there is justification for the statement of the speakers who declared before the National Safety Congress that America is the most careless nation in the world; that while industrial plants, formerly classed as slaughter houses, have become safe places in which to work, automobiles have been permitted to take a toll of 100,000 lives in this country since 1906.

Who is responsible for these gruesome statistics? Who is responsible for the deaths of nearly 2,000 people and the injury of over 4,000 more each year at railroad crossings in automobile accidents? What have the railroads done and what are they doing every day to prevent automobile accidents?

The railroads in the country are a fixed fixture. They are not a death dealing agency in the hands of reckless drivers, as the automobiles are, here today and there tomorrow. Every right of way is a beaten trail of ribbons of steel. The trains that run over these rails are

advertised to run at a scheduled time, and the country knows that a certain train will arrive at a certain point at a given time.

The railroads of the country are private property, being taxed at the rate of \$1,500,000 a day. Notwithstanding the fact that railroads are private property and heavily taxed, they install and maintain at their own expense gates at nearly all crossings within city limits of all cities in the country, for the protection of the people in automobiles and vehicles, and for the pedestrians. In the country, all grade crossings are protected by crossing signs, bells and lights, giving notice to the public at all railroad crossings to "Stop, Look and Listen".

What qualifications must our engine men have before they are permitted to walk the deck of an engine or pull the throttle? First, when a fireman enters the service he must be examined by a competent physician and be pronounced physically and mentally fit. After being accepted as a fireman, he must serve at least for three years as a fireman apprentice to an engineer before he can be promoted to the position of an engineer, and before being accepted as an engineer he again must undergo a most thorough medical examination and a rigid examination as to rules and regulations of the road on which he works, and a provision of these rules is for the sounding of the whistle and bell warning at railroad crossings for the protection of the automobile, vehicles and pedestrians.

So when the automobilist or the outside witness tells you that the engineer did not sound the bell or whistle, it must be given little credence, for the years of training given our engineers causes them to pull, almost sub-consciously, the railroad crossing signal at the approach of every crossing whistle post.

Not only do the railroads maintain gate and crossing watchmen at all crossings in cities where traffic is heavy, erect and maintain warning signs at every grade crossing in the country, maintain a corps of car inspectors to keep the brake system on all trains operated in perfect condition, and employ none but qualified and competent engineers to pull all trains, but the railroads have gone a step further and are eliminating the grade crossing by the substitution of over head or under ground passages and by the relocation of grade crossings when requested by the county or city authorities whenever possible. However, it is out of the question for the railroads or the state to eliminate all grade crossings as the cost would be prohibitive. It can be readily seen that the railroads of the nation have done, and are doing, everything within reason to reduce to a minimum the automobile accidents at railroad crossings.

Now let us turn to the automobile—the motor vehicle that carried 100,000 persons to death since 1906, and 9,101 of these 100,000 were killed at railroad crossings during the past five years end-

ing December 31st, 1922, and nearly 25,000 more were injured in the same period, and we will see who is responsible for these gruesome statistics.

There are in the United States today, approximately eleven million automobiles, which would, at a conservative estimate, mean twenty-two million persons who are operating automobiles in the country today. What are the qualifications of these twenty-two million that they should be permitted to drive these eleven million automobiles on the highways of the country? Did one of these individuals who is operating an automobile take a mechanical examination before being permitted to operate the machine? Are any of these persons, who are granted a driver's license, requested to take a physical or mental examination? Indeed not, all that is necessary to obtain a license is for the applicant to pass a minor examination in regard to traffic rules in the city in which he calls his home, and the only requirement to obtain a license is that the applicant be 18 years of age or over, and the applicant can be over the age of Methuselah, his vision such that he cannot see across the street on a clear day, minus a leg or arm, and other wise physically or mentally deficient. These physical defects are not taken into consideration and license is granted to the applicant providing the applicant is the owner of a car at \$1.00 down and \$1.00 a week, and has sufficient money to pay a license fee, and in hundred of cases cars are operated on borrowed licenses or without any license whatever.

These are in brief, the requirements to obtain an automobile license in any state of the nation, and at least eleven millions are now at large on the highways of this country in possession of the greatest death dealing agency ever permitted on the highways of this country, with little or no restraint.

The Interstate Commerce Commissioners, under the authority of an act of Congress, investigated 105 wrecks last year. In these 105 wrecks, according to the official report recently made public, 220 persons lost their lives and 1344 were injured, and the striking import of the investigation is the disclosure of the number of accidents due to human failures compared with those caused by the failure of material. According to the Commissioners' report, 71 of the 105 wrecks were due to the failure of individuals. If 71 of the 105 wrecks were due to human failures in 1923, in the operation of the railroads where every precaution is exercised in the employing of engineers, flagmen, brakemen, operators and dispatchers, by requiring all employees in the service to pass a physical and mental examination and commit to memory the rules and regulations of the Operating Department, and in each they are examined from time to time, and in view of the fact that individuals operating automobiles are not required to pass any physical or mechanical ex-

amination, is it not reasonable to assume that the individuals operating the automobiles which carried to death 100,000 people since 1906, were at least 90% responsible account of being human failures and 100% responsible for the deaths and injuries at railroad crossing accidents?

A resolution was adopted at the last annual meeting of the National Association of Railway and Utility Commissioners, which besought all agencies to co-operate in a "Stop, Look and Listen" era. In line with the resolution adopted by the National Association of Railway and Utility Commissioners, the State of South Dakota Board of Railroad Commissioners in session at Pierre in the month of March, stated in part as follows:

"This Board desires to assist and do all within its power to bring to the attention of the public the enormous loss of life and destruction of property caused by accidents occurring at grade crossings. It has been called to our attention that certain large business enterprises require each driver employed to sign a pledge card to the effect that he will under all circumstances, when approaching a railroad crossing at grade, bring his vehicle to a full stop. This to protect his own life and to avoid any possible damage to the vehicle he is driving. If all drivers of motor vehicles would interest themselves sufficiently in this great question of public concern, to take a full stop at all railroad grade crossings there would be no further accidents at such crossings."

The rapid rate at which crossing accidents have increased makes it absolutely necessary that something be done. The record is quite clear than, notwithstanding all the warnings that can be conceived, accidents will occur owing to the carelessness of many of those operating motor vehicles.

In conclusion, I wish to offer the following resolution as a Safety First Suggestion:

Whereas, considerable effort has been made by all railroads in the United States, State Railway Commissioners, and others alarmed over the increased fatalities in automobile accidents at railroad crossings, to have individuals operating motor vehicles "Stop, Look and Listen" at all railroad crossings before proceeding, and

Whereas, regardless of the efforts of all concerned, accidents at railroad crossings are increasing daily, therefore, be it resolved that the Supervisor of the Safety First Committee of the Chicago, Milwaukee & St. Paul Railway Company, communicate with the supervisors or chairmen of other railroad Safety First organizations, and form a committee for the purpose of drafting a uniform law, making it compulsory for all operators of motor vehicles to come to a full stop before crossing any grade crossing; the law to be framed so as to provide an adequate penalty for failure to come to a full stop. Said law, when drafted, to be submitted to the voters of the United States and each division Safety First Committee to be called upon to interest the employees to vote and induce others to vote for this measure.

That, pending, this proposed legislation, be it further resolved, that the Supervisors of the Safety First Committees solicit the co-operation of Division Safety First Committees and of all em-

ployes to form and organize "Stop, Look and Listen" clubs, for the purpose of getting all persons to sign a pledge to the effect that they will come to a full stop when operating a motor vehicle before crossing a railroad grade crossing, each member so signing a pledge to be furnished with a window shield sticker of sufficient size to carry the words "I Stop, Look and Listen At All Grade Crossings".

R. C. Hayward,
Asst. Supt. of Police,
Seattle, Wash.

The Hotel Stenographer

"Well, said the hotel stenographer. "The paper this morning says that another guy with a flivver tried to knock a passenger train off the grade crossing. He was at once separated from his family of four when they went to heaven. Yet the fool killer still procrastinates."

"Too bad, ain't it?" Agreed the house detective.

"Too bad for the passengers," answered the girl, "I am not so sure about the drivers. The trouble with grade crossing flirts is that like Abou Ben Adhem their tribe is on the increase. If some plan could be made so they would drive alone it wouldn't matter so much.

"At every grade crossing in the country is a pile of rusty junk that used to be a pulsating humming motor car. If you look carefully, you will see holes in the air where the souls of a lot of innocent people were suddenly shot up to heaven.

"There are thousands of cases where the hundred ton engine has met an automobile on the track. Up to date the automobile always gets second money. Yet the world is full of people who want to try the experiment all over again.

"Ninety-nine out of a hundred of these people are out on a pleasure trip where one minute more or less makes no difference. None of them seem to believe in signs and they think that Stop, Look and Listen is an advertisement for spectacles and ear phones put up by some optometrist.

"The cheerful idiot who used to rock the boat or pull the shot gun out of the wagon by the barrel now steps on the gas and lets a mogul engine do the dirty work for him. After they gather up his mangled remains for half a mile off the right of way any careful observer is bound to admit that the newer method is more certain. I'd rather dance myself to death."

"Or talk yourself to death," added Kelly.

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Safety First in the Store Dept.

Safety First in the Store Department does not differ greatly from that in any other department of railroad work. While we are not threatened by moving machinery we have with us the hazards of careless men. Unsafe conditions can be remedied, but no one can guard against the actions of the careless man. To my mind safety first has accomplished more in the education of the workmen than in remedying of unsafe conditions. In some cases protective devices are necessary only to protect the careless.

Some of the things the careful store department employe does; picks up the boards he has removed from the box just unpacked, if left on the floor someone may trip over them; or step on the

nail that is always there. Piles up material securely so that there is no danger of it falling. Always gives the alarm before moving the elevator. Sees that the running boards are down properly before moving the elevator. Sees that the broken boards in platforms to foreman or any other condition that needs attention. Uses reasonable care always so that no action of his may cause injury to himself or to others.

Decision on the "Stop, Look and Listen Rule" in the State of Pennsylvania

"Where one about to drive a vehicle across a railroad at a crossing stop before entering upon the tracks and finds his view obstructed, he must alight and go forward to a point which affords a better outlook. Stopping where approaching danger is not noticeable is not an observance of his duty."

The Curbstone Philosopher Says:—

There are two kinds of women in our village,—those who have their hair bobbed, and those who wonder how they would look if they did.

Ben Franklin got his picture on the new \$100. bills. But most of us would be satisfied just to get our hands on them.

Popular song writers say radio is ruining their business. That's the best thing I've heard yet in favor of the radio.

It may not be of interest to the general public, but every time I see one of those Boston bull dogs, I can't help feeling he'd be better satisfied with less pedigree and more tail.

Why wouldn't it be a good idea to have space in all our hospitals where new anaesthetics could be tried out on reckless speeders before they are on pedestrians.

At the age of six a boy thinks his father the smartest man on earth; at 16 he imagines he has forgotten more than the "old man" ever knew.

If those world flyers tell the truth, they will probably declare they didn't get a laugh out of the citizens of Ice Tickle.

We might believe that the tourists who drive through our town were having a good time if they didn't all look so tired out.

It's a wise young doctor these days, who hangs out his shingle near a railroad crossing.

The first marriage had one advantage, Adam and Eve didn't have a lot of relatives with the visiting habit.

Business Co-operation

A small boy called on the doctor one evening. "Say doc, I guess I got measles," he said, "but I can keep it quiet."

The doctor looked puzzled. "Aw, get wise, doc," suggested the small boy. "What'll you give me to go to school and scatter it among all the kids?"

—Illinois Central Magazine.

Milwaukee Employees Pension Association

We publish here, the financial and membership status of the Milwaukee Pension Association, at the end of September, 1924.

ing for information about the Pension and when this was given her, she said, "and can my husband join"? "Certainly" she was told, "if he is under fifty years

Financial Statement as of September 30th, 1924

*Cash in Bank	\$ 37,051.39	
Accrued Interest Receivable	2,380.04	
Office Equipment	642.55	
Organization Expense	3,654.10	
State Bank of Chicago—Unpaid Check	5.30	
Investments		
In Municipal Bonds, U. S. Liberty Bonds and Real Estate		173,453.60
Mortgages		
Pension Fund—		
*Net Contributions to date	\$181,377.68	
Less Beneficiary Refunds, Paid to Beneficiaries of Deceased Members	614.50	\$180,763.18
General Fund—		
Net Amount of Dues to date	\$ 17,386.20	
Less—Sundry Expenditures, for Office Rent, Prtg. and stationery, postage, Office Supplies, General Expenses, Salaries, etc.	\$8,492.91	
Premium on Treasurer's Bond	250.00	
Disability Benefits	100.00	\$,842.91
Advance Payments		229.75
Sundry Credits		7.05
Income on Pension Fund Investments		2,786.16
Profit on Investments Sold		57.50
Sundry Income		.05
Donation from Veteran's Association		5,000.00
		\$197,186.98
		\$197,186.98

*\$30259.80 of this balance subsequently invested prior to October 10th.
*Does not include deductions from September payrolls.

Record of Growth in Membership Month By Month

October, 1923	1872
November, 1923	5355
December, 1923	9783
January, 1924	10975
February, 1924	11732
March, 1924	13300
April, 1924	13441
May, 1924	15579
June, 1924	13822
July, 1924	13872
August, 1924	13958
September, 1924	14618

Statement of Membership End of September 1924

Total Members Enrolled		14618
Resignations	55	
Deceased	71	
Left Service	193	
Less Reinstated	2	319
Net Membership End of September, 1924		14299

From this may be seen the steady and substantial growth of the Association, month by month, with the resulting increase to the Pension Fund. Officers of the Association are occasionally asked if the Association actually refunds the money paid in, in the event of the death of a member, or in case of leaving the service. The statement below answers such queries in the item "Beneficiary Refunds"; and other questions of equal interest to members of the Pension Association also receive their answers in the various items of the statement.

New members are being added to the list, and it is expected that the end of the year will find a large increase in the membership. Such a financial statement as the one appended should prove to all that the Pension is a going concern, something desirable for every employe to be in on. It is a method of saving a little money, even should a man or woman not remain in the service long enough to enjoy the benefits of an old-age pension; while the advantage of having such a monthly stipend when the earning power is exhausted needs no argument in its behalf, its benefits are obvious.

The writer, not many days ago, overheard a conversation between the wife of an employe and an officer of the Pension Association. The woman was ask-

of age". "But he isn't" replied the wife, "he is just past fifty-one, oh why didn't I know about this sooner". So you see, if mother is asked, she is sure to be for the pension. Let's all get that habit. It is all to the good, there's much to gain and nothing to lose: while the trifling amount that is deducted from the monthly pay check, will never be missed while the checks come in and like good chickens coming home to roost, the monthly deductions return many fold when old age calls us from our work to sit a while and rest under the shade of the trees before going on the last, long pilgrimage.

Obituary

On October 18th, occurred the death of Henry Howe Wood, Agent at Lanesboro, Minn., since Sept. 1923. Mr. Wood was a veteran of the service, having commenced work with this company in 1884 at Oxford Junction, Iowa. He was dispatcher on the S. M. Division from 1887 to 1897.

On October 17th, Mr. J. E. Dexter, District Storekeeper, died at his home in Dubuque, Iowa. Mr. Dexter had been long in the service of the company and his passing will be regretted by his host of friends and associates of the railroad.

Voices of the Past

From a number of The Railway Age published forty-three years ago in September, is taken the following paragraphs concerning us and our doings in those "Way Back When—" days.

A Monster Railway Plow

The Chicago, Milwaukee & St. Paul railroad company have, during the last few years, had manufactured for them by A. Hirschheimer & Co., of LaCrosse several monster plows for use in railroad ditching. The last plow turned out by this firm for the railroad company caps the climax and must stand as the largest in the world. Its weight is 2,500, the landside and share alone weighing 750 pounds; the mould board is nine feet long, twenty six inches wide, and weighs 180 pounds; landside six by two inches and nine feet long; share six feet long, fifteen inches wide and half an inch thick; standard three feet eight inches long and twelve inches wide; beam eighteen feet long, eighteen inches deep and ten inches thick; the coulter weighs 200 pounds, with a piece of steel welded on the bottom four and a half inches wide, two inches thick and fifteen inches long; clevis of three by five-eighths iron five feet long; the link in the end, inch and a quarter round iron resembling the ring of a ship's anchor. This plow was shipped to St. Paul last week to be used in Minnesota and Dakota in the construction of new roads. The plow is attached to a locomotive, which runs over a temporary track drawing the plow after it and leaving a furrow or ditch on each side of the track eighteen inches deep and three feet wide. The plow moves more dirt in a day than 2,000 men in the same time. It is planned to use this machine on a level prairie and bottom land. The temporary track is laid on the natural surface of the ground, and these plows throw in most of the dirt needed for the grade. The track is raised on to the dirt plowed in after the engine passes.

—Exchange.

Chicago, Milwaukee & St. Paul.—This company has been endeavoring to arrange with the Chicago & Iowa for the use of its track from Rockford, Ill., south to Davis, the junction with the Western Union branch of the Chicago, Milwaukee & St. Paul. General manager Merrill and other officers visited Rockford recently and, it is said, decided to build their own line to Davis junction unless the arrangement was affected. This will bring the St. Paul road in competition with the Northwestern at another important point, Rockford being a considerable manufacturing centre.—General Bishop, who has the contract to grade, bridge and tie the Council Bluffs extension of this road from Marion, Ia., to Council Bluffs, has some 4,000 men and 2,500 teams at work and is to finish the contract by January 1. Another contractor is following up and laying track as fast as the roadbed is ready.—This company is surveying a line from Lone Rock, Wis., on its Prairie Du Chien division, southward via Highland and Linden to Mineral Point, and it is said will have the road completed by January next. This will give a through line from the Wisconsin lumber regions to southwestern Wisconsin. It is also reported that this company will extend its branch now in operation from Lone Rock to Richland northwesterly to Viroqua in the lumber region.—Work is being rapidly pushed on the construction between Rockford and the Western Union division at Rockton, Ill. The track is expected to be laid by the middle of September.—It is reported that this company contemplates, in connection with the proposed Chippewa Valley & Lake Superior railroad, the formation of a new lumber line from Wisconsin direct to Omaha which shall be one hundred miles shorter than by way of Clinton, Iowa. The plan is said to be to build down the Chippewa river from Eau Claire to Wabasha, Minn., bridging the river

(Continued on page 21)



Grain Rates in Canada and United States

Below is a table showing some grain rates as they exist at present in Canada and in the United States for like distances:

Miles	To Vancouver from Canadian points		To Seattle from U. S. points		To Minneapolis from U. S. points	
	Wheat	Coarse Grain	Wheat	Coarse Grain	Wheat	Coarse Grain
100	17	17	16.5	16.5	12	11
300	27.5	27.5	21.5	21.5	20	18
500	36.5	36.5	31	31	26.5	24
700	43	43	37	37	32.5	32.5
1,000	50	50	40.5	40.5	42	42

The domestic rate on wheat and coarse grain from Port Arthur, Ontario, to Montreal is 37.5 cents. For the same distance in the United States, about 1,000 miles to Boston from Chicago, the proportional rate is 32 cents and from St. Louis to New York 34 cents. There is considerable movement, particularly after the close of navigation, from Port Arthur to Montreal. Between the same points the export rate in Canada is 34½ cents on wheat and 33 cents on coarse grain. This compares poorly with the export rate from Chicago to Boston of 22½ cents and from St. Louis to New York of 26½ cents.

Autos Run Into Trains

Saturday and Sunday, October 11th and 12th six automobiles ran into the trains of the C. M. & St. P. Railway. These accidents occurred at widely separated points.

A touring car driven by a salesman ran into the side of a passenger train, breaking off the steps on a coach. At another point a touring car ran into the side of a locomotive and in the third case an automobile struck the tender of the locomotive. In the fourth case a coupe struck a tank car which was the twentieth car back of the locomotive. In the fifth case a Milwaukee motor car was struck by a touring car and in the sixth instance a touring car was driven into the side of a yard locomotive.

All these accidents happened in broad day-light, between 7:40 A.M. and noon.

All crossings were protected by flagmen or by crossing signals or both.

Four of the cases occurred within the limits of some town.

In one case the accident was due to the driver giving his undivided attention to a feminine pedestrian.

So many crossing accidents on one railroad within 48 hours where autos ran into trains instead of being struck by the trains, shows a surprising disregard for Safety. More than a third of all accidents involving automobiles at C. M. & St. P. crossings this year have been of this character. This is quite enlightening with respect to the causes of other accidents where automobiles are struck by trains.

The same impulses that cause a motorist to run into the middle of a long train would be just as effective in getting him in front of a train on a crossing.

Such cases as these, which are of daily occurrence, vitally illustrate the necessity for missionary work among the owners and operators of automobiles.

Cost of Owning a Car

In a recent issue of The Iowa Magazine there appeared a very interesting article entitled "How Much Does It Cost to Own a Car?" which set forth some important facts relevant to cost of operating motor cars and trucks based on a report by the Engineering Experiment Station of the Iowa State College. The table below quoted from this article furnishes some definite information about comparative costs:

Cost of Driving Motor Vehicles

Passenger cars and buses in cents per mile—Motor trucks in cents per ton mile.

Cost Items	Average of 11 Passenger Autos		Average of 209 One-Man Buses		Average of 883 Motor Trucks	
	Cents per Mile	PerCent Total Cost	Cents per Mile	PerCent Total Cost	Cents per Ton Mile	PerCent of Total Cost
Gasoline and Oil	1.92	18.7	4.01	16.6	1.30	11.8
Tires	.98	9.5	2.69	11.2	1.10	9.9
Maintenance	1.24	12.1	3.78	15.6	1.31	11.9
Depreciation	3.16	30.8	3.34	13.9	2.81	25.4
Total for Mileage Items	7.30	71.1	13.82	57.3	6.52	59.0
Driver			6.38	26.4	2.58	23.4
Interest	1.24	12.1	.51	2.2	.64	5.8
Insurance	.31	3.0	.83	3.4	.31	2.8
Garage	.83	8.1	.29	1.2	.28	2.5
License	.59	5.7				
Taxes			.14	.6	.20	1.8
General and Miscellaneous			2.13	8.9	.52	4.7
Total for Time Items	2.97	28.9	10.28	42.7	4.53	41.0
Total for all Items	10.27	100.0	24.10	100.0	11.05	100.0

From this it will be seen that it costs the owner of a one-man bus about 24 cents to operate his car one mile. This figure, compared with the average rate of 3 cents per passenger one mile charged by the Milwaukee Road last year, does not present an argument in favor of the cheapness of automobile travel.

The average expense for carrying a ton of freight one mile on a motor truck amounts to 11.05 cents. In order to make a profit the truck owner would be forced to charge his patrons considerably more. Contrast this charge with the low rate per ton mile on the Milwaukee Railroad, for example, which was only a little over a cent a ton a mile in 1923.

These figures indicate that many buses and trucks are being operated at a loss when all factors are considered.



SPORTS



Sport! We wonder what it is: A kid kicking a football in the street? Dad crouched in a duck blind with one boot full of ice water? Sister in an "adorable" sport suit knocking a tennis ball and a young man's heart all over the lot? Mother in a short skirt and short of breath getting a kick out of an afternoon session with the ten pins?

By whatever name you may know it, you give it credit for the power to keep the young young and to make the old younger. To catch and hold some small part of the thrill each one of you gets from your favorite sport is the earnest desire of this magazine. We want this page to be a cross section of the sports life of the Milwaukee family.

When a few of the boys, and by boys we do not mean to bar any member of the Veterans Association, take a trip into the mountains for bear, we want to know about it. We will be glad with them if they bring home a bear just a shade smaller than an elephant but we will not be downcast if they get nothing but a week of the keenest enjoyment from the outdoor life.

By a Member of the Sports Editor's Staff.

The Chicago, Milwaukee & St. Paul Railway Bowling League opened its fourth year of league play on September 16, 1924. E. J. Knoll was elected President with W. L. Fais acting again as Secretary. Last year's schedule and rules were adopted. The same teams entered with the exception of Galewood, who are replaced by Car Accountant No. 2 with Earl Kulon as leader of that aggregation. It is hoped that all bowlers this year will enjoy the true sportsmanship and good fellowship that ruled supreme the first three years.

Real mid-season form has been displayed by some of the teams. Car Accountant No. 1, which looks like the fastest five in the league, toppled the pins for a 1011 game while the Ticket Auditors with the old reliable Krumrei again at the helm brushed off a nice game of 992. Not so bad for two nights of bowling.

Car Accountant's No. 1 shot 2711 on September 23 and by the way had 23 errors. One consolation, it sweetens the kitty fund.

The Sports Editor wishes to announce that he is desirous of securing as much real clean sporting news as possible for the magazine this year and each and every one of the employees who may have some good sporting news is requested to forward it to the Sports Editor, Milwaukee Employees Magazine, New Union Station, Chicago. We would like to have news again from Madison, Green Bay, Twin Cities, Milwaukee, and any division. Remember this is a section for all sports. Send it in and do not duplicate the news in your regular column. Have your items in Chicago by the 15th of each month without fail.

News right at this time is rather mea-

ger but we hope that next month we will be able to give you more.

Bowling League of Milwaukee

By E. H. Braun

League Bowling started Monday night, September 22nd, 1924 and quite a number of new pictures of faces were seen on the bowling alley floors.

Unfortunately the Shop Accountant's team started with only three men on the opening night but since then has built up quite a strong team and intend to lead all teams before another month. So you captains better get your bowlers to do a lot of practising.

There is one thing certain and that is that somebody is going to have poultry on Thanksgiving, for the Theatre Party will bring in enough revenue so that a Handicap Tournament can be held in the near future.

The old veteran Charlie Klug is holding high single game—with a total of 243. This is the highest score for the early part of the season, but I do not think it will hold. You know there are some dangerous bowlers that might do most anything to win high honors.

Ed Grisius has been complaining about dropping in his average. A little more practice would help that Ed.

A Monday night at the alleys takes an appearance of a Football Game with the spectators in the grand stand rooting for favorite team.

I understand Flegge is out for high honors, although his average is 139—he really makes a better roofer than a bowler.

Captains are requested to send in news items and in this way we will be able to get acquainted through the columns of the magazine.

Rumblings From the Chicago League

At this writing the standing for October 14th is not available but from information at hand we understand Car Accountant No. 1 and Ticket Auditors are tied for first place each having won

10 and lost two. A. F. E. is in third place and Auditor of Station Accounts in fourth while Comptrollers are in a tie with Freight Auditor for fifth and sixth.

The Assistant Comptroller finally broke the ice by winning one game October 14th from Freight Auditors.

After having a few days vacation in the East, Harry Krumrei toppled the maples for a count of 616 in three games which is High Individual Series to date. The rest must have done you good Harry, or was it because you shot against Car Accountant No. 1. Harry also saw the Giants defeat the Senators at New York while on his vacation.

G. C. Macina, Captain of the A.F.E. Bureau's Team last year, paid the boys a visit one night recently. He is not rolling this year account other obligations which keep him away.

Schnaitman is credited with the first gutter ball of the year. You have to hit the head pin usually to get strikes, Schnaitman.

Yes, last year's gutter ball artist, Mr. Gutfahr, is still with us and is cracking them for about a 179 average. Someone let it out that he has practiced all summer so that he would be in A-1 condition.

Joe Carey says if he could only control his ball he could get a million. You are not alone, Joe, others have said the same thing and are still saying it.

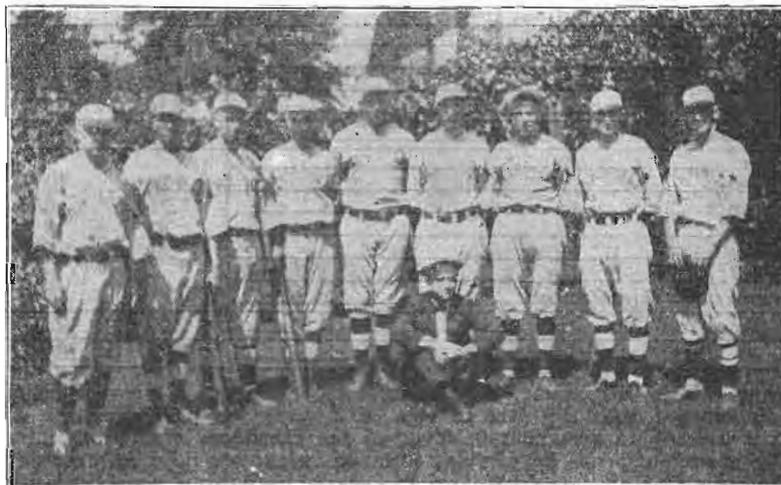
Someone said that Gannon has kept his morgue ball. To verify this watch it some night.

Feller has not made a foul this year. His dancing lessons are evidently helping him to manipulate his understanding.

This year's steamroller—M. K. Darnell, 70.

Now we have something else to worry about; "How much handicap do we get?" or "How much handicap do we give?" are common expressions now days.

How about that Thanksgiving Turkey



Milwaukee Cardinals.—C. M. & St. P. Ry. Ball Team, Austin, Minn. Left to Right: R. H. McCoy, T. Delahanty, E. E. Barker, I. Beckel, V. L. Everson, H. B. Williams, M. Schumacker, G. B. Williams, V. J. Williams. Seated: Jack Hogan, Umpire.

this year? The secretary won it last year and he says he would like it again.

Hebel of Car Accountant No. 2 hung up a new score of 257 while O'Shea rolled 237 which are the two individual high scores to date.

Wanted by Assistant Comptrollers, Bowlers that can average 140.

Mr. Barry surprised everyone by rolling a 180 score, no, we won't mention the others at this time.

Harry Kester appeared for the first time October 14th in the Car Accountant's No. 2 lineup. Glad to see you back, Harry.

Listen, you Chicago League Bowlers, if you have any real news for this column please send it to the Sports Editor of this Magazine who will see that it is given proper attention.

Mr. Rau is going to give instructions on "How to roll a book-ball" while Bertell is going to write a book entitled "How to blow spares." We think both will have wonderful success.

A remark was heard the other night running something like this: "I have watched them bowl so much that I can now criticise even though I have never bowled a game myself." Never listen to a critic, use a few fundamental facts, and you will get there by consistent practice. The following are a few suggestions.

Learn to stay back of the foul line. Do not throw a hook-ball until you are able to control the straight ball.

Do not get discouraged, if you want to be a bowler, you must practice just like you would do in any other sport.

If you are right-handed be sure your left foot is in front when delivering the ball, if left handed, right foot should be in front.

Watch good bowlers and profit by the experience they have had.

The majority of bowlers today take three or five steps in making delivery of ball. Use either one but use the one that is most natural.

Bowling Notes From Madison, Wis.

List of teams follows for 1924-25 Bowling Season which began October 1st, 1924, and which play Wednesday evenings at 9:00 P.M. at Madison Alleys:

OMAHA LIMITED.—Blau, captain; McGrath, Dempsey, F., Coleman, Fox.

SOUTHWEST LIMITED.—Crimmins, captain; Spencer, Ring, Leigions, France.

PIONEER LIMITED.—Meyers, captain; Corcoran, Hartnett, Raffel, McGilligan.

COLUMBIANS.—Higgins, captain; Fagg, Brantmeyer, Kleiner, McMahon.

PACIFIC LIMITED.—Conlin, captain; Lyne, Johnson, Cavanaugh, Miskimmins.

OLYMPIANS.—Burke, J., captain; O'Neil, Olson, Potts, Schey.

Milwaukee League Standings

	Won	Lost	Average
1. Store Department	10	2	850.7
2. Rates	10	2	841.4
3. Signals	10	2	839.7
4. Car Department	7	5	853.4
5. Cashiers	7	5	829.
6. Terminals	5	7	770.2
7. Ticket Agents	3	9	828.4
8. Shop Accountants	3	9	801.8
9. Telegraphers	3	9	726.11
10. Muskego Yards	2	10	781.5
	Games	Average	
1. A. Nolte	12	187.4	
2. C. Schwab	12	185.5	
3. F. Derfus	12	184.8	
4. C. Klug	12	180.5	
5. W. Hoffman	9	180.1	
6. H. Langer	6	179.2	
7. E. Hoerl	12	177.9	
8. E. Umgelter	12	176.11	
9. A. Epp	12	176.2	
10. C. Witt	12	173.9	
11. H. Soulen	9	173.6	
12. A. Hoerl	12	172.7	
13. C. Pfannerstill	9	172.1	
14. C. Knetner	12	171.8	
15. F. Kasun	9	171.4	
16. C. Sanbuber	6	171.1	
17. H. Ruehl	12	170.3	

Madison Standings

Up to the 15th of October the scores are as follows:

Omaha Limited	Won 6	Lost 3 games
Pioneer Limited	Won 3	Lost 6 games
Pacific Limited	Won 3	Lost 6 games
Southwest Limited	Won 6	Lost 3 games
Columbians	Won 6	Lost 3 games
Olympians	Won 3	Lost 6 games

Voices of the Past

(Continued from page 18)

there, thence running to Hammond over the narrow gauge division which it is proposed to change to the standard gauge and building a short line from Hammond to Austin, or Mason City, Iowa, thence connecting with the New Cedar Rapids & Omaha line of the Chicago, Milwaukee & St. Paul. It is asserted that work is to be commenced immediately upon this important project.

(These projects never materialised.—E.I.)

From The November "Age" of the same year, are these:

Chicago, Milwaukee & St. Paul.—The Iowa & Dakota division has been completed to Chamberlain, Dak., on the Missouri river, 148 miles west of Marion Junction and 50 miles beyond the terminus at the commencement of 1881. The company announces that it is prepared to carry

freight for the Black Hills and upper Missouri river.—The Hastings & Dakota division is completed to Aberdeen, Dak., 97 miles west of Millbank Junction. Thirty-one miles of this distance were laid this year.—The James River branch of this division is in operation from Aberdeen north to Frederick, 42 miles, and from Aberdeen south to Ashton, 30 miles.

The Chicago, Milwaukee & St. Paul company last year employed no less than 13,240 persons, an increase of 2,416 over the previous year; paying them a total of \$7,180,855, an average to each person of \$542.35.

The above should start a train of thought among some of our "old-timers" leading back to some interesting stories and incidents connected with the events chronicled.

The Magazine is indebted to Mr. J. H. Foster for these clippings.

The First Railroad in the United States

The first railroad in the United States was the Baltimore & Ohio, or at least a small unit of that now big system; and this primitive railroad was built in 1826. At a recent celebration of the Golden Jubilee of the town of Willard, formerly Chicago Junction and renamed in honor of President Willard of the B. & O., Mr. Willard gave an interesting bit of history of the first railroad in the United States, a part of which is here reprinted, from the Baltimore & Ohio Magazine.

"The reason for the building of the Baltimore & Ohio is very interesting. Before 1826 Baltimore merchants were competing for the business of the country west of the Alleghenies on an equal transportation basis with the merchants of the cities of the north. But in that year the Erie Canal was completed between the Hudson River and Lake Erie and Baltimore merchants saw the easy trade route to the West thus provided for their northern competitors. It was impossible for them to build a canal across the Alleghenies if only for the reason that there wasn't enough water on the top of the mountains to fill it. Thus came the determination to build the first American railroad.

"For two years after the completion of the double track line between Baltimore and Ellicott's Mills, a distance of thirteen miles, all freight and passenger cars were drawn by horses.

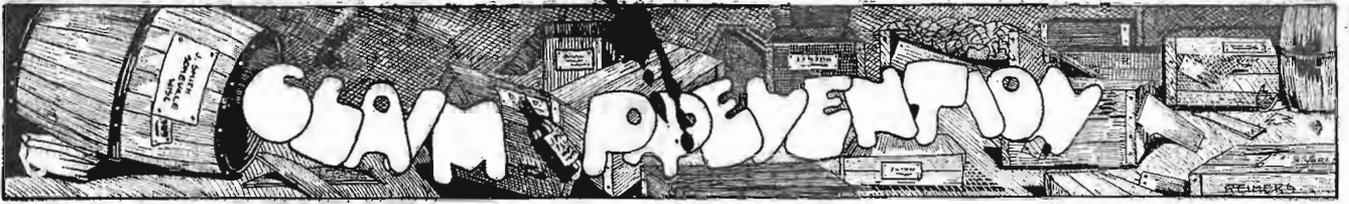
"A good deal of experimenting and actual testing of locomotives had been made in England, however, and in America, Peter Cooper, New York merchant and philanthropist, had constructed the Tom Thumb and had secured permission, in 1829, from the officers of the Baltimore and Ohio to run it in competition with the horsedrawn train.

"That was an epoch-making contest, for although the pair of big grays won, it was only due to a misfortune which the inventor had. The horses got away first but the Tom Thumb was rapidly overtaking them when the belt connecting the axle with the blower slipped off. Cooper cut his hands badly in trying to replace it and finally did get it back, though too late to win the race. But the practicability of the steam locomotive had been conclusively demonstrated.

"The first locomotive actually put into service on the Baltimore & Ohio was the Atlantic, built by Phineas Davis, of York, Pa. It weighed four tons and could pull fifteen tons at the rate of fifteen miles per hour, an amount of work which, it has been estimated, it would have taken forty-two horses to handle.

"For many years after this locomotive was first put on our rails, it continued to haul passengers and freight. And even today, it is in more or less constant use at this and other similar celebrations, affording to visitors the novelty of riding behind the first regularly operated locomotive on an American railroad.

"When the Baltimore & Ohio was first projected, it was planned to extend it to the Ohio River at Wheeling, whence freight and passengers to and from the southwest could be transported via the Ohio and Mississippi Rivers as far south as New Orleans. The cost of the Baltimore-Wheeling line was figured at \$3,000,000 but so little did people in those days know of railroad construction cost that when the line finally did reach Wheeling it had cost \$30,000,000.



Stowing and Bracing

Properly Stowed—Safe Transportation

Having received the freight in a proper condition, extra care must be employed to see that the freight is not thrown promiscuously in the car—it must be properly stowed, such as, in station order, properly braced, etc., as such systematic handling will make more room in car and protect the shipment against ordinary movement in the yards and on the road.

To stow freight in proper station order means a great deal more than most employes realize. It means much to the trainmen in having their train dispatched over the line on schedule time, for twenty minutes delay in locating some small package which a stower unthinkingly or inadvertently misplaced in car, might possibly cost our Company more in operating expenses and time hunting for the package than the package is worth.

The next important duty is to stow the freight depending upon the nature of same that no damage will result under ordinary handling or from improper contact. For instance, sugar, flour, meal, etc., should be kept away from oil, gasoline and hides, also freight carrying obnoxious odors of fumes must not be loaded near other freight liable to absorb such odors. Heavy rough material should be stowed so that it will not tear sacks or frail cartons. In some cases we have seen expensive or uncrated freight loaded on top of the teeth of a harrow upside down, which is absolutely sure to cause damage. This kind of loading is not stowing—this is inexcusable carelessness.

Everyone appreciates that all freight cannot be stowed at the time it is brought to the car by the trucker, and not until late in the afternoon is the stower reasonably assured of the contents of each car. It is then that he must rely upon his experience and good common judgment to rearrange freight so it will withstand the normal shocks in transportation. His last and most important duty is—breaking down the freight.

Bracing

Certain freight requires specific bracing. Some freight may be stowed and handled without bracing, other needs very heavy material. Heavy breakable articles, stoves, bath tubs, etc., should be braced with floor cleats so that they cannot shift and bracing should be put between each stove so their sides will not be broken. Pianos should be securely fastened against the side of car with floor cleats so as to prevent the same from shifting or tumbling over while in transit. Gas cylinders should be braced in car lengthwise on the floor, and should not be braced upright. Rolls of paper, roofing, barrels and such require the best of bracing, and particular attention must be given to roofing paper, as it will cause large claims if the ends become damaged.

Properly Handled, Explosives Are Not Dangerous

The art of properly handling, and sufficiently bracing becomes a science, and a station employe experienced and capable along these lines, is an asset to our Company.

The handling and bracing of explosives should be done by experienced freight house

Use Bracing—Freight Won't Stand Up Alone

A clerk making out a switch order on car of flour received from connecting line, was unable to decipher the consignee, so he made a "guess". Being a "poor guesser" cost the Railroad Company \$40.00 to have the flour reloaded.—Don't take these chances. They result in claims.

A car of potatoes set for unloading was found to be frozen. Investigation developed that car had been hauled one hundred and twenty miles with plugs down in bunkers, and temperature below 30 degrees.—By carrying out instructions on ventilation and refrigeration, conductor could have prevented this claim.

employes, and when explosives are improperly handled, we may not only damage or lose the community, but we have endangered life, limb and property because of the damage it can do, and we cannot say too much upon the proper handling of this commodity. This subject has been thoroughly and carefully treated through many different illustrations and statistics of the Bureau of Explosives, also by our Safety First and Fire Prevention Committees, and it is necessary for all concerned to familiarize themselves with the rules and regulations governing the handling of these articles.

Some of our station forces take a great deal of interest and care with such shipments—others seem a little bit careless, and do not take the proper interest in seeing that the same is transferred with care, as well as being braced in car so that the same cannot be moved. It is also necessary to see that the car is properly inspected, placarded, etc., so as to warn others from entering car with lighted torches.

It would not be possible within these few lines to attempt a description or show in detail the proper way to brace and place explosives in a car, as our station forces have already been supplied with technical information covering the handling of these articles.

The same is true of certain acids. These should also be carefully braced and strapped to the floor, and a margin of sand put around the freight so if it should possibly leak or become damaged in transit, the sand will prevent any spread, thus eating or damaging other freight. All these things cause numerous freight claims and are deserving of your special attention in strictly adhering to instructions, the two things we consider as being more important than Freight Claim Prevention are the consideration of loss by fire and possible life or limb.

Cleaning Cars

Prevention?—Everlastingly At It

Having provided a clean freight house to receive freight, efficient warehouse forces, office records intact, and necessary repairs made to equipment to afford proper protection to freight, the next Claim Prevention measure is to provide a clean car in which to transport the freight.

It is true that this requires some work to place the car in the proper condition to receive the freight, but "Anything worth doing, is worth doing well." It often becomes necessary to use a car, the floor of which contains many protruding nails and other projections, which are left in the car after tearing out the bracing of previous shipments. These nails and projections will damage freight if permitted to be left in car, and you can therefore see the direct necessity of removing such obstructions.

Another car will contain much trash, dirt and filth which must be removed before any commodities are loaded. Some shipments require extremely clean places, particularly food products. Other commodities require things in fairly clean shape while there are very few rough commodities, such as pipe, castings, etc., which require but little preparation of the car to transport the same.

Particular attention must be given to oil

Sow Carelessness—Reap Claims



Engineer E. D. Fuller, Chicago Terminals, with String of Fish Caught at Fox Lake, Ill.

in a leaking condition which will damage shipments, such as sugar, flour, etc., by staining, saturating or absorbing the oil from the car floor.

The utmost care must be employed to see that cars are properly cleaned in which there were previously loaded shipments having obnoxious odors or strong fumes so as to prevent any damage to shipments which are susceptible to such odors, making them worthless for the intended purpose.

At some of the larger stations we have employees who are responsible for the cleaning and preparation of cars for the receiving of freight, and at the smaller stations, we must depend upon the stations employees to use their good judgment. Some recent observations indicate that many station forces take much pride in the proper preparation of cars, and they are to be commended for their work on Preventive Measures.

Notations On Freight Bills

Agents are frequently called upon to make exception notations on freight bills, by consignee covering damage or condition of shipment arriving at destination in a damaged condition which is not caused in any way by the Railroad Company. In requesting the notation consignee will agree that the damage was caused by no fault of the Railroad Company, same being apparently in that condition when shipped and all they want the notation on the freight bill for is to show the shippers that they have the condition verified by the Railroad Agent, so they in turn may receive an adjustment from the shippers without the question arising against their contention. In many of these cases shippers representatives will secure the freight bill from consignee and file claim on the damage notation, after the Railroad

Agent has been assured by consignee that the notation is not wanted for claim purposes. When such cases arise it would be well for the Agent to make such notation on consignee's invoice, keeping same off of the freight bill, which would answer the same identical purpose as far as the consignee is concerned.

These cases arise so many times in the handling of fruit shipments where they arrive in an over ripe condition and many cases where other than first grade merchandise is purchased, showing no delay in transit and being only in the possession of the Railroad Company a few hours. The same condition often arises on other commodities. Special care should also be exercised in making inspection on damaged shipments to know that the damaged article was handled by rail, now that so much freight is moving by motor truck.

The C. M. & St. P. Ry. Women's Club

The October meeting of the C. M. & St. P. Ry. Women's Club was held on Saturday afternoon, October 18th, in the beautiful Club Rooms in The Fullerton Avenue Building. The meeting was called to order by Vice President, Mrs. Grant Williams, who presided in the absence of the President, Mrs. Byram who had been suddenly called to Washington, D.C. After the reading of the minutes of the previous meeting and the conclusion of unfinished business, the matter in hand was the organization of the Chicago Chapter, which will carry on the Club Work in the Chicago District. The Committee on Nominations appointed at the September meeting to prepare a ticket to be voted on for officers of the new Chapter, presented the following: President, Mrs. Grant Williams; Vice President, Mrs. M. J. Larson; Recording Secretary, Miss Patricia McNamee; Treasurer, Mrs. O. P. Barry. The office of Corresponding Secretary was left open, to be voted on at a future meeting. Mrs. Williams called for further nominations from the floor, in the absence of which, Mrs. Scott moved that the Secretary be instructed to cast the ballot for the names as read. This was done.

The action thus taken is in line with the general purpose of the Club to establish branches, or "Chapters", so called, at as many of the division terminals as wish to join the movement. Milwaukee's Chapter was organized on October 25th, brief report of which appears below:

Miles City, Montana and Seattle,

The Milwaukee Chapter

The Milwaukee Chapter of the C. M. & St. P. Ry. Women's Club was organized on Saturday, October 25th, in the handsome new Club Room on the 2nd floor of the Union Depot, Milwaukee. It started out with one hundred and six members enrolled and about sixty present at the meeting.

The meeting was called to order by Mrs. R. N. Scott, 2nd. Vice President General. Mrs. Scott has been active in the organization of Milwaukee Chapter, and with the assistance of an enthusiastic and efficient committee has accomplished

Wash. will soon be organized, and others will follow.

The Chicago Chapter got into action immediately with a vote to give an evening entertainment to be followed by dancing, for the purpose of getting more thoroughly acquainted and ready to plan a program in line with the work which the Club expects to do. Details of this will be published later.

At the conclusion of the business of the afternoon, Mrs. Bradshaw, Chairman of the Program Committee introduced Mrs. W. F. Ingraham who sang a group of songs. Mrs. Ingraham is gifted with a wonderful voice which has been very carefully cultivated; and when her number was finished, the appreciation of her audience was very manifest. Mrs. Bradshaw voiced the thanks of the Club members when she said that the memory of that beautiful voice would be something for us all to treasure for a long time. Mrs. Bradshaw then introduced Mr. Dewar of the Accounting Dept., who also sang a group of songs. Mr. Dewar's voice is a fine baritone, with a splendid lower register. His selections gave his tone qualities the best of opportunity, and he was listened to with thorough enjoyment. Mr. Dewar's courtesy in permitting the Club to hear him sing was greatly appreciated. He was accompanied on the piano by Mrs. Dewar.

The song numbers concluded the program and the Club adjourned to the tea-room for a social half-hour over the teacups.

almost the impossible in getting the Club Room decorated and furnished in time for the opening meeting. In a few opening remarks, Mrs. Scott stated the object of the coming together; she thanked all who had worked so untiringly with her, with special mention of Mrs. Carrie L. Bush of Superintendent Thurber's office, whose services throughout have been invaluable. Others on the committee were Mesdames Bannon, Prien, Thurber, Lalk, Babcock, Thiele and Davis.

Mrs. Scott then introduced the President General of the Club, Mrs. H. E. Byram. Mrs. Byram took the chair and

proceeded with the organization. After the reading and adoption of the By-Laws, the report of the Nominating Committee was read as follows: For President, Mrs. C. G. Juneau; 1st Vice President, Mrs. W. J. Thiele; 2nd Vice President, Mrs. J. M. Davis; Secretary, Mrs. Bannon; Treasurer, Mrs. N. P. Thurber.

It was decided to hold the regular meetings of the Club on the 4th Saturday of every month, this date being chosen in order not to interfere with the meetings of the General Club or the Chicago Chapter, which Milwaukee Club members might wish to attend. The Milwaukee Chapter was the recipient of a number of beautiful gifts, among which was a handsome clock from Mr. H. Hammersmith, Company's watch-inspector at Milwaukee. Mr. E. H. Bannon sent a large box of flowers and Mrs. Byram was given a corsage bouquet of violets.

Milwaukee Mens' Club of Chicago

At last, what we have all been waiting do not believe that they should remain under cover any longer, therefore, the live wires of the Union Station have banded together in the spirit of good fellowship under the glorious banner of the "Milwaukee Mens' Club" for the purpose of prompting and supporting entertainment for the Officers and Employees of the Best Railroad in the country.

Your connection with the Milwaukee System entitles you to membership in the Milwaukee Go-getters, your dues represent your active co-operation in the various forms of entertainment selected by the executive entertainment committee. All employees have a voice in the selection of what entertainment will be promoted by having a representative on the executive committee who will place before the committee at large individual ideas and views as to what is best for the unlimited success of the organization as a whole.

It is desired that a representative from every department in the Union Station Fullerton Avenue, as well as a delegate from Union Street, Galewood, Division and Kinzie Street Stations be selected by the Official in charge of the various department. While a very large percentage of the officials in charge of the various departments have been interviewed and a live wire representative selected to act on the executive committee, there may be a number of departments

(Continued on page 27)

AT HOME



HAZEL M. MERRILL, Editor



Mrs. Carrie L. Bush, Superintendent's Office, Milwaukee, with Her Little Grandson, Edward Bush, and Whitefeather a little Indian Boy At the Dells.

Fashion's Fall Fancies

Here is a new idea, ladies, just in from Paris, according to one of the credited correspondents to the "World's Greatest Newspaper". It is what the correspondent called "an adaptable frock". According to this authority, the adaptable frock is a very late invention at some one of the Paris fashion headquarters, and I take it, is only in its first stages of evolution. So far, this special-frock may be made of any of the accepted materials, put on for an afternoon reception, then hooked or snapped up or down at some strategic point, and lo, a dinner gown; then some unhookings and un-snappings, and voila, as they say in dear Páree, you have an evening costume hanging in the very latest mode on your form. It's a great idea, because it saves one the mental agonies of a different costume for the various functions that make up society life. Now that seems to me just the finest kind of an idea. We who live in crowded cities, have to accommodate ourselves to tiny apartments with in-a-door and in-a-sideboard and what-not sort of beds and other necessities, what a lot of space could be saved by following that mode of clothing ourselves. After its full evolution, what's to prevent us from springing from our in-a-doors, right into a house gown, proceed with the morning's tidying up; rearrange the hooks and snaps, go out on a shopping expedition; step in somewhere and engage another set of hooks and snaps, for an afternoon at bridge; and end up, after a brief interview with the mirror, and another slight revolution, "dolloed up" for the evening. It's a fine fancy, for economizing time and space. Of course I don't know how the matter of suitable materials for all these occasions may be blended, but I'm willing to leave all that to the style wizards. They will probably achieve that if they want to, they seem to do most everything.

And that brings me to the matter of straight lines and ripples. Haven't we seen for a long time scattering indications, and heard faint rumors of rippled skirts and coats. Godets, are these indications and rumors, termed by the fashion writers and some of the summer

gowns in the light adaptable fabrics have been right pretty, especially if worn by a tall, slender woman to whom draperies and billowy lines of soft fabrics lend beauty and distinction; but the other day, right out on the boulevard, a figure bore down on me, whose billowy lines were something more solid than soft draperies, and whose "too, too solid flesh" was adorned with a rippled frock of black velvet that in the brisk autumn breeze waved about her ample form and stretched out to envelope the passing sisterhood who gazed with varying emotions on the possible future of feminine gowning. No, no, don't be tempted, ladies of the plump hip contour, stick to the straight line, and let the thin girls, (mark you, I said girls) wear the ripples and godets and such like.

Last month, I think I told you that navy blue seemed to have suffered eclipse along with the beloved twills. The eclipse was probably only partial, as regards the blue, anyway, because it seems to have "come back" to rival black in favor. But twill is not on the shelves; at least not the bright, hard-twisted twill of other days. The fabrics are softer, with charmeen away ahead, broadcloth a close second and for more formal wear, velvet, velveteen, kasha and the ribbed silks in the lead. Broadcloth and crepe are favorite combinations where a tunic is used, and tunics are used by everyone whose height can stand the break in the skirt line, and by some who can't, too. The tunic is such an easy solution to the making-over problem. A crepe tunic with last year's cloth or satin gown as a slip makes a new costume in the very height of the mode. Embroidered and beaded tunics may be purchased in almost any color; and bright colored tunics over black slips are among the best things the season, so far, has to offer.

For street wear, nothing is better than the coat dress, which, on these lovely autumn days, with a fur choker and a chic tailored hat, sets you on your way whether for shopping, "luncheon down town" or to the office, as well dressed as the smartest.

Live in Your Sun Parlors

The modern scheme of house building, and of apartment arrangement includes, wherever possible a "sun-room". We have the front porch of yesterday transformed, by means of casement windows and lath and plaster, into a sunny nook for all the year. At least that's the basic idea, but where the sun rooms project from the front of the house, opening from the front living room, don't we too often find them all tidied up and ready for company, while the children and mother spend their days back where the playthings and the work things may be out of sight and out of the way of the occasional visitor. Now that seems to nullify the good in the idea. We want, we need all the sunshine and all the daylight that can stream into our daily

lives, so why not make the sun-room the living room, whether it extends out front or not. Let the so-called living room be kept in order if necessary, for callers and dressed up occasions, and move the family out in the sunlight. Bring in the work table and the playthings the newspapers and books and live where the daylight can pour over you from dawn to dark. Just the idea of "seeing out" all around, shortens the long winter, and in the summer, with the casements all open, there's a sense of living out-of-doors that helps the cliff-dweller of the city apartment.

A sprig of mint added to lemon jelly while it is still hot gives a delicious flavor. Nowadays mint is used in ices, confections, sandwiches, salads, and dressings for meat.



Chef W. B. Davis, Dining Car 5114

Menu For a Sunday Dinner

The following attractive menu for a Sunday Dinner is contributed by Chef W. B. Davis of Dining Car 5114. The Olympian Train, together with recipes and directions for preparing same.

Melon Surprise	
Pepper Pot Biltmore or Consomme Clear	
Radishes	Olives
Roast Young Duckling	
Fruit Dressing	
Bouillon Potatoes	Corn on Cob
Endive Salad, Thousand	
Island Dressing	
Hot Tea Biscuit	
Baked Alaska or Boston Cream Pie	
Boston Coffee	

Silver Lining

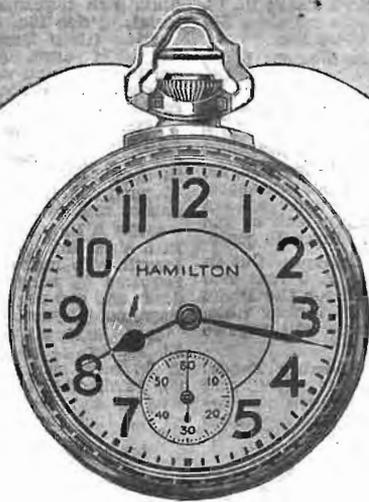
There had been a blowout, and the father of the family was perspiring and profanely changing tires.

"I don't see why you have to talk that way," said his wife reproachfully. "You act as if it were a total loss. You never see the good in things."

"Well, what good is there in this?"

"Why, it tickled the baby so." He laughed right out loud when it went bang!

—American Legion Weekly.



Announcing
A Specially Cased
Hamilton 992
For Railroad Men

HERE is the Hamilton 992 in a case that has been specially designed for you. This case of rugged beauty is sturdily wrought from 14K Gold Filled stock and fitted with a bow that is built to stay in place.

When you select this Hamilton, you will own a complete railroad watch of extraordinary merit. It combines the time proved accuracy and dependability of the Hamilton 992 movement with a case designed to protect it during years of rigorous railroad service.

Ask your jeweler to show you this newly cased "992." He can supply it in either White, Yellow or Green, fitted with the dial you prefer.

HAMILTON WATCH COMPANY

"On the Lincoln Highway"

LANCASTER, PENNA., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

Good Things To Eat

Melon Surprise. Cut out center of one half canteloupe with Parisian cutter, dice one half orange and a few grapes. Sweeten well. Place a leaf of lettuce in the half canteloupe and put in fruit.

Pepper Pot Biltmore. Thicken a very rich chicken stock so that it will stick to spoon. Dice red pimentos, celery, and green peppers and saute in butter. When cooked, place in chicken stock. Cook one eight pound of tripe and dice; add to chicken stock with the juice. Season well, Dice pieces of chicken and place in plate with a little chopped parsley before serving.

Fruit Stuffing For Duck. Soak enough bread for one duck, dice one half an apple, stick of celery and one half an onion very fine. Squeeze bread thoroughly, add a few raisins and the diced vegetables and apple. Mix all ingredients together and add one whole egg. Season with salt, pepper and thyme. Clean the duck thoroughly and singe. After filling tie up and put in pan with a couple of carrots and a little celery. While roasting, always have breast down in pan, and turn before removing long enough to brown nicely. Remove from pan and leave the vegetables and cause in the pan. Dredge in flour and stir thoroughly. Let brown and add chicken stock or hot water. Strain and serve.

Bouillon Potatoes. Dice potatoes enough to serve four to six people in one eighth inch squares. Dice a couple of carrots in pieces half as large as potatoes; one or two sticks of celery and a little onion. Season with salt and pepper. Place potatoes in pan with water and cook first; add other vegetables and simmer for fifteen minutes. Before serving add chopped parsley.

Thousand Island Dressing. To make the mayonnaisse; yolks of two eggs; one half teaspoon English mustard; pinch of salt; one cup olive oil. Pour in slowly one half this amount of oil, beating all the time, then add three teaspoons cider vinegar and continue with rest of oil. After thick enough to stand up, add juice of one half a lemon. Before finishing this dressing, add one tablespoon hot water to prevent it separating. To the above dressing, add one cup Chili Sauce; one hard boiled egg chopped fine; chopped parsley and one red pimento chopped. Mix all together and serve.

Baked Alaska. Yolks of three eggs; one cup powdered sugar; one cup sifted flour; one teaspoon vanilla; grated skin and juice of half a lemon. Beat yolks until thick, add sugar and beat five to ten minutes; add grated lemon peel and juice and vanilla. Beat the white of three eggs until stiff and fold into mixture. Then fold in flour slowly. Bake in moderate oven twenty to twenty-five minutes, in a shallow pan. Let the sponge cool, and then cut in two and place on platter. Spread one half pint each chocolate and vanilla ice cream on cake. Whip one cup of thick cream until thick enough to stand and spread over ice cream. Garnish with maraschino cherries and place in very hot oven until light brown (about three minutes).

Boston Cream Pie. Make sponge same as for Baked Alaska. Bake in pie plates. Let cool and cut out center in shape of any cream pie, but do not cut through. Filling: One cup milk (hot); half a cup granulated sugar; half a teaspoon vanilla; two tablespoons corn starch; yolk of one egg; one teaspoon melted butter. Mix sugar with the hot milk and let come to boil. Mix corn starch with a little cold water, add the beaten egg yolk and the melted butter. Stir into the milk and sugar and cook until thickened. Pour into the sponge center and cover with the center that has been cut out. Cover pie with whipped cream. Try this. It's very delicious.

Fashion Book Notice

Send 12c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1924-1925 BOOK OF FASHIONS.

Address Miss Hazel M. Merrill, 802 Union Depot Building, Chicago, Ill.

4451. Ladies' Coat. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inches size requires 4 1/8 yards of 54 inch material. Price 10c.

4930. Misses' Dress. Cut in 3 sizes: 16, 18, and 20 years. An 18 year size requires 3 3/8 yards of 54 inch material. Price 10c.

4937. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 3 1/2 yards of 40 inch material. Price 10c.

4877. Girls' Coat. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10 year size requires 3 yards of 40 inch material. Price 10c.

4889. Ladies' Dress. Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38 inch size requires 4 3/8 yards of one material, 40 inches wide. The width of the dress at the foot is 2 yards. Price 10 cents.

4684. Child's Dress with Gumpie. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 1 1/2 yards of material for the Dress and 1 1/2 yards for Gumpie, 36 inches wide. With short sleeves the Gumpie will require 1 yard. Price 10c.

4887. Ladies' House or Morning Frock. Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38 inch size requires 4 3/8 yards of one material 32 inches

wide. The width at the foot is 1 3/4 yard. Price 10c.

4883. Ladies' Apron. Cut in 4 sizes: Small, Medium, Large and Extra Large. A Medium size requires 2 yards of 36 inch material. Price 10c.

4914. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 3 3/8 yards of 40 inch material if made with long sleeves. With short sleeves 2 3/4 yards are required. Price 10c.

4692. "Peter Rabbit" and his Winter Suit. Pattern includes "doll" and garments and is cut in 3 sizes: Small 12; Medium 16; Large 20 inches in length. A 12 inch size requires 1/2 yard for the "doll" and 3/4 yard for the Jacket and overalls. Price 10c.

4570. A New Doll and Garment Outfit. Cut in 3 sizes for dolls: 12, 16 and 20 inches in length. To make the doll in a 16 inch size requires 3/4 yard of 36 inch material. The dress and cap require 3/8 yard. The cap alone requires 1/4 yard. Price 10c.

4917. A New Blouse. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size in full length will require 3 3/4 yards of 40 inch material. If made in hip length, the blouse will require 2 3/4 yards of 40 inch material. Price 10c.



Milwaukee Men's Club

(Concluded from page 23).

and offices that have not been reached.

Therefore, if by chance your department has been overlooked please do not hesitate to get in touch with the temporary chairman Mr. R. T. McSweeney, Room 765 Union Station, as it is the desire of all that we have an organization functioning 100% in the interest of promoting good fellowship among the officials and employees of the Milwaukee System.

Arrangements are under way for an elaborate Dinner Dance to be held under the auspices of the Milwaukee Men's Club on the 8th Floor, Stevens Building, Wednesday evening, November 19th. In addition to the well balanced "me-and-you" we are also fortunate in securing *Sunters'* Krazy Kat O'Chester for the pleasure of those who trip the light fantastic. A splendid program has been lined up as an entertainment feature while the "Oats" are being distributed.

A True Story

G. Tallmadge

This happened a good many years ago, on the old Iowa Central when the engines were small. It was a cold winter's night during a blizzard, a night passenger train was slowly making its way through the storm, which was so severe that it was impossible for the engineer to put his head out of the cab window, to see where he was, and as the front windows were covered with frost and snow he was running by feeling and instinct and making a guess as to where the whistling posts for the high way crossings were—when he thought he was about to a crossing he would blow. They came into a station where the depot was on the engineer's side and after the work was done the conductor gave a high ball, as the engineer reached for the throttle with one hand he slid the window shut with the other, and started. He got her hooked up and was going right along; he thought he was about to a high way crossing so he t-o-o-t t-o-o-t toot toot; in a little while he thought he was about to another one, so he t-o-o-t t-o-o-t toot toot. About that time he heard something rapping on his side window, he slid the window open to see what it was, and here stood the conductor holding up his lantern and saying, "what is the matter why in H— don't you go?" The engineer looked around and the train was still standing at the station. The engine had been slipping all this time.

Charge

The chairman of the gas company was making a popular address.

"Think of the good the gas company has done," he cried. "If I were permitted a pun I should say in the words of the immortal poet, 'Honor the light brigade.'"

At this point a customer jumped up with a shout, "Oh, what a charge they made!"

—Collegian Reporter.

Sad Refrain

He: "I just passed by the ex-Kaiser's home and heard him singing."

She: "What was he singing?"

He: "Ain't gonna reign no mo'!"

—Texas Rang

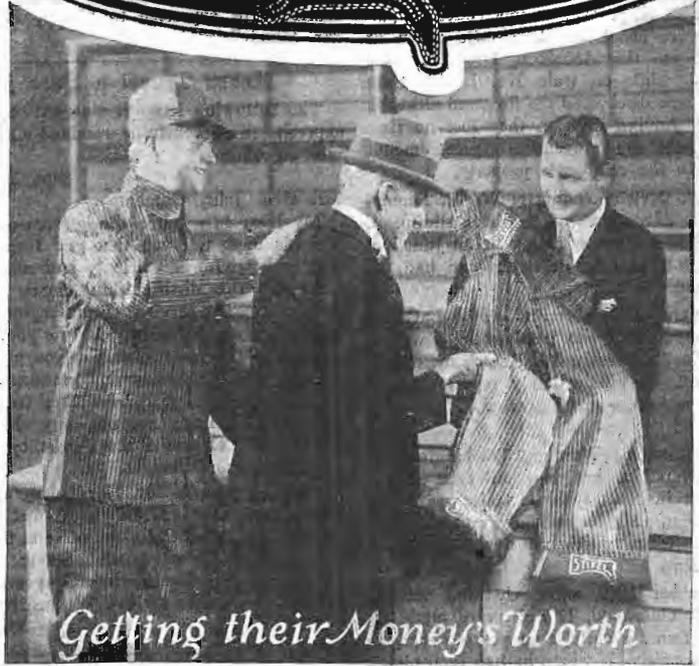
Stifel's Indigo Cloth

Standard for over 75 years

"The white won't weaken"

REGISTERED U.S. PATENT OFFICE
CANADA AND OTHER COUNTRIES

MADE IN  U.S.A.



"We both want work clothes made of Stifel's Indigo Cloth. I've worn 'em for years and know you can hardly wear 'em out. I wouldn't buy any other kind. Bill, here, wants 'em because he's heard so many fellows rave about 'em."

Railroad men have worn garments made of Stifel's Indigo

Cloth for over 75 years because they have that honest quality that always makes good. To be sure you get Stifel's look for the boot-shaped Trade Mark on every garment. For long wear and economy, insist on Stifel's, the standard for over 75 years for work clothes.

Garments sold by good dealers everywhere.
We are makers of the cloth only.

J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.

Also insist on Pants made of Stifel's
Pants Cloth and Children's Dressing
made of Stifel's Playmate Suitings.



PRIME'S PLUGS

THE PRIME
MANUFACTURING CO.

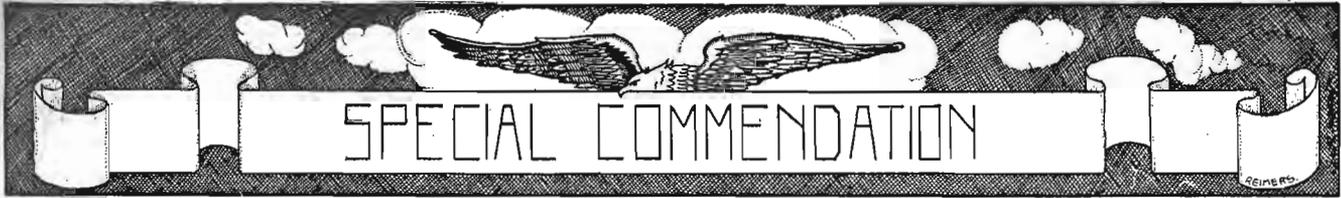
MILWAUKEE, WISCONSIN

▼▼
THE SENTINEL
BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

▲▲



SPECIAL COMMENDATION

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

So. Minn. Division conductor J. J. O'Brien, brakeman O. Ratledge, engineer Robert Hunter and fireman D. Hagen for prompt action in putting out a fire about one half mile north of Woonsocket on the Aberdeen Division. On October 2nd, while on train No. 1, this train and engine crew discovered the fire, and although it was on a foreign division they lost no time in getting it out, thus preventing a great amount of damage to the company's property.

R. & S. W. Division conductor W. W. Thompson on Sept. 23rd observed a wheel sliding in train No. 72 as they were passing Beloit Junction. He immediately stopped the train and had the brake released.

On the night of October 2nd, while LaCrosse Division Extra 8672 was passing the tower at Medary, Wisc., towerman W. Reusch discovered a broken rail and immediately reported same. His prompt action no doubt averted a serious derailment.

Howard Mueller, Warden, Washington recently discovered a hot box on one of the sleepers of train No. 15, while train was standing at Warden. He immediately reported same to the train crew, which no doubt averted a serious accident.

On September 10th, while checking cars in Yard No. 2, Galewood, Illinois, yard clerk W. A. McCune found a child, four years of age, in a coal car, on track 11, where he had been placed by an unknown older boy or man. His body was caught in the hopper of the car but Mr. McCune released the child and ascertaining his name, took him home uninjured. This probably saved the little boy's life, because if an engine had coupled on to the string of cars on this track, it would have resulted in the death of the child.

R. & S. W. Division conductors Roy Hixon and Joseph Starr discovered broken arch bar under car loaded with rail loader billed to the Dubuque Division, Oct. 10th. This indicates close inspection of trains.

Walter Everton, Janitor at Beloit, discovered draw bar pulled out on car as No. 386 was passing, and promptly notified the crew. This is a fine example of co-operation and is much appreciated.

Section foreman Wm. N. Phephles, Stwoell, Wisc., October 12th, discovered brake beam caught between the tie and the switch rod on eastbound track on freight line just west of National Avenue station, which no doubt prevented an accident.

On train second 62 from Sioux City, October 11th, while leaving Kenwood, Iowa, brakeman Avery Hansen discovered the roof of a carload of Chicago stock on fire in that train. He immediately went back to this car with a pail and water can full of water from the engine, and the fire was quickly extinguished. Prompt action on the part of brakeman Hansen prevented a serious accident and considerable loss.

World Flyers Tender Their Thanks

The following telegram from Portland, Oregon, address to Assistant General Passenger Agent A. P. Chapman, Seattle, is an acknowledgment of the enjoyable trip from Seattle to

Chicago and return to Seattle, made on The Olympian train by the World Flyers.

"Our party all join together in expressing to the Chicago, Milwaukee & St. Paul Railway, our appreciation of the East and West trips over its lines, and ask that the thanks for many courtesies be expressed to Mr. J. F. Bahl and Mr. Handy".

Makes Travel a Pure Joy

The following letter is eloquent expression of appreciation of courtesies received and good service enjoyed:

Sept. 8th, 1924

Mr. Geo. Jahr, Omaha.

My Dear Mr. Jahr:—Back from our vacation I need not tell you that you forged another link in its claim of efficiency and courtesy which is indeed the distinguishing mark of the C. M. & St. P. Ry. service. From beginning to end our trip was a delight, due to your excellent schedule. The scenery was, as you predicted, indescribable in its beauty and grandeur. And, as to the electrified road, it makes travel a pure joy. The company has not only electrified the road, but it electrifies the tourist by its system of efficiency and thought.

Please express to Mr. Hayden my appreciation of his note, and tell him that I met with every courtesy and kindness in the office at Seattle. Mr. Bahl did all that was possible for us.

Thanking you again, sincerely yours,
(signed) Mrs. Willard Langfield,
Omaha, Neb.

The Finest Road of His Experience

Dr. P. H. Miller of Uhrichsville, Ohio writes to Mr. Haynes, the following letter expressive of his enjoyment of Milwaukee Service.

Sept. 18, 1924

Dear Sir:

With my family of four, have just returned from our fourth trip to the Pacific Coast. We have traveled over six different railroads, and I want to congratulate you on having the finest road of my experience.

In addition to this your service is excellent, and the courtesies received all along the line from your employes was surely appreciated.

While this little note may not mean much to you and your company I feel it a pleasure to write and thank you, expressing my gratitude and best wishes for the success of such a wonderful organization as you represent.

Respectfully,
(signed) P. H. Miller.

Milwaukee Shops

H. W. Griggs

Another of the old timers in the Veteran's ranks and about the last in the old guard in the machinist line has passed away. Veteran Harry Dumphy died suddenly while at his bench in the locomotive machine shop up stairs, October 6th at 11 A.M. Mr. Dumphy had been in fairly good health considering his age, which was past the allotted three score and ten.

We remember Harry way back in the early 70s down in the old locomotive shops on Fowler Street foot of 4th Street.

Harry passed away in about the same manner that his venerable father did years ago, we remember his father when he was running the wheel press in the old shops.

Harry was a star base ball player in his day and more than once did Supt. Collins come down to the shops and engage Harry for trips to St. Paul, Minneapolis, etc. The late Sir Thos. Shaughnessy used to also come in the old shops and impress Harry in the same service, and impress this writer in the Y.M.A. Library elections and other matters.

Mr. Dumphy lived at 673, 38th Street, Milwaukee near Washington Park. The funeral was largely attended by the old employes.

One by one the remnants of the old guard are passing.

Mr. Jas. Finch a former machinist with this Company called on Jno. Horan the 24th and is expected to visit the shops again soon, come over "Jim" and see us too. Mr. Finch is a veteran 81 years old. Jno. Horan shows up in the October Magazine as 84 years old, Jno. was 84 nearly three years ago.

By the way John had rather poor luck trying to steal a box of candy from a ladies lap at the recent Veteran's banquet, hear him tell it and Jno. is no liar either, even if the late J. N. Barr did once say that he had three champion liars, in the person of "Brown" we will say, and Horan, "Brown was one and Horan the other two".

Thos. O'Donnell an old engineer called on us recently, he lives in Beloit and Madison, we had not seen Thos. in some 40 years. Mr. O'Donnell looks well for "75".

Mr. Brautigan of Pittsburg called recently, he was formerly in the car department.

Another old timer has passed on, Mr. Pat Madden, Road Master, West Lax. Div., he died on train 12 at the Union Depot, Milwaukee the 29th ult. Mr. Madden helped with the construction of the extension some years ago. A faithful employe beloved by all who knew him.

Mr. Jacob Paetschke, Freight Car Carpenter, died the 13th inst. He was a Veteran but not a member of the Association as far as we know.

The autos out in the Wauwatosa crossings still try to beat the train to it and miss just by the "skin of the teeth", one stalled on the track at the Hawley Road the 11th inst. in the fog, driver jumped out and the train lifted the machine from the track very nicely.

The report in the papers that the skunk completely cleared the shops the 4th inst. was an error, the shops quit at noon Saturdays anyway.

The Boilermakers are working on their manual in the staff room the 13th, 14th and 15th.

Mr. H. E. Brownell, Superintendent of the Milwaukee Shops Foundry, leaves for California to attend the Committee of Foundrymen, taking a bunch of wheel photographs with him.

Mr. Sjogren is down in Terra Haute part of this week (15th).

Boilermaker Paul W. Gray took a trip up in northern York States and Canada. David Almonrode is over on the heavy sheet bench laying out the work.

The heavy poles to carry the big power wires for the new wash tanks and air compressor make quite an addition to the landscape.

To the Point

A dainty Miss,
A playful nudge;
A stolen kiss:
Good morning, Judge!

Toronto Goblin.

News From the Connecting Link

Betty

On September 24th, 1924, a very successful Safety First Meeting was held on the C. M. & G. Mr. P. L. Mullen, Master Mechanic; Mr. C. C. Smola, Division Storekeeper and Mr. C. C. Gradt, Chief Carpenter, also J. Tigerman, Chief Clerk, were present. We also had the pleasure of having some of the C. T. & S. E. officials with us, among those present were Mr. N. A. Ryan, Assistant Superintendent; Mr. J. H. McDonnell, Traveling Engineer; E. H. Pfofflin, Division Engineer; Mr. W. A. Weimoun, Roundhouse Foreman at Faithorn, and Mr. F. E. Engmon, Chief Carpenter.

Mr. E. B. Crooker, District Safety Inspector, and Mrs. Crooker, drove from Elgin, Illinois, to attend the Safety Meeting. They had a small black dog with them, a perfectly harmless animal. Mr. Crooker believes in Safety First under all circumstances.

Mr. V. E. Anderson, Conductor and Mr. C. M. Hurley, Conductor, were in Joliet, October 7th, for the first time in six months. They have been working on the switch engine at DeKalb during the summer months and evidently have taken a great liking to DeKalb as their visits to Joliet are very few and then they are also very short.

Ralph Altland agrees that the days of horse and buggy were days of real sport, you could fall asleep and depend on the horse taking you home, Ralph says that it is an absolute fact that you can not do it with an automobile.

On October 18th, a through run, Joliet to Savanna, was established. We hope that the Illinois Division crews running into Joliet will approve of us. We can not vouch for the opinion of the South Eastern men as they seem to have agreed amongst themselves to keep opinions strictly private.

Mr. E. E. Jones, who worked for sometime on section 9, Joliet, has been appointed Section Foreman on section 10, Whitaker. Harry Bukowski, who acted as Section Foreman on this section during the summer months, has decided to return to the work of firing engines.

Mr. Wm. Baren, who was relieving Mr. R. C. Jackson while he was on his vacation, has been appointed Section Foreman at Manhattan, section 10.

Mr. C. B. Elder, formerly a dispatcher at Joliet, was with us a few days during the last week of September. Although Chet is very small, there seems to be a very large space empty when he is gone.

The Roxana Petroleum Corporation, located on our lines, are doing a very successful business, they have erected another tank, their plant now consists of four tanks.

The employees of the C. M. & G. wish to congratulate Mr. F. E. Bukowski and his bride. Prakevan Bukowski has been an employee of the C. M. & G. for the past two years, and we surely wish him every success.

Each night we go home with a worried expression and the first thing we do upon reaching home is to look at the weather forecast, each morning we return with a smile and a very contented feeling, but as evening draws near that gloomy atmosphere envelopes us again. And the reason for all this worry is that Trainmaster Whalen's flowers, which were planted this spring, are just beginning to bloom beautifully and it would be such a pity if we had a frost, and all those beautiful early spring flowers killed.

Mr. E. Miller deserves a gold medal he says the kindest things such as, "You're early this morning aren't you?" Mr. Miller is our second trick operator and surely possesses more than his share of good sense.

Mr. J. P. Balbinot, dashed in, said hello, goodbye, and was on his way again. He had come from Kansas and was in a hurry to start for some place else.

PILES CURED WITHOUT SURGERY

Established
in Kansas City
25 Years

The
Parkview
Kansas City, Mo



No knife, no scissors, no clamp and cautery, no "red hot" iron, no electricity, no confinement or hospital bills to pay

WE CURE EVERY CASE OF PILES WE TREAT BY DR. McCLEARY'S MILD, SERUM-LIKE TREATMENT or YOU NEED NOT PAY ONE CENT

We make this statement because when a case of piles has been neglected until incurable conditions have developed, we do not take such a case for treatment. All cases are treated on a basis of a complete and satisfactory CURE. Send now for complete information on an

EASY AND POSITIVE CURE BY
DR. McCLEARY'S MILD SERUM-LIKE TREATMENT
BEFORE YOUR CASE BECOMES INCURABLE

We will furnish you the names and addresses of over 9,000 business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—

First—No matter what you have tried without success, your Piles can be permanently cured, posi-

tively and easily, by our 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 we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

BANK REFERENCES

As to our reliability and good standing we refer you by permission to the following banks of Kansas City:

Liberty National Bank Missouri Savings Bank
Gate City National Bank Columbia National Bank Home Trust Company

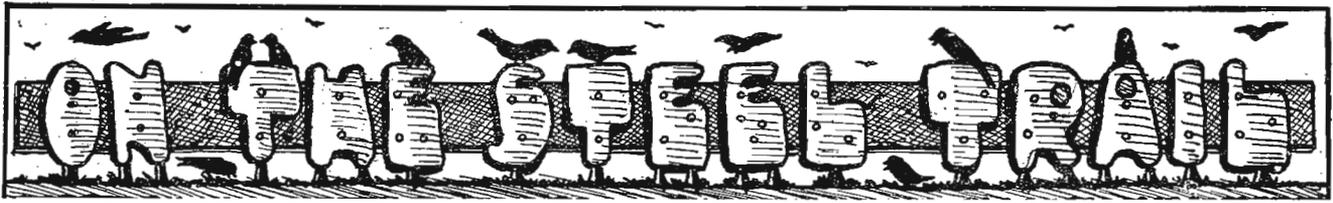
We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

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 Free Book on Rectal Diseases and "Curing Piles Without Surgery."

DR. McCLEARY'S
PARKVIEW SANITARIUM

651 TENTH AND PASEO

KANSAS CITY, MISSOURI



Fullerton Avenue Building

J. T. Griffin

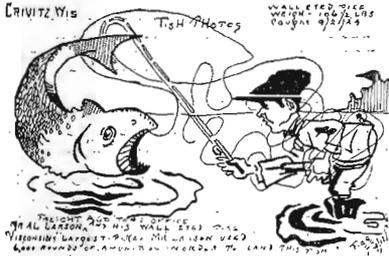
Mr. and Mrs. R. M. Franks, Freight Auditor's Office, spent their vacation at No. Freedom, Wis. R. M. returned happy and contented, but with very little fish.

If you want a sketch of your best girl or beau, or a favorite landscape, or in fact anything that can be sketched, call on A. J. Jacobs, Car Accountant's Office, he is the man who can sketch-em, an artist right here in the building.

Miss Marie Poklaski, Freight Auditor's Office, has resigned to become a bride on Oct. 18th. Her co-workers in the Statistic Bureau presented her with a beautiful lamp.

Miss Catherine Cannon, Freight Auditor's Office, has decided to join the matrimonial crowd, and on Nov. 18th will be the bride of Mr. E. Ryan a former employee of the Statistical Bureau—Good Luck, Catherine.

The Statistical Bureau, Freight Auditor's Office, have had quite a number of brides lately. Other offices and bureaus take notice.



Miss Amanda Milke has been terribly down hearted of late. Cheer up Mandy, the good old Autumn evenings are here and who can tell, better days are coming.

The secret is out. Most people thought that W. P. Heutel, Auditor, Overcharge Claims, was performing an act of kindness by taking his friends to and from the office. The truth of the matter is that he is carrying these particular people so that when he runs out of gas (which is very often) he can use them to good advantage in going to the gas station for him. You know that a car must have gas to run on, they will not run on air. I understand you found this out recently at the corner of Cornelia and Greenview Ave. during a severe rain storm. Ethyl gas gives more mileage—Why not try it.

Miss Ruby Dunavan, Ticket Auditor's Office, spent her vacation visiting her brother.

Miss Elizabeth Miller, Ticket Auditor's Office, spent her vacation with her folks at Freeport, Ill.

The Radio fans were somewhat surprised and pleased when they heard Lewis Rottman, Freight Auditor's Office and Sam Statland, Auditor Overcharge Claims Office over the Radio on Monday, September 15th. These two talented artists went to Kimball Hall to broadcast their talent via Elgin, Ill. Mr. Rottman sang "Honest and Truly" while Mr. Statland rendered "Humoresque" on the Violin. Keep your eyes and ears open every Monday (Silent Night) as they have signed up with one of the largest broadcasting stations in Chicago.

Olga Mjoen, Freight Auditor's Office, resigned September 25th to be married September 27th. Her co-workers presented her with an Electric Percolator.

Ray Gentz, Freight Auditor's Office, the "elongated" Worm Ball Pin Crasher needs a

strike and spare ball to ring up the enormous total of 435 pins.

A number of comptometer operators (now concentrated on the fourth floor) are busily engaged during their spare time in fine and fancy needlework which suggests the nearness of the coming holidays and perhaps the filling of a hope chest, as these young ladies look like sure winners.

The Overcharge Department has organized an indoor baseball team and await challenges from other departments. See T. W. Brandes, Room 44.

Esther Olander and Genieve Klein spent their vacation at Niagara Falls.

Earl Kulton (one of the recent benedicts in the Car Accountant's Office, has been seen wandering about rather aimlessly after office hours during the week of October 12th and 18th with a far away look in at least one eye and a pipe of the "Hell-n Marie" type. We do not know what he saw with the other eye, but understand Mrs. Kulton is visiting her parents in Indiana.

Mrs. H. Buckman (nee Koelker formerly Car Accountant's Office), gave a luncheon at her home in River Grove on October 14th, and we are assured her success as hostess was complete. Those present were Laurine Beaudry, Naomi Johnson, Mathilda Shemroske, Helen Sonnicksong and Mrs. Minon, formerly Lillian Swanberg all from the Statistical Bureau.

Sick Room Bouquets were sent by the Fullerton Ave. Employees Ass'n. to

May S. Whiteman, Freight Auditor's Office.

Ruth Pearson, Freight Auditor's Office.

Louise Koretke, Auditor of Expenditure's Office.

Parker Gronwold, Auditor of Overcharge Claims.

Rose Wirty, Ticket Auditor's Office.

Helen Kuczinski, Car Accountant's Office.

The officers and employes extend sympathy to: F. H. Jeffrey, Auditor of Station Accounts, death of mother.

Geo. H. Dettman, Supt. Building Office, death of mother.

Notes From the Traffic Department, Local Freight Office and Docks, Tacoma

First of all let us discharge the pleasant duty of acknowledging a brief visit by our editor, Mrs. Carpenter Kendall, who called on us October 3rd. It was a pleasure indeed to meet "the chief" notwithstanding the grievances some of us correspondents may harbor against her use of the blue pencil. She is full of enthusiasm for her railroad and her magazine and left us more than ever convinced that the old Milwaukee isn't half a bad road to work for.

Mr. F. J. Alleman has been more or less under the weather for more than a week past with a bad cold which even kept him at home for several days, and the worst is still to come as he will have to go to the hospital this week to have his tonsils removed and to undergo an operation for deviation of the septum in his nose. We hope that everything will come off pleasantly and that he will soon be back among us with his accustomed vim and vigor.

Lester Prescott, Interchange Clerk at the Yard

Office, is back at work since September 22nd after a six weeks' vacation trip to the Twin Cities, Chicago, Boston and various points in New Hampshire and Massachusetts, especially in the White Mountains. Lester had a fine time back East, but is glad to be back on Puget Sound again, just as we were glad to see his smiling face again.

Bob Shipley, our Chief Yard Clerk, came back from a month's vacation on September 27th. He visited his family at Cross Plains, Wisconsin, and other friends and relations at Madison, Milwaukee, Chicago and Marquette, Iowa. He reports a rather unpleasant summer back there and was glad to get back here to Puget Sound weather and to Mrs. Shipley, who did not accompany him.

Fred Rehbock, General Yardmaster at Tacoma, and Mrs. Rehbock recently drove to Mount Vernon, Washington, over Sunday, reporting a very pleasant trip. We regret to note, however, that on another recent trip, at the time of the big forest fire which threatened to wipe out our neighboring town of Eatonville, on the Tacoma Eastern, Mr. Rehbock ran his automobile into an inoffensive telephone post with results more serious to the car than to the post.

Mr. and Mrs. Geo. Mussman of the Yard Office at Chicago Heights, Illinois, were recent visitors in Tacoma, and visited old friends at our Yard Office.

Miss Kathleen Erickson, younger daughter of Mr. G. P. Erickson, well known as one of our oldtime force at the Docks, has been forced by ill health to go to the Hawaiian Islands, where she is visiting with relatives at Honolulu and at Wahiawa, Oahu. We are pleased to hear that according to recent letters received by her father she is much improved in health.

Miss Gwendolen Guslander, of our Local Office force, and at present in charge of the Car Desk, is going on a ninety days' leave of absence very shortly. This is important enough in itself, but not near as important as the news that on October 18th Miss Gwen. is to be married to Lieutenant Joseph F. Johnson, stationed at Camp Lewis, near Tacoma. The happy couple will go on a wedding trip to Los Angeles and from there to Chattanooga, Tennessee, and other southern points. We offer our heartiest congratulations and good wishes and hope to give full details of the wedding later.

Mrs. T. J. Dolle, wife of Tom Dolle, our Chief Bill Clerk at the Local Office, left Oct. 6th to visit relatives in Milwaukee and Rib Lake, Wisconsin. We extend our cordial sympathy to her poor grass widower who will now do some bachelor housekeeping.

Miss Willa Lindsey, Assistant Bill Clerk at the Local Office, with her mother left October 6th on a visit to Dickinson, North Dakota. The handsome young man with the Ford coupe will doubtless resume his daily call at the freight office as soon as Miss Willa returns.

Bill Bow of the B. & B. Department, better known as High Pressure Bill, who is in charge of the automatic sprinkler system at the Docks, is off on a month's vacation which he and his mother, with whom he makes his home, are spending in visiting relatives in Illinois. He will be back on the job before this is in print. Otis Fisk has in the meanwhile kept up the air pressure.

Noah Waldron, Assistant Foreman at Dock Two seldom leaves town, but recently he heard the call of the wild and went to Vancouver, B. C., with some friends, taking the C. P. steamer. Some American tourists on coming back from Vancouver report that the tall buildings there have a curious habit of waving to and fro in the air while the sidewalks often zigzag in an unaccountable fashion but Noah does not report any such peculiar phenomena.

W. J. (Scotty) Kear, Assistant Foreman at Dock Two, lives at Puyallup, the famous suburb of Tacoma, where the equally famous Western Washington Fair is held. On looking over the big pumpkins at the Fair this year he notes that none of them came anywhere near one he raised in his garden this summer; we understand that he is going to excavate it, cut a door in it and use it for a garage. Anyone who knows the nature of the soil in Puyallup will know that this is quite natural out there.

Emmett Maloney, Chief Bill Clerk at Dock Two, is taking another installment of his vacation at this writing and has gone to our neighboring village of Portland for a few days. We understand that Emmett is to be at the speakers table at the K. C. banquet on Columbus Day.

Roy Kidd, of the City Office, has moved into the city from Puyallup and has bought a home in the Oakland district of Tacoma. We welcome Roy as a desirable acquisition to our city.

On September 20th our line handled the Massachusetts State Chamber of Commerce, Tacoma to Rainier Park by special train. There were 125 in the party and the visitors have all become enthusiasts over the scenery of the Pacific Northwest.

Mr. Valentine, our City Passenger Agent, acted as pallbearer at the recent funeral of the late lamented Mr. G. W. Hibbard.

Mr. Campbell, Chief Clerk at the City Office, with friends from Sigourney, Iowa, drove up to Vancouver, B. C., over Sunday and Labor Day. As Mrs. Campbell was also of the party nothing untoward occurred on the trip, the tourists conducting themselves very circumspectly. Mr. Campbell was one of many Tacomans to be in Seattle, Sept. 28th to see the return of the World Flyers. He was fortunate in being very close both at Sand Point and Volunteer Park where the official welcomes occurred.

Mr. Emery Richards, federal trainee at the City Office, is to be married on Sunday, October 12th to Miss Evelyn Moore of this city; we have not yet learned where they will go on their wedding trip. In the meanwhile congratulations and best wishes are extended by the many friends of the young couple.

Miss Pearl Byars, Stenographer at the City Office, was a recent Seattle visitor. Of course this is nothing unusual, but we have to have some excuse for mentioning so attractive a lady in these notes.

Mr. Ernest Schumacher, Ticket Clerk at the City Office, relieved Mr. Penn at the Depot Ticket Office, the latter part of September. Mrs. Schumacher recently went to Seattle to meet her daughters returning from Hanford.

We are pleased to learn that business at the yard has increased to the extent that another Assistant Yardmaster has again been added to the staff. While Mr. McShane, who properly belongs on the first trick, is absent due to illness, our handsome friend Montague is temporarily in charge on that trick, with Messrs. Truesdale and Connors on the other two tricks, respectively.

Dock One, which was so long a hive of activity in the import business but has been but little used during the last few years, has now been leased by our management to Mr. Brittain of the Ocean Dock Company of this city. Mr. Brittain is agent for the Furness and Bayside Lines of steamers. As he is an energetic hustler for business he expects to work up a big business for Dock One, especially in doors, canned goods



Capacity

The measure of production is *Capacity*. With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6,000 tons of Cast Steel Trucks and Bolsters per month.

THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

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

644 G Street Washington, D. C.

SIMPLICITY

The Buckeye Yoke is cast in one piece and, all other conditions being equal, it is therefore stronger than any other cast steel yoke of equal weight composed of two or more parts.

THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

POSITIONS OPEN

EARN \$2,000 per year and up. RAILROADS SEEK TARIFF COMPILERS. Commercial Houses need men who understand freight tariffs. Easy to learn in 3 months spare time at home. Ordinary education is sufficient. Paid Vacation. Travel Free. Act now while opportunities are open. Send for FREE Traffic Club Membership Card and first lesson.

DEARBORN COLLEGE OF COMPILING
Suite 11 525 South Dearborn Street, Chicago, Ill.

and lumber. The first import cargo discharged at Dock One under the new management was that of the Danish East Asia Company's Motor Vessel Tongking which unloaded a large cargo of cement from Antwerp. It seems good to see Dock One busy again. In preparation for a big business there our people are putting in new driveways and approaches for greater convenience in unloading. We wish Mr. Brittain all success in his venture.

Twin City Terminals—Mech. Depts. "Sub"

A Safety First Meeting was held during the month of September and the subject of injuries was discussed and special comment made on eye injury cases. How few employees realize what they say when bidding the family "Good-bye, I will see you tonight". He will if he wears goggles at work and bear this in mind "It is easier to see through glass goggles than through glass eyes". Goggles are to protect the eyes—not the cap.

Mr. J. A. Wright, Master Mechanic at Tacoma, visited Minneapolis Roundhouse and Shops on his return from the Master Mechanics' Staff Meeting which was held at Milwaukee, September 10th, 11th and 12th, at which meeting, Mr. John Turney, Master Mechanic of the Twin City Terminals and River and C. V. & W. Divisions carried away the first prize for the best facilities, cleanliness, etc. and might add that he is the first Master Mechanic ever awarded two prizes,—the first one being second prize for the year 1920.

Several Legion Specials operated over the River Division, bringing the boys into the Twin Cities where the American Legion Convention was in full gala—the boys taking possession of the cities. The parade which took place in St. Paul in connection with this convention was the largest parade ever witnessed in the Twin Cities.

Harold Murphy, Chief Clerk to the Master Mechanic at Aberdeen, S. D., was a caller at the Minneapolis offices while he was on his vacation, he at one time being one of the gang and we hope he calls again.

Mr. J. O. Jones made several business calls during the month, both at Minneapolis and St. Paul.

Miss Margaret Maher, Roundhouse Clerk at Wabasha, was also a caller at Minneapolis in connection with business.

Mr. Wm. Snell from Chicago was a caller at Minneapolis and was a welcome caller. It appears about the only thing that can bring Mr. Snell to Minneapolis is a law-suit although Mr. Snell did pass through Minneapolis on his vacation trip during the State Fair week but did not call on his Minneapolis friends.

He who takes a chance usually takes one too many—not so with Mr. John Goodrich—he got a blanket.

Mr. J. E. Bjorkholm was a welcome caller at Minneapolis, October 8th.

Reader Employees please turn to Page 9 in the September issue and read over carefully article headed "I Didn't Notice". Of course you don't notice it now but later on you cannot help but notice what this small deduction means. It is not too late for those who have not as yet made application as applications will be taken up to the first of year for all those applying that are under the age of fifty. For those who did not have the opportunity to read the September issue, will say this refers to the Pension now offered the employees and will say article "I Didn't Notice" is worthy of commendation.

Obituary

During the month of September occurred the death of Mrs. Arthur Brooks, wife of Engineer A. C. Brooks, who has been working in the Terminals a few years. The Magazine extends sympathy on behalf of his railroad friends to Engineer Brooks and family.

Mr. David Sparrow, employed in the Car

Department for a number of years, also passed away recently, he having been in poor health for a number of years. We wish to extend our sympathy to his mother and others in the family.

A National Safety Idea: Let's make 1924 the year of the BIG VOTE.

Iowa (East) Division and Calmar Line J. T. Raymond

Roy L. Kindig who has worked as Third Trick Operator at Marion for a number of years passed away October 2nd, after a ten days illness with pneumonia. He is survived by his wife and six children. The funeral was held at the Christian Church, Sunday afternoon and was largely attended. Mr. Kindig was 37 years of age. He was Superintendent of the Sunday School and was always eager to give service for any object that would promote the good of the community. He had been in the service of the Milwaukee road for 19 years and was held in high esteem by the officials and employees. His death, which seems so untimely caused genuine sorrow in the hearts of his fellow employees, and the people of Marion. We extend our deepest sympathy to the bereaved family in their loss.

Dispatcher James S. Keenan of Aberdeen, visited his many old friend in Marion and vicinity. Don't stay away from this town five years, Jimmy.

Miss Frances Lucille Klumph and Cecil Rhodes Curtis were married at the home of the bride's parents, Mr. and Mrs. H. C. Klumph at Marion at high noon Sept. 20th. Mr. and Mrs. Curtis left on the Pacific Limited for a honeymoon trip to Los Angeles, Calif. Mrs. Curtis has been employed in the Master Mechanic's office the past four years. Both bride and groom are graduates of Marion High School and are deservedly popular. We extend heartiest congratulations and best wishes for happiness and success.

H. E. Ramsey, Extra Dispatcher, has returned to the Agency at Arlington after relieving all dispatchers at Marion for vacations.

W. S. Starbuck, Car Repairer, is back on the job at Oxford Junction after a long absence, seems good to have "Buck" on the job again to lend a friendly hand.

Engineer Frank Windsor of Miles City, visited several days with relatives and friends in Marion.

Mr. and Mrs. Ray Perrin were away on a vacation visiting relatives at Olin and Wyoming, with a brief visit to Chicago.

Operator Marl Marchant has resumed second trick at Atkins Yard after holding down the clerical job in dispatchers office at Marion for ten days.

Mr. and Mrs. James Tobin spent their vacation visiting relatives in Columbus, Wis.

Train Master H. F. Gibson visited in Aberdeen the latter part of September and was accompanied on his return to Marion by Mrs. Gibson. They have an apartment and will reside at Marion.

Operator E. L. McGuire who has been working second trick at Paralta has bid in second trick at Manning and will move his family there.

Assistant Timekeeper Lester Cleveland spent several days in Omaha latter part of Sept. and took in the AK-SAR-BEN-Exposition.

Walter Marshall, Electrician on the Coast Line, who has been in charge of one of the new electric motors which has been on exhibition in various parts of the country, made a short visit to Marion, Sept. 28th, before leaving with his mother, Mrs. Maude Marshall for his home in Tacoma where she will visit for several months.

Mr. and Mrs. R. C. Merrill were away on a vacation, Mrs. Merrill visited relatives in Chicago, Mr. Merrill proceeding to Canton, Ohio with his daughter Betty Jean to visit another daughter, Mrs. D. C. Walter. Mrs. Walter was formerly Miss Mary Merrill who wrote such Railway Exchange. —

interesting items for the Magazine from the

On Oct. 12th as Sioux City 62 was pulling out of Atkins Yard, Train Master H. F. Gibson discovered brakes sticking on a car in middle of the train, he bled the car which did not relieve and in the absence of brakeman and switchman he proceeded to climb to top of car to release hand brakes, when near top of car, train jerked forward causing his foot to slip throwing him to the ground alighting on his left foot. He suffered intense pain, immediately afterward and was unable to walk, so was taken by auto to St. Lukes Methodist Hospital, ———. The left leg was X-rayed and found to be broken just below the knee, with prospect that recovery will be somewhat slow. No other injuries were sustained.

Mr. Gibson has won a high place in the esteem of the employes on the division since his coming from the H. & D. several months ago, and his being injured is deeply regretted by all.

Ed Mullaly is working third trick at Marion. W. E. Hutchinson third at Atkins yard.

L. J. Miller, Agent, Springville, is away on a business trip to Wadena, Minn. W. D. Schesler is relieving him during his absence.

Agent A. J. Gibson, Dixon, is away on a vacation, M. F. Kelly relieving.

L. G. Hewitt, Chas. Laird and Geo. Barnoske took in the Iowa-Ohio foot ball game at Iowa City, Oct. 11th.

Conductor J. G. Standish is on the Marion-Monticello Way Freight-run at present and Dan Hickey on Main Line Way Freight run between Oxford Jct. and Atkins.

Conductor Elmer Shook is now running passenger out of Marion and is on the Cedar Rapids-Calmar run at present. Conductor M. D. Coon is running the Davenport-Oxford Jct. Way Freight run.

The Jordan Ditcher is working on the Branch Lines at present and conductor E. A. Cleaver and engineers Geo. Schrimper and Lloyd Stark are on this job.

Conductor C. W. Rollins is taking a vacation and conductor C. N. Foite is on Rollins run on the Calmar Way Freight.

Conductors J. A. Hall, J. Pulley and W. Pulley, Iowa East Div. Freight conductors have been promoted to passenger conductors and have their uniforms.

Deer Lodge Notes

Walter B. Strawn

C. L. Clarke has assumed his duties as chief clerk in the Superintendent's office at Deer Lodge. Mr. Clarke is from Spokane and our former chief clerk Wm. T. O'Reilly has been transferred to Spokane to occupy the position formerly held by Mr. Clarke at that place.

Chief time keeper Anna Goldie has been granted an extended leave of absence. We understand Anna is attending a Christian College in California with the intention of becoming a Missionary to Africa.

Blacksmith foreman Leo Kalen has been called to Kansas City on account of the serious illness of his father.

Apprentice James Pedersen has returned to work after an extended leave of absence during which he drove his turkeys to market.

Special apprentices Nash and Freeman have returned from an eastern trip.

Georgia, (checking track distribution)—"Say, have bridges got insulated joints?"

Sam Greengard, Chief Clerk of Accountant Kent's office, was in town the other morning. It was a cold, snappy morning, and, after shaking hands with division Accountant Johnson, Mr. Johnson remarked about the warmth of Mr. Greengard's hands on such a cold morning and surmised that he had not stopped to talk to any one on the street.

It was a bitter, raw day, as Iky and Izzy walked down the street saving car fare.

"Iky, vy don't you say some dings!"

"Say some things yourself. Freeze your own hands."

We wish to thank Edith Jeffers for the nice candy and hope her friend in Minneapolis will send her some more.

Speaking of fancy poultry. What do you think of a duck that cost twenty-five dollars? A dead duck too, one of the kind you eat.

Wisconsin Valley Division Notes

Lillian

Messrs. Karl Lundell and Fred Waters, Time Inspectors, were checking time in the Superintendent's office for the past week. They were both in heavy on bets during the world series games and it seems they had an opportunity to hold the "Cap" several times.

Mrs. John Steage and daughter Vesta spent two weeks visiting at the home of agent Leslie Steage at Lynn.

Time keeper Nile McGinley drove down to Milwaukee. His mother and Mrs. M. McCann accompanied him, also Harold Nee and Milo McGinley. The latter will attend Marquette University.

Conductor William Hayes and Miss Margaret Marx were married on Sept. 16th. They visited at Seattle, Portland and other western cities while on their honeymoon, also Vancouver and Lake Louise. The division employees extend congratulations.

G. E. Stoddard, Foreman in the Bensenville yards, has purchased a home in Elgin, Ill., where they expect to make their future home.

Henry Loranz, Machinist, has purchased a sport model Maxwell. Not much danger of stalling when coming from Tomahawk now Benny.

A baby boy, John Arthur, was born to Mr. and Mrs. Arthur Jesse at Tomahawk on October 7th. Mrs. Jesse was formerly Flora Emerich, Round House Foreman's Clerk.

Oliver Whittington has taken the position vacated by Geo. Dorvalle who resigned to accept other employment.

Mr. and Mrs. H. Gilham and daughter are making preparations to leave for a trip to Great Falls, Montana to visit with their son Roy and family.

Mabel Lund, Clerk in division storekeeper's office, is spending her vacation visiting friends and relatives in Milwaukee.

Fireman Arthur Janz was married to Miss Leona Stark of Knowlton, on October 8th. The ceremony was performed at 10 o'clock in the parsonage of St. Frances Church. A reception at the bride's home to one hundred guests was held in the afternoon. They expect to make their home in Dancy, Wis. Congratulations are extended to the newly weds by the division employees.

Mr. F. H. Pond went to Milwaukee to attend the Eastern Star convention which is being held in that city.

Coast Division

Florence

Now that vacations, picnics, etc. are over, perhaps the Coast Division will manage to get a few items in the magazine from time to time.

We had the pleasure of a short visit from our Editor on the 1st of October. We regret that her visits are so few and far between.

The Operating Department was represented at the farewell banquet given in Seattle in honor of Mr. Nicholson on October 6th by the following: D. E. Rossiter, E. L. Cleveland, W. H. Wingate, C. M. Hayden and R. Wende.

Margaret Olsen left on October 11th for a two weeks visit with friends in Minneapolis.

John F. Hogan, Chief Traveling Auditor from F. H. Jeffrey's office, Chicago, paid us a visit in August. Mr. Hogan was formerly Traveling Auditor on this division.

Leah Flake is with us again, having bumped

Georgia Montford in the Chief Dispatcher's office.

Mrs. Hazel Algood, Compt. Operator in Supt's office, has taken a two months leave of absence and will enjoy a leisurely vacation.

Dedicated to our chief's new suit:

O'Connor stood on the platform,
His messenger by his side.

"Look, Oh Look, Mr. O'Connor",
The young boy suddenly cried.

"What for all this excitement

Why do you call out so",

And then he saw the reason,

Mac was putting on a show.

He slowly stepped from his flivver

And sauntered across the street,

The clerks rushed up to the windows

And he gave them all a treat.

He dusted off the trousers

He straightened out the vest,

The coat needed no attention

For of fit it was the best.

As he stepped into the office

The crowd commenced to cheer

The boys said it looked nobby

The girls said it looked dear.

Now why for this effusion

Well you would try it too

If you had seen our H.J.M.

In his brand new suit of blue.

From the Banks of the Wabash

Roberta Bair

The item of greatest importance on this division is the change that has been made in our official family. We very reluctantly gave up our Superintendent, Mr. C. H. Buford but our best wishes go with him to his new appointment, that of General Superintendent of the Southern District. Mr. Buford took the place of Mr. O. N. Harstad, promoted, October 10th and his headquarters will be Chicago.

Our own Mr. N. A. Ryan, Assistant Superintendent, has been promoted to the Superintendency. We are certainly proud of our new chief and most heartily welcome in our midst, the new Assistant Superintendent, Mr. Thos. P. Horton, formerly Trainmaster at Portage, Wisconsin.

The Indiana State meeting of the G. I. A. to the B. of L. E. will hold its annual meeting in Terre Haute, October 22nd, Divisions 29 and 44 of Terre Haute, entertaining.

The annual bridge and building inspection, made by chief carpenter V. E. Engman and assistant division engineer A. L. Burt, was completed second week in October.

T. J. Lentz, A. H. Austin of the Car Dept. and C. W. Pearce Division Storekeeper, drove in the Lentz Buick car from Terre Haute to Faithorn, September 29th, to attend the regular monthly Safety (?) Meeting in four hours and thirty minutes, a distance of 160 miles.

Mr. F. H. Van Etten, Foreman of Telephone and Telegraphs, attended the annual meeting of the Telephone and Telegraph Section of the American Railway Association at Quebec, Canada, September 9th, 10th and 11th. Mrs. Van Etten accompanied him on the trip.

Miss Mildred Louise Patton is now broadcasting from station "QT" St. Anthony's Hospital. Thursday evening, according to her proud father, she rendered the "Storm Scene from William Tell." Friday evening, the vibrant chords of "Miserere" from Il Trovatore swept the nurses off their feet, almost. Papa Patton thinks he has quite a talented daughter, since she's only five days old.

Mr. and Mrs. Ed. Hollis are rejoicing over the arrival of a 8½ lb. son, Paul Frederick, September 13th. Congratulations.

The Local Store Dept. signal stockman was looking for one Home Signal Blade that was missing from stock. He finally located it on our little Martha's new red hat.

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SAN FRANCISCO

If you want to know anything about the Root Glass Company just ask Fred Hollis of the Stores Department. Jesse keeps him informed daily (or nightly) regarding quotations, 'n everything.

Albert Goodman, of the Store Department, seems to think Danville, Illinois, is the Garden Spot of the work. Wonder why?

Miss Ethel Dick, of the Car Department, spent the week end of Oct. 18th at Indianapolis.

We are sorry to again report the illness of Dan Miller, Operator at Hulman Street. Dan was sick for such a long while only last winter.

Business in the Car Department is reported good, one hundred extra employes being on the payroll this month.

T. J. Lentz, General Car Foreman, Terre Haute, recently suffered a \$75.00 damage to his Buick car, when it was hit by a flivver, while backing into the road from the garage.

There has been a divorce in the Telegraph and Signal Department, J. F. McConahay having been appointed as Supervisor of the Signal Department and F. H. Van Etten as Foreman of 'Telephones and Telegraphs.

Our district general car foreman Mr. Dick, must have some kind of a new invention on his car. Recently it was seen back out of its stall on Hulman Street, back across the street and continue to back until it bumped into the round house building. No one was in the car.

West I. & D. Inklings

Dott

We are having beautiful fall weather out here, that is for the most part. But once in a while we have a day that reminds us that winter is coming and that it is time to start saving our pennies to buy coal with—only we wouldn't get much for a penny—would we?

Tony Weiland, who for the past few years has been section foreman west at this point, has been transferred to Milwaukee and he has moved his family there. We hope they will like their new home, though they will be missed by their many friends and acquaintances here.

Brakeman C. E. Coble attended the Legion Convention in St. Paul and reports a whooping big time.

Engineer E. E. Smith and son, John were cast bound passengers on their way to Sioux Falls where they spent a few days last week. Mrs. Smith I am told, was there in the interest of the Eastern Star Lodge and Mr. Smith and John went down to enjoy themselves for a while.

A. J. Guthrie, Sr., went to Perry, Ia. on business the fore part of October.

Mr. and Mrs. C. E. Coble are rejoicing over the arrival of a 7 lb. boy, Albert Jack, by name and he's a dandy.

Storekeeper John Anderson from Mason City is spending quite a bit of his time out here, doing work on the roundhouse storeroom, and they are fixing it up in first class condition with daylight racks and all. By the way Mr. Anderson was, for a while contemplating buying some land in Jones county, but on second thought he thought perhaps he had better buy an airplane instead. And from latest information I guess he has decided not to invest in either.

John Guthrie, Machinist; Mrs. Russel Morgan, Mrs. A. J. Guthrie, Jr. and Mrs. A. J. Guthrie, Sr. all departed for Perry, Ia. on Wednesday, October 8th, where they accompanied their brother and son Fred Guthrie for the sad purpose of burying the latter's wife, Mrs. Fred Guthrie, who was killed in an automobile accident on the highway north of town. It is a most deplorable accident and the relatives and friends have the heartfelt sympathy of all the C. M. St. P. employees, in their loss. Mr. and Mrs. Fred Guthrie had only lived a short while at Murdo, but years ago Mr. Guthrie was employed in the Car Department here. Mrs. Guthrie was buried at Perry, Ia.

Who's lucky now? I ask. Having had the

surprise of my life on being informed that I had won the Indian Blanket given away by the Shrine at Minneapolis with each book of dance tickets sold for the Hallowe'n Dance, I am ready to answer—"I Am". Anyway I'll always have a soft place in my heart for Maggie Jiggs, for of her I was thinking when I chose the name 'Maggie' which won the prize.

We enjoyed a pleasant visit this month from H. P. Wardberg, Boiler Inspector, of Minneapolis. He, it was who was selling the dance tickets.

While in Perry, A. J. Guthrie and John Guthrie visited the Perry Milk Products Company and in conversation with the night Superintendent mentioned that they were employes of the Milwaukee Railroad Company. The Superintendent said that they were very pleased over the service afforded them by the Milwaukee Company and he was very enthusiastic in his praise. He stated that at one time the Company Officials held a train 20 minutes to enable them to get their products to a customer and the Milk Company appreciated this very much.

Seattle General Offices

Marie E. Cleary

Vacation is over for another year. Those as have vacations save up their money all year for an annual change and rest and as Roy Reynolds says—"The Pullman porters get the change and the bellboys get the rest".

Another thing that is over for another year is the Community Fund drive, and we found that they were all wrong in "Supposin' nobody cared" at the Milwaukee.

Opal Lane of the Traffic Department, has heard the call of the South Seas and together with Mary Scott of Seattle, will set sail for Hawaii—the land made famous by ukeleles and grass skirts—to be gone for at least six months. Doesn't it sound fascinating—six months in Honolulu?

We've heard rumors that Mr. Crane carries an enormous amount of theft insurance on his automobile and sort of gets tired having to pay, and pay, and pay, premiums, with not much of anything coming back to him from all these payments,—so he just kinda forgets where he leaves it once in a while. It's a good system—if it works.

Mr. A. L. Sedgwick has returned after an extended absence to resume his duties as Assistant to Real Estate Agent.

Now that the World's Series are over and Walter Johnson has the championship safely tucked in his pocket—(more power to him)—we can turn our entire attention to football, and from the appearance of the dope sheets, it's going to require a lot of attention this fall.

Mr. C. O. Bradshaw, formerly Assistant General Manager of Lines East, has been appointed as General Manager of Lines West to take the place left vacant by Mr. Nicholson's resignation.

The Directors and several officials from Chicago, including Mr. Byram, Mr. Greer and Mr. Calkins, recently paid us a visit on their annual trip over the line. They remained in and about Seattle for almost a week, and enjoyed among other things, a lot of good golf—Ask the caddies if they didn't.

Speaking of golf—Did you ever play eighteen holes of golf, have an exceptionally good game—and then sit down and try to think of something besides golf? That's what I'm trying to do right now, and I can't say I'm making much of a success of it, and then anyway there doesn't seem to be such a heap of news around here, except perhaps a bit of scandal that would be promptly blue-penciled by the Editor, so guess that's all for this time.

"Badland Echoes"

"Bill Mike"

Well folks, I've been sitting easy, for I thought you folks were queasy, from this stuff that I've

been writing, and you're ire I've been exciting. With the echoes I have written, and my conscience was so smitten, that I took a month's vacation, with the echoes arrestation. Now I'm starting in once more and the editor will deplore, that I was not forever stilled and my echoes entirely spilled. But it's hard to keep things down, especially in a railroad town, where news crops out too good to keep, while other places are asleep, seems like there is something doing. Some scandal, some stealthy wooing, in these places most all the time, and it's not all in pantomime. Eddie Warzala donned old clothes and bright and early he arose, to be a fireman on a freight and help it to accelerate. He heaped the coals upon the fire, and Worix could not but admire, the way he did things, though so small, (for Ed is barely four feet tall). He worked and sweat with might and main, to make a record with that train, but heavy work for one so light will wear one out before the night. So Ed grew weary with the work and grasped the shovel with a jerk, he heaved the coal onto the fire, and so almost it did transpire. That Ed and shovel followed suit, the truth of this he'll not refute, he was so weak after this test, he needs must take a two weeks rest. Leaf, Bude, Patten and folks, put on their heavy winter cloaks, and made the trip down to the hills to see the sights and get some thrills. Patten had trouble with his Haynes, and vowed that he would spill its brains, unless it kept up with the rest, believe me Hugh, a Ford is best. Olga has an old but rare scheme, to move garages, roof and beam, I'll have to let you guess her plan, used by chauffeurs since time began. O'Connell says, he has a dog that beats all others on the jog, some day he'll ship him into town, and let him do the rest "up brown". Of course we don't dispute his word, but still we'd like to see the bird who is so mean, we'd like to know, who'd stoop so far and get so low, and enter some one's place by night, and steal away his appetite. Sterback was sick for many days, because of some one's erring ways. Old "Gib" was back again once more, with his old smile of days of yore, he hardly stopped to say "hello", when off to Mobridge he did go. Art Grothe oft runs out of gas, when driving with a bonnie lass. He vows that he will sell his share of that big Maxwell then and there, for twenty-five laid down in cash, but we just can't believe such trash. Agent Tripps have a brand new son, and Marvin says he is "AP". Bob Wests, to offset Tripps' new boy, have a new girl to bring them joy. Allen, O'Connell and Phil White went hunting birds in broad daylight, somehow O'Connell got but one, of course he blames it on the gun. He did not give it a chance to fly, but shot it sitting, they testify, and when homeward the bunch was bound, he spied a skunk upon the ground. He did not know what it could be, they saved him from calamity, for he was bound he'd take it home, he's known to be a gastronome. So many men are back to work, to name them all I'd need a clerk, there are Gilbert, Kretch, Farr and Sparks, all have come back to earn some Marks. Roberts, Stadin and Arthur Brooks, are back again in their old nooks, Heiser (alias "Bud Riley") is back again to fire we see. Hardwardt is back again at Miles, to climb above the juveniles, we understand that Marcus Greer, has joined the Order "Far and Near", we hope their standards he'll maintain, and that he'll often entertain. Olga's been down to Aberdeen, One'd think she was the harvest Queen, to see her walking on the street, with her new outfit, all complete. S. F. Philpot has moved to Miles, where he the fuel report compiles, Bill Shine has also been there too, had his appendix made taboo. We're glad to see him home again, appendicitis spells much pain, Herman Lindow has gone away, has moved to Avery to stay. And Mister Frank from that place here, even exchange of jobs, that's clear. Mike Wood was sore the other day, when a

news clipping came his way, with "Murphy weds Dorothy Skeel", in the head lines, right off the reel. Mean thing for a room mate to do, so Murph and Wood had a "set to", Murph had an awful time to show that 'twas some other maid and beau. James Hopper was up here awhile, and so he thought he'd show some style, sent back home for his Sunday clothes. Who brought them up, do you suppose? His wife? Yes of course, you are right. With good clothes, she can't trust him quite, hear the news that's passing around, that Jiggs and Dinty Moore've been found, living right here in our city? Unknown to us more's the pity. Two new apprentices are here, to serve some time—guess half a year, names are Nodson and Ballentine, hear they are getting along fine. Tripp has built a new bungalow, modern above, also below, everything in it sure is fine, everything modern in design. Bill Hamels' have another son, and in their hearts a place he's won, Bill says he really does believe in time great things he will achieve. As long as we have got the name, Ted and I thought we have the game, so each has bought a horse to ride, and now we're fully qualified. I thank you Oosie for the praise, it surely did my spirits raise, and if you'll stop and chin with me, I'll give to you my recipe on getting news—or if you'll write, I'll answer you,—with great delight. Just send the letter to Bill Mike, care of the agent, that's all right, Marmarth is the name of the town, and North Dakota—got that down? I'll get it for this place is small, easy to find me should you call. I guess I'll call this work a day, and put my pen and stuff away. Next month I'll tell you some more news, unless the editor should refuse, to print my stuff—and I'll not blame her one bit, if she does that same.

La Crosse Division

C. W. Velsor

A Tribute To Our Trainmaster

Congratulations and regret is the unanimous expression of the employes of LaCrosse Division in the announcement of the promotion of our esteemed friend Thomas P. Horton.

With the departure of our trainmaster to the Assistant Superintendency of the Southeastern Division we send our fondest hope and sincerest wish that he may some day be returned to us in order that we may again enjoy that mutual confidence which is the foundation of successful enterprise which can only be secured by satisfactory contact between those who work and those who direct the work.

Great corporations need at their heads not merely keen minds, but warm hearted human beings. Heart power rather than head power is cohesion in an organization.

Our best wishes for success go with Mr. Horton.

Brakeman Fred Forkenbridge of Watertown, who has been missing for several days, was reported being at home getting ready for the winter, which Fred predicts will be a mild one and therefore, is only making 40 gallons of saur kraut in case of sickness.

Passenger brakeman Chas. Schmaus who has been confined to his home since last winter is now in Green Bay taking medical treatment and is reported improving.

Art. D. Finegan and wife have returned from an extended trip through the north woods which Art claims has revitalized him and he is about ready to come back on the job after spending the summer managing his popular Dells Resort.

It is our sad duty to mention the death of our good friend Pat. Madden who passed away on October 6th in the Milwaukee Union Depot enroute to Chicago. Mr. Madden who for many years was the roadmaster on the west end of the La Crosse Division resided at Sparta where as a boy he started to work for the Company carrying water at the age of 14; rising to the top by the toilsome and rugged road of hard and patient

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labor, and being rewarded the position of Inspector of Roadway Material which work took him over the entire system. Mr. Madden was also a mechanical genius having invented a device known as the "Madden Rail Layer" now used by every large railroad in this and other countries. He was 66 years old and the burial took place at Mauston with officials and employes from far and near in attendance. Our sympathy is extended to the bereaved family.

Special commendation was again given Conductor Louis Wiesland on October 5th while going east on No. 60 for discovering a broken rail at East Elm Grove. Some time ago he was given the title of "Watchful Louie".

Any one wanting to know how to make a good beverage ask "Shorty" at Kilbourn.

On Monday, Oct. 6th, Geo. D. Carney another of the old timers passed away at his home at Tunnel City. Our sympathy is extended to the relatives of the deceased.

Assistant night station agent Jos. Stacy of Watertown Jct., recently had the misfortune of being slugged while entering his home by two yeggs, whom he with the local police captured robbing the C. & N. W. transfer cars. Mr. Stacy was highly complimented by police authorities for his clever work in apprehending these bandits who were armed to the teeth with two guns apiece.

Miss Margie Pope made a trip down south and now she is too tired to get up in the morning. Capron consequently nicknamed her "Tillie the Toiler".

Brakeman Earl Volderson recently spent Sunday near Okauchee. We know Earl and it's all right, just let us know when it's all going to happen.

Chief dispatcher's clerk Dewey Brown, is courting a fair maiden pretty steady. Come on Dewey let us in on the secret.

S. M. East
 R.G.E.

On Sunday, September 14th, the Washburn Special from Madison, S. D. to St. Paul, Minn. stopped at Austin for about thirty minutes. This train carried about one hundred and fifty World War Veterans of South Dakota to the National Convention. During the time that the train was stopped at Austin the men formed in line and marched to the Court House Square where the Madison Elk's Band gave a short concert.

On the same Sunday the Milwaukee Cardinals played a game of baseball at Hayfield and again they came home victorious having won the game by a score of 10-6. One of our players, Mr. H. B. Williams, was injured during the first part of the game. He was unable to finish the game and was confined to his home for the greater portion of the following week. He is now back to work feeling fine.

The following conversation was overheard at Madison:

A. J. S.—"Hello, Al."
 Bert McDonald—"What in h— do you mean by that?"

Ask the two above mentioned gentlemen about it.

At the Kiwanis-Rotary Kittenball Game which was played at the Hormel Ball Park during the first week in September our worthy Agent Mr. Joe Ober acted as umpire, calling strikes for balls and balls for strikes. Joe belongs to the Kiwanis and it isn't hard to guess who won the game.

Understand that Otto Gruenberg took a hike down to Gary, Ind. sometime during the past few weeks, where he was married to Miss Dorothea Miller. Mr. and Mrs. Gruenberg took a trip to the West Coast and are now at home on South Kenwood Avenue, Austin.

Kermit Olson, young son of Mr. and Mrs. L. Olson recently returned to his home from a three week's visit at St. Olaf Hospital in Austin. Kermit suffered two operations made necessary

by infections in his right foot. He is now improving rapidly and we hope he will soon be about with his gang.

Mr. H. G. Dimmitt, Mr. H. J. Keck and Joseph Opie attended a meeting of the Mechanical Staff which was held at Milwaukee on September 10th, 11th and 12th.

Harry Mordaunt, Operator at Austin, gave the police at Austin a run for their money. Each morning Harry does his daily dozen by running from Austin to Ramsey and return. The morning after the ticket office burglary two officers followed him to Ramsey, thinking he perhaps was the night invader.

Walter Hanson, Shopman at Austin, is at present confined to his bed. Everyone is hoping to see him at his usual duties in a very short time.

Mr. and Mrs. H. S. Hoff of Lanesboro were in attendance at the American Legion Convention in St. Paul and report a hilarious time.

On the morning of September 22nd, a son was born to Mr. and Mrs. H. T. Ryan of Minneapolis. Mrs. Ryan was at one time comptometer operator in the Superintendent's Office at Austin. Poob says that Charles Allan is not a good name for anyone born on Sept. 22nd as that is the date of his birthday. He is pretty sore at Ethel for not naming the baby Robert.

Fireman John L. McCarthy fell off of an engine at Wells the other day, but escaped with only a few minor bruises. Didn't know a person could get that stuff in Wells, John.

On September 16, 1924 at 5:00 P.M. at the Lutheran Parsonage in Austin occurred the marriage of Miss Gussie Sprague to Doctor Verne Cullen. Mr. and Mrs. Cullen left by car on a two week's honeymoon. Thanks to Doc we aren't going to lose Gussie for a while anyway as she has decided to keep right on with her work in the Master Mechanic's Office. We all enjoyed the candy and cigars which were passed around the day after the wedding.

September 17th the C. M. & St. P. ran a special train from Austin to LaCrosse and return, the occasion being the Inter-State Fair. Several persons from Austin were in attendance at the fair.

The morning that the duck season was opened, Carl Kelm, Ralph Jones and George Miller decided to try their luck. The three gent'emen were hunting on Bear Lake near Albert Lea when Mr. Miller was hit by three stray slots. One of the shots penetrated his eye and it was doubtful at first if he would regain his sight. Reports now are to the effect that his sight will not be impaired.

On the evening of September 15th a host of the friends of Mr. and Mrs. Dwight Kneeskern surprised them at their home on South River St. Tang says we can all come again as he liked the cats and the presents were very much appreciated.

Ray Williams and wife of Chicago are here for a three weeks visit with the Williams'.

Several from about the Austin offices were in Minneapolis for the first two days of the State Fair. Although we didn't see the fair we had a wonderful time anyway. Understand Ellerton was out to see his friend Mattie G. while in the City. I'll swear she was a fine girl as she sent him home real early?

Evelyn spent Labor Day visiting with her brother at Alexandria, Minn. Ev. nearly missed connections at Minneapolis but with the assistance of some friends she did get there on time. You can ask her how it was managed.

The following was stolen from the West End. Must ask Mr. Hoffman's pardon for printing it here.

"On September 12th, Dud Simpson received a wire from H. G. G. stating that Lost Lake was covered with ducks, Dud lost his excitement and on the 16th he started out to find Lost Lake. In his hunt for Lost Lake Dud got lost in the fog, but he found Lost Lake. Both Dud and

Lost Lake were then lost to the world. M. E. G. says that in order to find Dud all you have to do is find Crabbs' hunting coat and his (M. E. G.'s) two boxes of shells. Ben Bast thinks Dud went to Spirit Lake but other information leads us to believe that Dud was last seen going up in an airplane. Since then, I understand, he has run out of gas and is starving to death somewhere up there."

Understand Morey Hall at Winona has quite an attraction for the little boy in the Roadmaster's Office at Austin. Better be careful or the girl on Como Phaelen Avenue will find out all about it. You know she has a way of finding out things.

Before our notes will reach you again your Big Thanksgiving Dinner will be a thing of the past so I take this opportunity to wish you all a very Happy Thanksgiving. Go easy on the turkey.

Almost forgot to mention that someone saw Otto G. going down the street with his arms full of Lux, Bluing and Laundry Soap. Curiosity led the onlooker to follow him and on peering through an open window a wash tub and wash board was discovered in the wash room of his newly rented apartment. Looks as though Otto is planning to keep her busy.

Rail Rumbings From St. Paul

By Allen

Chief clerk Flynn is in the East attending the world's series baseball games.

Passenger conductor Welsh paid us a visit the other day in behalf of the pension association. Mr. Welch secured the signatures of many who had not signed up.

The old maid will tell you that she really has never been stuck on anything greater than fly paper.

St. Paul just simply cannot help keeping in the limelight. Now we have the St. Paul baseball team winners of the pennant in the American association and now fighting it out with Baltimore for further honors.

A circular issued by the traffic school department of the Y. M. C. A. has come into our hands and we notice Mr. M. P. Graven's name listed under the head of Advisory Board and Lectures. Suppose it will be in line to now say Professor Graven.

L. A. Ross, of the O. S. & D. desk, had the misfortune of losing his pocketbook the other day which contained about twenty three dollars. We trust this notice may come to the attention of the finder.

The local freight office came in possession of a real palm. You may call it the palm room now if you wish.

"Where the West Begins"

Maggie

On arriving at Marmarth in the early morning of September 9th on second 263, trainman R. A. Doesburg discovered a fire on the little Missouri River Bridge just east of Marmarth and by notifying the yard at Marmarth it was possible to take immediate action to extinguish the fire. Such watchfulness on his part is very commendable and the management as well as the local officers greatly appreciate such watchfulness on the part of their employees.

Alice Olsen of the Mobridge Store Department has been quite ill for the past two weeks due to a tonsil operation.

Harry Miller of the Store Department attended the Montana-Idaho football game at Missoula, October 11th. He reports a good time was had by all.

Zella Harris of the Mechanical Department at present and formerly in the Superintendent's Office at Mobridge, is Zella Harris no more. It is now Mrs. Al Rich and although we surely wish her a lot of happiness she don't have much time for our congratulations as it takes some time to cook dinner and do everything that goes with married life. Mr. and Mrs. Rich took

a delightful trip through the southern part of the state and into Iowa. Mrs. Rich was honor guest at a shower given by Mrs. Price on her return to Mobridge, and received many beautiful gifts.

Section foreman Pete Johnson of Stratton, is rejoicing over the arrival of the stork on October 9th—one 10 lb. boy.

Foreman John Heinkel of Dupree, has recently purchased himself a 10 gallon Stetson. It looks like wedding bells for John.

P. K. Nerger and wife who have been employed with the extra gangs during the past summer have been transferred by roadmaster Johnson to the Mobridge Yard for the winter.

Dispatcher "Red" Winship met with a painful but not serious accident a few days ago. While hunting he put the butt of the gun against his mouth while taking aim at a mud hen and pulled both triggers thereby losing several teeth. He looks more like a hippopotamus than a human being at present.

B. P. Shields, Grain Board Distributor, enjoyed a pleasant afternoon hunting ducks at Swan Lake with our car foreman Stroman. Of course Ben got rather wet but what could you expect if he tried to wear Sawdy's boots.

H. A. Mosher, former Mayor of Firesteel and Manager of the Goose Farm, has bid in the position made vacant by the prolonged illness of Ed Holman, and has moved to Mobridge.

On November 11th, 12th and 13th dedication of the new highway bridge across Missouri River at Mobridge, will take place in connection with the Corn Show and Yellowstone Trail meeting.

F. J. Campbell has been assigned to the agency at Glencross, this being a new position, a new depot having just been completed at this station.

A rousing Safety First Meeting was held at Marmarth, September 22nd, there being over 35 officers and employees present. Interesting talks were given by Superintendent Fuller, Train-

Relieving Congestion in Crowded Terminals

One of the most effective applications of electrification is in meeting the increasing requirements for terminal facilities. The volume of traffic into some terminals is so dense that the limit of their capacity under steam operation has been reached. To continue to operate all lines into the terminal by steam would necessitate immediate and extensive physical enlargement of the terminal property, which in the heart of a city is a difficult and expensive undertaking. Under such conditions railroads turn to the electrification as a means of obviating or at least deferring such enlargement.

A striking example of such an application is found in the Pennsylvania railroad's electrification of its suburban lines out of Broad Street Station at Philadelphia. Track conditions here are particularly bad, since all traffic to the sixteen station tracks must pass through a yard throat of but eight tracks. In spite of the routing of some through chains through North Philadelphia, it was found that the approach tracks were graded beyond their capacity. Congestion at the throat is due to the regular scheduled train movements in and out of the station and to the shifting back and forth of cars in making up trains. By the substitution of self-propelled cars for those hauled by locomotives, the number of non-revenue train movements is reduced.

The Broad Street Station is a stub-end terminal, and it is easily seen that a multiple unit train can come in and is ready to go out on another run as soon as the engineer walks up to the head end, whereas steam operation would necessitate considerable manipulation before the train is set with the engine at the head end, ready to go out. Electrification has reduced congestion in this terminal by decreasing from eight to two the train movements per train turn-around, thus cutting down the amount of heavy switching through the yard throat. Extra cars can be added under their own power without the use of a switcher locomotive.

Another advantage of multiple unit operation is the great flexibility in the make-up of trains. The size of trains is not limited by the engine power available, since each car carries its own motors. Cars may be added or sub-

tracted at will, according to traffic conditions. A single engine would be overloaded at peak loads and underloaded at very light loads, but with multiple unit cars the motive power is always proportioned to the size of the train.

The rate of acceleration, also, will not fluctuate so much with load, and the rapid acceleration made possible by power applied to a large number of wheels, permits increased schedule speeds. The former Philadelphia-Paoli steam schedule has been reduced by seven minutes, and an average of 94% of the train are on time as compared to 82% with steam.

Everyone, travelers and right-of-way neighbors included, appreciates the absence of smoke, soot, cinders and obnoxious gases emanating from the stack of the puffing locomotive. In even ordinary operation it is desirable; in long tunnel service it is almost necessary; but in subterranean operation into underground terminals as in New York City, it is indispensable. The value of land contiguous to electric roads is increased by smoke abatement and the benefits accruing from a satisfied patronage and a friendly public are many.

The Pennsylvania Railroad now has electrified two of its heaviest suburban lines out of Philadelphia and with 130 motor cars has succeeded in relieving the congestion in the Broad Street Station long enough to take care of a number of years growth in traffic. Each motor car is equipped with 2 Westinghouse motors and Westinghouse electro-pneumatic control with automatic acceleration.

The Long Island Railroad, running out of New York, was the first road to use electric operation on an extensive scale, and results have fully justified its use. It now handles the heaviest suburban traffic in the world, and last year carried over eighty six million passengers. It uses both motor and trailer cars, each of its 738 motor cars being equipped with 2 Westinghouse motors of 215 H.P. and electro-pneumatic control with automatic acceleration.

In every application of multiple unit equipment to heavy suburban service, it has given a speed and flexibility to operation not possible with other forms of locomotion.

master Grobel and District Insp. W. F. Esch. Ann has something new to worry over now, since she is in a bonded position. Suppose that bond will be deducted from her pay this month sure.

Engineer Congor and Kine went a hunting claim they shot the fowl.

Frank Maxwell, former Car Foreman, came on a hunting trip to Mobridge recently, but could not stay long account of being on the Board of Censorship and had to hurry back to Milwaukee to look over the new shows at the Gayety.

Des Moines Division Items

Frenchy

A train load consisting of 31 cars of fancy dairy stock from Waterloo, Iowa, to West Allis, Wisconsin, was shipped over the C. M. & St. P. on September 28th. Shippers were well pleased with the service afforded them by the Great Chicago, Milwaukee & St. Paul Railroad.

Miss Jean Dallas returned recently from a trip to Los Angeles where she visited her mother, sisters and brother.

"Ole" Olson made a trip to Chicago recently but says it was not as successful as some of his former similar trips.

Britt Stuber has been making frequent trips to the country places surrounding Des Moines and has been taking in quite a revenue from the bittersweet which he gathered and disposed of to local florists. Expect to hear of his retirement from business most any day now.

Operator Joe Pope and family are spending the former's vacation visiting relatives and friends at LaPlata and Mendon, Missouri. Presume little Miss Pope will be quite an attraction to the relatives.

Miss Bernice Russell leaves October 21st to spend her vacation in the Ozarks. She will visit friends at Reeds Spring, Missouri.

Conductor J. L. Tidball who was seriously injured in an automobile accident some time since was able to be out, but still has quite lame arm.

H.W. Warren made a business trip to New York and Chicago recently.

Miss Mary Bowen of Ft. Dodge, sister of Mrs. George Williams, has been spending a month visiting Mrs. Williams and family in Des Moines.

H. P. Funk, Asst. Timekeeper, Beloit, spent the week end of October 11th with Mr. Geo. Williams, Accountant Superintendent's office.

Wanted—An engagement as soloists or in trio by three young ladies in the Superintendent's office. Any one wishing to hear these young ladies on trial call at Superintendent's office during noon hour. They would accept an engagement with most any theater in order to get an introduction to the public after which their future will be assured.

M. C. Corbett and family visited friends in Minneapolis and Kansas City during October.

Mrs. M. G. Dixon made a trip to Kansas City in October.

W. C. Moody and wife visited the latter's parents in Marshalltown recently.

Mr. Paul Rupp, Train Rules Examiner, visited Des Moines during October.

Some one asked Joe Pope how the new daughter was. "She's a regular cat-bird" he replied which is the highest compliment he could pay her according to his vocabulary.

Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Well so many things have happened just because I went away for a few weeks I will never do it again. . . . first H. L. W. went and hired a lot of new men and now every time the office door opens and I turn toward the person entering with a bright and pleasant smile, I am met with a stony stare don't know me and I never

saw him before. . . . beside that Mary Sheck went and got married and didn't even ask me to the wedding and her new name is Mrs. H. Whisman and she will make her home in Martinsdale right where she is now and the young man is certainly to be congratulated.

Goodness gracious and Francis Murphy too and now it's Mrs. T. R. Marley and her home is Bozeman and how lucky that young man is, too.

—And well for mercy sake and Dick Griffith, I don't believe there are going to be any left . . . Miss Beulah Lewis and Dick Griffith at Townsend, Montana, Sept. 29th. . . . both are well known along the division where Mr. Griffith who is a brother in law of engineer Barton is employed on the Signal Crew. . . . we offer the best wishes of the division to all the popular young people whom we hope from now on live a happy life.

O. R. Kettle, Conductor of this division has been a patient for some time in the Three Forks hospital but is improving at this writing.

Mrs. Jorgenson and son Harold who have been visiting engineer Jorgenson here for a few weeks have returned to Seattle where Harold is at school.

Mrs. Joe Wright, wife of conductor Wright, has returned from a visit with her mother in California and is much improved in health.

Charlie Lieb, son of Engineer Lieb, has gone to Missoula where he will be a student at the university this fall.

Firemen Langman, Hamilton and Bales have been called to the Northern Montana Division running and expect to be there during the busy season which will extend into cold weather this year if all the wheat that I saw unthreshed has to be loaded and moved in box cars yet. Mrs. Langman and Mrs. Bales are also there keeping house for their better halves.

Mrs. Williams, wife of Engineer Williams, has returned from a visit with relatives at Eugene, Ore. and Spokane, Wash., where she went to have her hair bobbed. . . . well so I hear any way.

Illinois Division

M.J.S.

Sincere congratulations are extended to Mr. and Mrs. J. T. Hansen on their marriage Tuesday, September 15, at the 4th Presbyterian Church, Chicago. Mr. Hansen, now Chief Clerk to Supt. Whiting, Chicago, was formerly Chief Clerk to Superintendent Illinois Division, and all forces at Savana hold a "warm spot in their heart" for Jerry. His bride, Miss Irma Holland, is a fine Savanna young lady, having been reared in Savanna and taught at that place a few years. Following the wedding ceremony, the young couple went on an extended honeymoon through the east, and returned to Chicago where they will reside. "Jerry" called on us upon his return—"all smiles"—and tendered us the treats of candy and cigars. Best wishes and years of happy wedded life in the wish of their many division friends.

Caller Fred Orr, Savanna Yard, has returned from Rochester, Minn. and is recuperating at home from his recent goitre operation. Friends wish him a speedy recovery and return to his post of duty.

Irvin Tyler, Asst. Accountant, Savanna, spent his vacation at Tomah, Wis. and LaCrosse.

Yes, Harold had his turn! He and Mr. Smola were on their way to Dubuque, when the car made its turnover! The occupants received just minor bruises, and were back at their desks Monday A.M.

Jim, how about the perfumed letters being received every Monday morning?

Congratulations are extended to brakeman Paul Turner on his recent marriage to Miss Mildred Hummel, a Savanna young lady. Mr. and Mrs. Turner will make their home for the present, with the bride's parents.

Harry F. Pile has been transferred from Assistant Roundhouse Foreman at Savanna to Assistant Foreman at Ottumwa. A farewell party was given in his honor at the home of General Roundhouse Foreman John R. Slater on September 29th. A very pleasant evening was spent playing cards and enjoying the radio. The officials at Savanna presented Mr. Pile with a white gold chain and knife as a remembrance, and wished him great success in his new position.

Walter J. Hogan, Night Roundhouse Foreman at Marquette, has been transferred to Savanna as Assistant Roundhouse Foreman in place of Harry Pile. Mr. Hogan is no stranger at Savanna, having worked here as Assistant Foreman about a year ago.

Fay King, Machinist at Savanna Roundhouse, has been transferred to Marquette to be employed as Assistant Roundhouse Foreman. We wish him the best of luck.

Things have quieted down around the roundhouse office now—Irene has quit pestering the girls on the subject of birthday presents, but Christmas will soon be here and she will be worrying about what to get "him" for that occasion!

Friends sympathize with Cleveland Holy, Machinist at Savanna Roundhouse on his recent bereavement, the death of his wife, October 11th.

Word was received of the serious illness of Mr. Hurlchy at Lake Forest where he is attending school. He is the son of William Hurlchy, Boiler Maker at Savanna Roundhouse.

Miss Clarabel Frutchey has returned to work as stenographer in the master mechanic's office after spending a weeks' vacation at Freeport, Rockford and Madison. Yes—she is still dreaming about the cute 'un she met at—well, some place in her travels.

John Rogers, Second Shift Assistant Foreman at Savanna Roundhouse, has been transferred to first shift foreman in the roundhouse.

W. T. Powers, Boilermaker at Savanna Roundhouse, has moved his family here from Perry.

R. & S.W. Division

Lillian L.

Heine Funk spent the week end recently at Des Moines. He tells us he goes out there to see his old friend George, but we won't swallow that bunk much longer, as the trips are getting altogether too frequent.

Mrs. Michael Nolan, mother of conductor Ray Nolan, passed away at her home in Milwaukee on September 20th. Our sympathy is extended to the bereaved family and friends.

Mr. Harvey Spear and wife, accompanied by Mr. Spear's brother and wife, took a trip east during September, visiting Washington, New York City, Poughkeepsie and Buffalo. They also visited at Mr. Spear's old home near Petersburg, Virginia.

It is rumored that engineer McCormic is giving serious consideration to opening a beauty parlor.

Messrs. G. H. Pietsch and J. H. Chambers spent their vacation hunting on the "Coeur de O'Reille" reservation, and judging from their appearance and from what George said when he kissed Silver Star good bye, a good time was had by all. They claim the hunting was good, but judging from the birds brought back the shooting must have been pretty bad. A box of fish came down for the office, but, of course, that don't prove anything.

Miss Mary McDonald returned to work Oct. 6th, after a two weeks vacation spent at Davenport, Waukegan, Chicago and Monroe. Mary has a warm spot in her heart for Monroe and always manages to take her vacation at a time when she can get there for Cheese Day.

Sh-h-h-h, chief clerk Smith has a girl. This is confidential, but we know you won't tell anyone.

We forgot to tell you in the last issue about agent Telfer of Beloit, giving the "youngsters" at the Vets Convention a few lessons in swimming and diving out at Waukesha Beach.

Tom Crago so enjoyed camping up the river this summer that he has decided to stay up there and has moved into a comfy little cottage on Riverside Drive.

Miss Clara Furman, employed in the Accounting Department, for the past four years, was married on October 10th to Mr. Harry Filvaroff of Janesville. The whole office force have promised to drop around to see what kind of a housekeeper she makes, and she is not going to have any advance notice so that she can send out an SOS call for help to get the dishes washed and her house in order.

Understand Clarence Hammel was very much peeved over the result of the popularity contest recently held at Janesville. His favorite captured third place.

Miss Nellie Menhall, employed as File Clerk in the Superintendent's office for the past year, has accepted a position in the Master Mechanic's office.

Mr. Rease Binger, formerly with Fairbanks, Morse & Co., and Mr. Marvin Brick, formerly employed in the Rockford freight office, have joined the Superintendent's force at Beloit.

The first time ye scribe met Dorothy Jane Stewart the young lady made up a face at her. Now we're not saying where she gets that from, but you all know Elmer wouldn't do anything like that.

Milwaukee Terminals

Buddy

Who is Buddy? Oh, won't you tell, I've asked Gladys, and I've asked Nell; Once it was G. A. S.—Then it was Fred,

Now Elenore thinks it's the other red-head. The mystery deepens. Everybody from the

C. C. to Pete the janitor has been accused of being the local scribe for the terminals column, and still "Buddy" has eluded his pursuers. You can rest assured that Buddy will continue to be on the job. Let the notes come in from all corners of the terminal, and keep our column alive. Everybody is "Buddy"—so send in the dope and we'll get it in the space.

Elenore and Kitty must have some good reason for trying to work a stand-in with this correspondent, but not knowing who Buddy was, they played Santa Claus to the whole office force, and sent each one a handsome gift (ask Herb) from across the lake, where they journeyed for a week-end. But although we appreciate their kindness, and all that, we can't be bribed so easy, and in an early issue we expect to have a startling announcement concerning the little lady from Bay View.

Warning! There are several gents in the Superintendent's office who appear very much to have a "checkered career". Wonder who the Champ is now?

Herman Gamm is taking his vacation a few days at a time this year. He spent his last period moving to his new home, a corner location with about a half block side-walk space. Herman is reserving a few days of his vacation for the first snow storm.

Miss Elizabeth Shiffler of the Legal Department, visited Glacier and Yellowstone Parks while on her vacation trip.

Miss E. M. Pritzlaff of the Telegraph Department, also visited Yellowstone Park, Estes Park and other western points. That's where Elsa got her pointers on how to get the jack in the Community Fund Drive.

Speedy Kuntz, the handsome shick of the Freight Office, is knocking 'em dead along Broadway, New York City, just now. Oviatt claims the trip was to see the world series and the Follies, but he really went down to show H. R. H., the Prince of Wales, what a whale of a difference a 'til mustache can make.

A brainy subject was discussed the other day in a very appetizing manner by our cerise twins—Kitty, the 'red ink specialist' and Elenore, the 'Bay View Rose'. Don't get excited, neither of them was over-worked. 'Twas only a new recipe on how to serve a dish of calf brains.

"Us Girls" of the Superintendent and Roadmaster's offices have organized a bowling club and are knocking 'em over (?) on the Electric Company's alleys every Tuesday night. We won't print their scores just yet, but they expect to issue a challenge to all 'pot-hunters' in the C. M. & St. P. League pretty soon.

DUMBELL

Outside call—Freight depot, please.

Myrtle—Who do you want there?

Outside—Anyone.

Myrtle—We've 29 phones in the freight office, who is it you want please?

Outside—I'll take the 29.

It's hard to figure out why Armella, Asst.-Greenback-Duster, of North Avenue Station is dolling up so. Must be something important in the air,—or is it just to let us know she is good at figures.

Louise Brechlin and Viola Giedel are leaving on a trip for New York, to see whether Speedy Kuntz has been telling the truth. We had an awful time getting Louise's return trip pass, and we certainly hope she uses it.

Through the efforts of our Cub Reporter we have been able to learn the reason Elenore is so determined to become a good bowler. But don't you worry, Elenore, the young man with the Star car will bowl with you even if you do not reach the coveted 100 average.

Miss Kathryn Nolan, Chief Operator, has left the service and on October 11th became Mrs. Milton Toll. Mr. Toll is with the depot passenger department. Best wishes and congratulations.

We've just heard that Mr. T. W. Burtness, our Secretary, has recently joined the benedicts. Congratulations and best wishes to both.

Quite a change in the official line-up was made this month, and once again the switchman's bulletins went all wrong. All Milwaukee Terminals extend hearty congratulations and the best of luck to Messrs. C. O. Bradshaw, O. N. Harstad, C. H. Buford, N. A. Ryan and T. P. Horton. We haven't heard as yet who the new trainmaster on the Lax will be.

Mr. Herb Marquardt is just back from his honey-moon. Poor Herb is trying awfully hard to keep his mind on his work, but not succeeding very well. Ain't love grand? Herb would like everybody to know that he spent his honey-moon in Denver. Somebody must be disputing him.

The stork paid a visit to the home of Mr. and Mrs. B. Hindrichs on Sept. 21st, leaving twin boys, and believe me, there is one proud papa up in the Telegraph Department. Congratulations, Bruno.

Lester Oman of the Traffic Department, is wearing quite a big smile. Oh, of course it's a girl and they're going to name her Myrtle Lorraine. Our poor Myrtle is all swelled up, seeing as how they are naming babies after her now. Mrs. Oman was formerly Miss Florence Noll, Stenographer for Mr. C. A. Bush.

Mrs. Elsie Sandel, Payroll Clerk at the Telegraph Dept., has resumed work after a six weeks leave of absence, during which time she was relieved by J. W. Wanamaker, who is now studying for the ministry at the Moody Institute, Chicago.

Now that the ball season is over and all debts are paid and collected, the telephone operators have peace once more and Raymond and Elmer our Depot messengers are taking things easy again. We certainly had a wild time during that last game, but Washington won and that means a lot of candy for the Hello girls.

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Somebody gave Myrtle some grapes. Now, Myrtle doesn't eat grapes, but she keeps them on her switchboard and sings "Don't cry, little grape,—don't cry; You'll be a raisin byc and bye." What'll you do with the raisins, Myrtle?

If Mrs. Kendall prints all these notes I'm afraid she will bill on me for the space, so I'll have to stop. But listen—you know Room No. 21 is being all dolled up for the clubrooms of the Milwaukee Road Women's Club, and room No. 21 is just next to this office, so all I'll have to do from now on is stand at the doorway with my note book, and next month's issue will look like the Saturday Evening Post.

Iowa Division Ruby Eckman

Engineer W. R. Barber was in Perry the latter part of September doing some work in behalf of the Pension Association. Most of the Perry folks are in the association.

Miss Valoris Baum, daughter of conductor Clarence Baum and Orin Johnson of Ames were married September 13th. They will live in Ames.

Train dispatcher C. C. Marchant, wife and daughter Betty May and Mrs. Marchant's mother, Mrs. F. B. Cornelius went to Seattle in September to visit relatives during Curtis' vacation.

Wm. Lee, a car inspector at Perry, was operated on at a Des Moines hospital for gall stones, the latter part of September. He improved nicely after the operation.

Line man John Lane of the Iowa division force, got the laugh from his friends the latter part of September. John had been to Rockwell City—which is in the Des Moines division territory and being anxious to get home for the night routed over a couple foreign lines and was coming to Perry on the M. & St. L. He went to sleep in the coach and when the brakeman called Rippey he awakened thinking it was Perry. He had a heavy sack of tools and batteries so dashed into the baggage room with his stuff expecting to take them to the shop in his auto the following morning. He started around the depot and up town and couldn't find the town and by the time he realized where he was the train was well on its way. John had to call his partner, James Long to come after him with his auto so Jim made the trip of twelve miles to get Johnnie home for the night. Lane next time he rides a foreign line he will stay awake.

Conductor A. E. Peterson who has been on the Manilla turn around run for a long time has taken a car on the west division way freight with Fred Appl.

Roundhouse foreman Guy Abell who was transferred to the position of General Foreman at Green Bay, Wisconsin, was the guest of honor at a banquet arranged by local shopmen and officials. The affair was held at the home of assistant foreman F. R. Hoes, the banquet being served by Fred Ling and his force. Mr. Abell was presented with a fine large wardrobe trunk and a Shrine ring set with a diamond a gift from the shop men, engine men and officials. The local officials of the Iowa division were present. Guy had a host of friends at Perry who regretted to see him leave the division, but all are glad to see him advanced in his work. A. J. Kressen takes his place at Perry.

J. R. Long who has been line man on the Iowa and Des Moines division for several years has been transferred to a similar position in the Chicago terminals and left Oct. 16th to take charge of the new job.

Ross Ketchpaw and wife of Milwaukee, spent part of their vacation at the home of Road Master John Garrity in Perry. Ross formerly worked for Mr. Garrity on the C. & M. division.

M. A. De Voe who has been working a trick in the Perry train dispatcher's office all summer has taken charge of Bayard agency which he bid in when the job was on bulletin. Harry Buswell another train dispatcher who has been doing relief work in the Sioux City office during

the summer vacations has taken the agency at Doughton which Mr. De Voe held.

Walter Tomer who has worked for several years on the round house force at Perry, died September 19th following an illness of several weeks of typhoid fever. Burial was made at Perry the funeral being charge of the Elks Lodge of which he was a member. Walter was the youngest son of Charles Tomer who is in charge of the sand house and a brother of conductor Fred Tomer and engineer George Tomer, all of whom have the sympathy of a host of friends.

Dr. George Elvidge, Company Surgeon at Perry, and Miss Lenore Herman were married September 17th at Algona, Iowa. They will be at home at Perry.

Conductor Everett Buckley spent some unhappy hours the fore part of October. He had gone to the home of conductor W. J. Moran to call in the evening and left his Ford Coupe parked in front of the house. When started for home the car was gone and efforts of the police to locate it were without avail. The next afternoon it was found where it had been left by the fellows who apparently had borrowed it for a moon light ride. The car was not damaged and the fellows who had borrowed it left a robe which Everett is holding until it is claimed.

A change in the territory of the Chief Carpenters was made the 1st of October. That part of the middle division between Tama and Atkins yard has been taken from the Marion Chief Carpenter's territory and added to that of E. Clothier, Chief Carpenter at Perry. Mr. Clothier and E. Collings, former Chief went to Marion, Oct. 13th to get the blue prints records, etc. of the new territory.

Sylvan Powell of the Perry roundhouse force, spent five weeks with relatives at Rochester, New York. His mother accompanied him on the trip.

Two of the Iowa division train men deserted the ranks of bachelors during the months of September and October. Lee Lones was first and took for his bride, Miss Melba Nunn, daughter of James Nunn of the store department force. They will make their home in Perry, Lee having purchased a house several months ago. Roy Prettyman was the other train man married and his bride was Ruth Welch who has lived in Perry for some time. They too have already gone to housekeeping in Perry. Both young men have the best wishes of their fellow employees.

Engineer Roy Kent and wife of Jamestown, North Dakota, visited in Perry in October at the Earl Holdridge home. Roy worked on the Iowa division years ago.

Mrs. J. D. Higgins, mother of Drusye Higgins of the Roadmaster's office force and engineer Wm. Higgins, died at the family home in Perry the fore part of October following a long illness.

Brakeman Wm. Fauble was in an auto accident near Perry, Oct. 5th and had a gash cut in his head which required fourteen stitches to close.

Engineer Sanford Lones was down in Scott County, Arkansas in September to spend a couple weeks at his farm. He had the pleasure of attending some fox hunts, in one of which about forty hounds were used and it was quite an enjoyable affair for him.

Miss Maxine Stoner and Freeman Fouch were married in Panora, October 2nd. The bride is the eldest daughter of engineer Jerry Stoner, of Perry.

Engineer Fred Peterson was off duty in October on account of a broken arm. The injury was sustained when he attempted to crank an automobile which kicked.

Engineer Edward Ryan was held up while going to the bunk room at Council Bluffs a few weeks ago and had his watch and about fifty three dollars in money stolen. A few weeks later the same fellows attempted to hold up a

grocery delivery clerk and were recognized and when they made their confession, told of holding up Ryan. As a result his Standard watch was recovered as it was still in their possession. Ed hated to lose the money but was glad to get the watch back.

Twin City Terminals Carl

Jim Morison, Ed Poole and Carl Jacobson again wended their way to Pequot—they say to fish—but we haven't seen any fish.

Mr. and Mrs. Frank Peel motored to Plevna, Mont. in their new Willys-Knight.

George Hedland, formerly of this office, passed away at his home in California. We extend our sympathy to the family.

Miss Alice Backstrom now of Seattle, who was a former employe in the local freight office, made us a pleasant call.

Walter Howell seems to have an important telephone call every noon. Come 'fess up, Walter.

Arnold Nyland is sporting a brand new coupe. Which do you prefer, Arnold, "Bobs" or "Non-Bobs"? We are out to please.

The "Bobbit" epidemic has broken out again. This time in the local freight. Archie is the only one who has voiced his objection to the style.

Chicago Terminals Guy E. Sampson

Yard master Chas. Harrington some what under the weather this month and has been visiting his Dr. frequently. Eddie Berger helping out at P.M. when Mr. Harrington is off.

Engineer Ralph Dulen and bride have just returned from their second "Honeymoon" which they spent by taking a trip to the west coast, why sure they traveled on the Milwaukee. Also switch tender Wm. Caneen and wife visited Seattle this month. Billie says he had a good visit with our old friend and former A.S.T. Mr. N. A. Meyers.

And Jerry Hansen, Chief Clerk for Supt. Whiting, went and married one of the sweetest girls from Savanna, Ill., and they took a trip east, and we just had the hardest time getting any—no not cigars—item for the magazine about the occasion, but Jerry has promised not to let it happen again with out giving us due notice. Well all employees wish Mr. and Mrs. Hansen a long and happy life hoping it will all be spent with the "Old Milwaukee Ry."

Henry Dhaoge, Pump Repair man for the company in Chi. Terminals silently slipped away to Omaha and was married on Oct. 3rd. Did we see the cigars yet? No, he said it was supposed to be a secret so we were not supposed to know any thing about it, see.

Switchman Wm. Luek and wife have moved to Bensenville having rented a house there.

Mr. Chas. Scherer, Switchman, has completed a cottage at Bensenville and moved his family out of the windy city.

Switchman Tompkins had just moved into his new home at Bensenville when he had the misfortune to fall from the top of a box car while working and fractured his hip. He is at Washington Boulevard Hospital and doing nicely at the time these items go to press. As he will be there some time yet he will be pleased to see as many of the employees as can find time to drop in.

Yard master Wm. Tessoroff mourns the death of his mother recently. Sympathy of all employes extended.

Warren Poor, Machinist at Bensenville, and wife are the very very proud parents of a son.

General foreman R. J. Weber of Bensenville, who has been very sick is getting along much better at this writing.

Everyone regretted very much to see former boiler foreman E. S. Peters leave Bensenville. He is now boiler foreman at Milwaukee round-

house. We welcome Mr. Lee in his place.

Watch for next month's magazine, lots of news with two weddings scheduled.

A long desired need has now become a reality since the carpenters have built the little waiting room beside the platform on Two Main at the North Hump.

Fireman Lester Knowls just finished a cozy little cottage at Bensenville. That's fine Lester, don't start paying rent.

"M.C.B. Gossip"

"Leg"

Featuring Steve Filut and Erwin Weber

After considerable coaxing, suggesting, and reminding I really got our friends to write up the excitement of the office, and this certainly has been an exciting month. I've filled in what they overlooked and between the three of us I think we have covered everything.

Now that Julia Barrows is taking up soft shoe dancing, we'll have to watch out so that Florenz Ziegfeld doesn't get in touch with her, or we will be minus a stenographer.

Freddie Andrews got quite personal one afternoon asking all the girls whether they were old enough to vote. Poor Freddie, those minor's releases proved almost too much for him.

Freddie Kirtchen and Howard Kuhl went hunting for partridges at the Kuhl homestead near Palmyra. When Fritz came back to work on Monday morning he was still licking his chops and excitedly told everybody they had twelve partridges for supper and how good they were. After asking him how many he shot, he said "Four". How did you get the other eight birds, Fritz?

Marcella Klaffey came chasing into the office one morning all excited, thinking she was late. But upon looking at the clock, she saw she was 25 minutes early. I think what you need, Marcella, is a new alarm clock.

Belle Beznor, like Cinderella, lost one of her golden slippers. However, the prince who found it wasn't very charming for he wanted a substantial reward for its return.

Al Barndt and Harry Mendlik tossed up a coin to see who would be elected to buy a bar of candy—Mike bought the candy. Poor man, the brakes sure were against him.

The office boys, Joe the Battling Pole and Triple Thread Finger, are always arguing and finally decided to see who was the superior of the two, so they went up on the hill one noon and exchanged blows. Triple Thread Finger lost by a shade and came back with a black eye. Too bad you fell over the basket, Henry.

Red Skola's acquaintance with football proved very brief. He practised with the Washington A.C. for a couple of nights and then went with the team to Manitowoc where they held a scrimmage. Frank received a few scratches but that was enough. He decided the game was too rough and that he might ruin his manly beauty. You should have played a real game of football, Frank.

Of all visitors that have paid homage at Milwaukee Shops none caused as much furore as the skunk that made an inspection of the Upholstering Department on October 4th. Although very few saw this black and white animal everyone was aware of its presence. The fragrance that permeated the air reached the nostrils of all employed in the building. A report was made that about twenty men were given first aid treatment as a result of the obnoxious odor, this however was not confirmed. Fifty of the strongest men participated in the hunt for this fur-bearing animal. The honors of this expedition without a doubt belong to Fearless Frank Skola. With an iron rod over ten feet in length Frank was more than a match for the skunk but it was not until after a hard and bloody struggle that the animal was subdued. Fortunately this visit was made on Saturday when the shops close at

noon. On Monday the atmosphere was almost normal.

Four little maids did a'travelling' go,
Way off to Chicago to see a show,
All dressed in classy frocks pretty and new,
Ethel yellow, Marcella brown, and Julia in blue,

As to what Alice wore I cannot say
For she works in the storeroom far away.
At the Terrace Garden first they dined,
Then "Topsy and Eva" amusing did find.
They stayed at the Congress, had breakfast there too,

Then started out to do something new.
At the Tip Top Inn they had dinner,
Saw an impromptu vodville show, which was a winner,

Their search for Henrici's proved a joke,
And the four of them came home—almost dead broke.

Running off stencils proved too much for Harry Mendlik, and when he heard there were more in store, he threw up his hands and left us entirely. Aloysius Grimm is now mimeograph engineer.

Bernice Kruse, Howard Kuhl, August Gehl, and Freddie Kirtchen all went to Chicago.

Steve met a sweet, dear, pretty little maid at a dance. Ah, yes she was sweet until somebody stepped on her foot and then! and Steve was disillusioned.

I visited Albena Wittak Snapper at Madison and Alby sends her best regards to her MCBite friends.

Sioux City & Dakota Division

H. B. Olsen

Well, summer is gone and fall is now playing the leading role with Jack Frost in sight gives nature a change from green fields and leaves to golden brown and red. Fall is the ideal season and every one will agree it is the most pleasant season of all. Let's enjoy it.

One of the most successful Safety First Meetings of the season was held at Sioux Falls on Oct. 13th. The usual large attendance made a lot of attractive suggestions and were worked out to the end that Safety First will prevail in spite of all. The Just Us Girls Club, numbering 14 girls from the Emmerson grade school, under the direction of Mrs. H. B. Olsen sprung a surprise by marching in just about the time the meeting was ready to open and sang two songs appropriate to the occasion. Supt. E. F. Runnel was so pleased with the girls' entertainment he in turn gave them a splendid talk on "Safety First" in the problem of crossing streets and over railway tracks. Their appreciation of the golden rule was shown by the hearty applause from the girls.

Safety First meetings at Sioux Falls are now getting nicely started it will be safe to say it will take more than a coach to accommodate the crowd for our next meeting which should be held in January and is now being arranged for.

Switchman Ole Anderson says he will come to the next Railway Progressive Employees dance provided they will put on some of the latest steps such as the "Drag Around, Back Up," "Stop and Get a Better Hold" and "Get a Derrick Waltz". This may be a titanic task for some of the ladies if Ole should decide to put on some of these stunts, but we are game.

Claud Burris, Section Foreman from Henkin, has been transferred to Akron, Ia. in the same position. Claude will greatly miss the excellent fishing he has had at Henkin and Madison lakes.

Mrs. R. T. Stivers and daughter Bethel, are visiting agent R. T. Stivers at Baltic, agent Stivers has not as yet moved his family from Washta, Ia., but hopes to do so soon as he says it's mighty lonesome "batching".

The S. E. Hanson B. & B. crew, have just completed repairs on bridges on the Egan line

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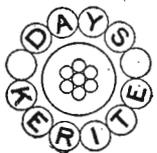
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Page Forty-Two

and that line is now in excellent shape. Track scales have been renewed at Dell Rapids which has been a long felt want.

Lola told Frank that her writing was "eligible". We are wondering.

Division master mechanic Martinson has been off the division for several weeks, account of undergoing an operation at Boulevard Hospital, Chicago. We hope that he will be back on the job by the time this issue is published.

The chief clerk at the M. M. office is not an exponent of gambling but—"Do you want to get in the pool today?"

Betting waxed hot and furious during the World's Series around the shops, and wires were kept hot between offices and the newspapers. Traveling engineer Rowland was overheard to say that he would rather bet on a girl than the game.

Many people were wondering how Iona was injured when they heard her say that she had lost her leg, but upon investigation it proved to be the leg of her typewriter.

T. B. Knuth, Assistant Engineer at Sioux City, is the recipient of a very handsome offer from Ringling Bros. Circus for his services with the Circus the coming year. Employees of this division no doubt all recall that when the circus showed in Sioux City the past summer a young hurricane stampeded practically all the on-lookers when it struck the tent and that Mr. Knuth rather than take a chance on getting out through the main entrance with the rest of the crowd, hot footed to the back of the tent on the upper tier of seats from which point he made a grand slide down the tent pole to the ground. Mr. Knuth's grand rush stopped the stampede as every one stopped to see it and evidently Ringling Bros. figure on running into a few hurricanes next summer and wish to have Mr. Knuth around handy to do the arresting act again. The band played "It Ain't Goin' to Rain No Mo".

This month marks the closing of the Fairview Pit, a goodly lot of gravel has been hauled from this pit this season and the supply is in abundance.

Every one seems to be happy the "Senators" won the World's Series, at least that is the sentiment from agent Bram at Fairview "and us".

The million dollar Meridian Hi-way bridge over the Missouri river at Yankton, has been completed. This week marks the opening celebration of this wonderful steel structure. Engineer Robt. Manson and wife, H. B. Olsen, wife and daughter motored across the new bridge last Sunday being among the first to cross. This bridge opens a territory which before has been handicapped and the city of Yankton should now grow in leaps and bounds with the increased territory to draw from.

We regret that switchman Don Fox, Sioux Falls, has not been able to resume work account illness, but his condition is improving and Don says he is feeling much better.

Engineer Whittaker, Sioux Falls, has been forced on vacation account illness. He says he hopes to resume work soon.

George Francis, Coal Heaver, Sioux Falls, had all of his grievances corrected at the Safety First meeting. George never misses a meeting and always puts on a comedy act which causes no end of laughter.

Do not forget, that when you find an un-safe practice correct it if possible—mail a card form 1249 to Mr. Rummel's office and the case will receive prompt attention and this action on your part will be brought up at the next Safety First Meeting. You will receive the credit. Credits count in Safety First.

Dubuque Division

J. J. Rellihan

At this writing we are enjoying Indian Summer.

Conductor A. E. Bock took a short vacation

and he and Mrs. Bock visited at Butte and Sidney, Mont.

Division Freight and Passenger Agent M. H. McEwen and wife are sojourning in Old Mexico. "Mack" is taking his vacation as well as attending a meeting of the National Association of Ticket Agents.

You know that smile that Fireman Harry Hagerty has. Well, you ought to see it now. He's the happiest man in the world since the arrival of a baby girl the early part of October.

Conductor J. D. Welsh has been out for the past month making a tour of the system in the interest of the Pension Association. He has met with wonderful success in getting new applications, and if he continues the work until the end of the year there is no question but he will have practically all of the eligible employees signed up.

Business in all departments is getting very good and everyone seems happy that there is plenty to do. Third trick operators have been restored at Gordon's Ferry and Reno.

Conductor L. E. Dunham took his annual vacation just at the time when the mallards started their flight south, so it's a cinch that Lou got some of them.

The many friends of freight house foreman John Kenny of Dubuque will regret to learn that he is still confined to his home on account of illness, and while he has shown some improvement he is not yet able to return to work. Henry Lange is filling the position of foreman during Mr. Kenny's absence.

Operator Charlie Lieser of Reno has traded in his "Liz" and is now driving a fancy looking Overland.

Conductor Ray Lucas is about as happy as the manager of the Washington base ball club since the World Series was pulled off.

When the new chief clerk, "Jack" McNeil took the position and told the boys he needed the money they did not understand why a man driving an Essex gas wagon was embarrassed financially, but they understood when he came to work Monday, Oct. 6th, smiling saying Patricia Ann had just arrived and she needed a new dress. Mother and daughter are getting along fine.

Traveling auditor G. F. Richmond has been confined to his home for about ten days on account of illness.

Operator Glenn Lowe of North Buena Vista, has resumed work after a couple months trip through Montana. The boys say that it was a "honeymoon", but we have nothing official on that.

J. J. Degnan has been appointed relief agent at Guttenberg during the absence of agent Charlie Petters.

When some fellows get about \$18.00 in the bank they get foolish and even start betting on tall games. Ask "Boley" Ickes, Mr. McEwen's Chief Clerk.

F. J. Dwork, Operator at Marquette, has been off the job for about a week or ten days on account of serious illness of his daughter, who is a nurse at Nekoosa, Wis.

Mr. Ed Doran has taken the position of cashier at The Dubuque Freight House on account of the promotion of Mr. McNeil.

The employees of the Dubuque Division can be proud of the record made during the past twelve months. We have held first place in efficiency for twelve consecutive months with the exception of May and June, when cars were a drag on the market and one of our connecting divisions dumped a bunch of empties on to us, and we lost out on our car miles. We stood on top of the pile with all other items.

After an illness of about two months, and following an operation at Minneapolis about six weeks previous, Matt Noel, Section Foreman, at Reno, passed away Sept. 30th. Mr. Noel was appointed Section Foreman at Reno in 1889 and worked continuously as foreman, being 35

years on the same section. His intelligence was beyond the average and his veracity beyond question. He was one of the old class of foremen; that the company's interests were his interests. In uprightness and honesty he left a parable to his children that they can be proud of. Two of his sons have taken up the same line of railroading and from appearance are making good. The funeral was held Oct. 3rd, interment being at Crooked Creek Cemetery, near Reno.

Tacoma Shop Notes "Andy"

We have a report to make covering the pleasure car belonging to one said person, F. Lowert, who is recognized as the man of authority in the machine shop at Tacoma. It appears that said car, or automobile to be a little more explicit, which is a thoroughbred Oakland, ceased to percolate in front of the University Club recently, for no visible, invisible or plausible reason whatsoever, causing strange harsh words to emanate from said, F. L. party of the first part, as he proceeded to investigate. At this stage of the game our perspicacious roundhouse foreman, J. Earl Brady, who was attending church in the immediate vicinity (peculiar thing to be doing on Sunday) appeared on the scene, and with his able assistance, coupled with the fact of his being very erudite along the line of automobile mechanisms, the trouble was soon discovered and F.L. proceeded on his way.

Yes—we have a stenographer, and I wish to take this means of informing all concerned, that another splendid specimen of American manhood has been added to the rank and file of the Milwaukee, in the person of George Spraguer, who fills the vacancy made by the resignation of Bill Johnson.

We are glad to advise that Arthur Beinert has returned from the east, and the dull and gloomy Fall days on the tide flats are again brightened by his sunny smile and charming personality. Arthur's trip east was for the purpose of receiving treatment at the Mayo institution, and our hopes are that he has received some benefit. He also paid his folks in Missouri a visit.

Rollin French, Outside Hostler Helper at Tacoma, has been laid up in the hospital for the past month with typhoid fever. He is now rapidly improving and we hope that he will soon be back on the job.

Russel Wilson has purchased an Essex Coach, balloon tires n'everything.

John Hibbard, Machinist, has been ill in the hospital for some time. Reports are that he is improving which we are glad to hear.

J. Ringle, Machinist, was taken ill again, which necessitated his returning to the hospital. Have advice that he is doing fine however, and will soon be back to work.

Have advice that J. E. Brady, dolled up in a soup and fish, etc., acted in the capacity of toastmaster at the K.C. banquet at Seattle recently. I imagine he got a few pointers along this line when he attended the banquet given in honor of Mr. Nicholson at the Hotel Dolman.

As a letter writer, we understand that F. Lowert is a good mechanic, however, he is brushing up a bit, especially on the closing paragraphs.

Otto Scheutze, Blacksmith Foreman, is visiting Deer Lodge and Miles City shops on company business.

During the World Series, this place had the appearance of an asylum. Baseball maniacs were in evidence everywhere. According to Al Pentecost, Assistant Master Car Builder, F. D. Campbell, is a good loser and pay his bills promptly.

Walter Marshall and George Lovett, who have been accompanying motor 10252 during the summer on an exhibition tour of the east, have returned. Will say that G.L. has developed in to a wonderful speaker, political and otherwise.

Allen Witbeck, Special Apprentice at Tacoma, and who is also known as a shick, has left to attend the Special Apprentice's meeting at Milwaukee, after which he intends to attend Purdue University.

Betty Hagen, Stenographer in Store Department, who has been on the sick list for about a week, is again back on the job with her luminous smile and genial personality.

Dubuque Shops Jingles

"Oosie"

I took a trip to the Golden West California for to see—

Traveled thru just fourteen states;

But none-so-good as I-O-Wy.

Looking 'em over on my return, made the following discoveries:

A brand new sparkly ring on the left hand of our car department clerk Miss Mildred Flanagan.

That Louise Linenfelsler is taking a ninety day leave of absence (Acct. Dept.) and Miss Myrtle Kinney is in her place.

Leonard Adams, Stenographer to chief clerk store department, had returned to the Superintendent's office and Ray Hursey succeeds him.

Fred Keppler has enrolled at Marquette U (going to be an M.D.) Leo Droulard transferred to "Dutch's" job; (watch everything around, I.co.)

Robt. Riley, Boiler Shop Clerk, gone to Marquette also; "Speedy's" going to be a dentist. Chas. Abraham succeeds Bob and is having to step lively to keep up Bob's pace.

Arthur Brophy promoted to "higher" duties; Clifford Avery now Roundhouse Clerk. (Art sez if the boy doesn't inherit a certain person's disposition, it will be easy sailing for him.)

The Resolution Committee beg to report:

Be it resolved that unless Mr. Cahill buys some cigarettes p.d.q. his smokes will be cut off.

If the "B" sisters don't quit "crabbing" a hall will be hired for them (especially during the lunch hour.)

If Adam doesn't quit spending his money so foolishly (and indulging in childish pranks) he'll be sorry when he grows old.

If any more souvenirs are distributed like the "Daves Pipe" that the D.S.K. is using, Joe A. will stand on his head.

If Geo. G. didn't be tinkering with the pipes the first fall day, we wouldn't know what season was approaching.

If John K. hadn't taken to himself a family, he wouldn't be having to take up a collection for furniture right now.

If J. Smith didn't get all filed up occasionally, we wouldn't know he could say his prayers.

If J. Murray couldn't get to meetings real regular, he'd pass out from lonesomeness.

Philosopher Reynolds declares that if the dog hadn't stopped, it would have caught the rabbit.

Kansas City Terminal S.M.C.

No is wasn't snowing on Sept. 17th, that was only rice. Mr. Alex. Schutte and Miss Katie Barry were married that morning and Mr. Herman Wilson and Miss Pauline Nehr were married at 8:00 P.M. that evening. Both couples left for California on their honeymoon. The Milwaukee family extend congratulations and good wishes to all of you.

And by the way since all the marriages this year the single girls left at the local office are getting scarce (as well as the single boys). One of the old married men was heard to say, "Well I guess present time is about over, wonder when it will begin to pay dividends in cigars."

Pauline Nehr Wilson is back on the job and she says California is a good place to spend your honeymoon, also your loose change, but for a steady diet Kansas City is hard to beat.

I have heard that Charlie Wright's flowers are still blooming and that they are very much

appreciated at the local office.

Eddie Singleton, on the Revising Desk, is traveling east this month and says it is wonderful. He wants to know why everyone wants to see him take the 3rd. Maybe you'll find out Eddie.

Did you ever hear of a fellow losing a Ford on account of forgetting where he put it in storage for the night. Ask Ernest Thomas how you feel the next morning, he knows.

Another addition to the Milwaukee family. Guy Reynolds, Car Repairer, is the proud father of a 9 pound boy. Congratulations.

Paul Draver has a Ford and every noon he loads up with (men) and hauls them over to lunch. Looks like he is going to survive Leap Year all right if he keeps on like that.

Mrs. Evelyn Williams is just about to move into her new home out south. Hurry those builders up Evelyn so we can all go to the house warming before cold weather sets in.

Helen, our telephone operator is trying to invent something that will make folks answer their phones. She says when it is perfected the first one to be installed will be put on Mr. Johnson's phone.

Alex Schutte, one of the recent benedicts is back on the job again. He says the Mrs. (who used to be Katie Barry) is house hunting. We expect her back next week.

It's getting about the time for duck hunting. Here's hoping that Con Williams and the rest of the bunch at the yard office have better luck this year than last.

Mrs. A. E. Ira, better known as Crickett, or Miss Woods had the opportunity of renewing old friendships when she substituted for Miss Clifford the first part of September.

C. & M. Division Notes Eleanor

The organization of the Milwaukee Chapter of the C. M. & St. P. Women's Club was begun by Mrs. R. N. Scott, Vice President of the general club, at a meeting held in the Secretary's Office on Oct. 4th. It was decided to furnish Room 21 in the Union Depot as the clubroom and from present indications, it is going to prove a very attractive meeting place. The following officers were appointed pro tem: Mrs. E. H. Bannon, Chairman of the furnishing committee; Mrs. N. P. Thurber and Mrs. C. L. Bush as committee members; Mrs. E. A. Lak, Chairman of the nominating committee, and Mmes. R. A. Woodworth, John Prien and B. C. Babcock were appointed to draw up a constitution and by-laws. The Committee extended an invitation to Mrs. H. E. Byram to attend our next meeting in the Clubroom on the 25th to complete the organization and she promises to be with us on that date.

A former employe of the C. M. & St. P. Miss Helen Strohn, very kindly donated a year's subscription to a good magazine for our Club and I am sure it will be appreciated.

Our sincere sympathy is extended to the family of H. J. Strauss, through baggageman, who died September 25th, after a long illness.

Our roadmaster Mr. Dougherty and his wife just returned from a trip to New York, where they attended the Roadmaster's Convention. B.C.D. claims it was all work and business, but I understand he was right in the parade of high hats along Broadway seeing the bright lights, at night. That's right, B.C.D., all work and no play, etc.

Engineer Sam Price was in to see us last week, giving out cigars and candy. Yes, he is the proud papa of a little daughter, and had a smile on that will never come off.

I hear Harry Lindo has taken quite a fancy to traveling on the Old Line—Fess up, Harry, what's the attraction.

Well, after a quiet spell, Maurice is again planning on a trip to Chicago. This time to see the Dean of Chicago University—Getting

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better all the time at alibis, Maurice. But practice makes perfect.

Engineer Bill Collins advised us the other day that he has taken to playing golf under the tutorage of Irve and Terry—Go to it, Bill, you've got the old pep.

Brakeman George Mies has been going thru the park lately with more than his coat on his arm. Yes, a little lady. Must be about time you brought up that cake, George.

Click, one of our timekeepers, just returned from his vacation, which he and his wife spent in making short trips in his speedy Studebaker. What is it you were gathering, Click not flowers, I know.

Our old friend M. C. Bell, called in to see us the other day and the country air has sure given him that school girl complexion. Be sure you keep it, Mike.

Nancy Campbell, Steno. in the Superintendent's Office, is planning on a trip to St. Louis. Hope she doesn't plan on taking Lighting down with her. Would be pretty risky, Nan, better not try it.

Our apple man Bill Robbins, called in the other with his regular donation of nice red apples. Glad we all have a stand in with Mary, as they sure were good.

Mr. Woodworth, Mr. Bannon and Mr. Erickson, dropped all their cares for the day and attended the Beaver Dam Fair. From all accounts, a good time was had by all. Hear they were some pickers of horses in the races. Got it figured out, yet Erick, as to who was the winner?

Our side wire man Andy Barber, has joined the ranks and purchased a Hudson Touring. Pretty nice, Andy.

N. E. Thompson, Agent at Sommers; conductors O. P. Taintor, W. H. Griffith and C. N. Nourse of the C. & M. Division, have a record of fifty or more years of loyal service in the Company and I am sure it is a record to be proud of.

Tacoma Car Dept. Notes

Our efficient coach yard clerk Mr. Clifford James, is on an extended fishing trip. We hope to have something very interesting to tell next month concerning his trip.

Mr. F. H. Braithwaite who has been confined to his home for some time with rheumatism, is reported as improving.

Mr. and Mrs. A. O. Simons left for eastern points including Chicago and Dubuque. Mr. Simons will attend the Shop Federation Convention.

Mr. M. A. LeVeré acted as juror in some of the prominent cases during September and from reports he has not placed application for permanent position in that capacity.

Our Milwaukee hospital representative Mr. J. P. Larson, is reported as having recently purchased an attractive new home in the city.

Miss Howland, Steno. to the General Car Foreman, is entertaining friends from Portland this week end. Portland seems to hold many charms for her. What say, Ann?

Mr. E. L. Carkin, Former M.C.B. Clerk, returned this week after spending a week at the recent Western Washington Fair. His most favorite song was "Come and Get Your Airdale In a Flour Blanket" sung to the tune of Sizzling Grease. It sure was a shame to call them dogs, they tasted like chicken.

Miss Elsie Siburg entertained with a dinner party for a group of her friends on Tuesday evening. Mah Jongg and cards were played during the evening.

It is with regret that we report the death of Olaf Lutter, Train Yard Inspector. Sympathy to the family is hereby extended.

We have been the recipients of some wonderful prize winning Dahlias this month, the donors being Mr. John G. Schroedel, C. P. Main, Ed. Owens and Robt. Fife.

It is reported that Axel Jacobson has entered

the ranks of matrimony. We wish the happy couple much success.

Mrs. A. D. Browning, Chief Clerk. motored to Pendleton, Oregon. to attend the Roundup during her vacation. She also attended the Oregon State Fair at Salem. Enroute home she visited friends in Portland.

The On Time Line—Kansas City Div.
H.F.B.

Effective October 21st we will operate a weekly tourist car from Minneapolis to Los Angeles via Cedar Rapids and Ottumwa, alternating week by week between the Santa Fe and C. R. I. & P.—Southern Pacific routes beyond Kansas City. This is not an entirely new venture as it was tried out last year and proved to be very much of a success. Car will be handled on the Kansas City Division on trains 125 and 25 Tuesday nights of each week up to January 20th.

Car Inspector Dick Potter, at Nahant, secured a passenger to use our line from Buffalo, Iowa enroute to Broken Bow, Nebraska.

Operator C. J. Capps on September 8th, noticed brake beam down on GATX 20901 and on August 29th on C&EI 52167 in trains passing Northern Junction and had trains stopped so that brake beams could be disconnected and taken out preventing liability of accident due to that cause.

Mr. W. A. Roberts, Section Foreman at Polo, Missouri discovered brake beam dragging on PARX 1181 in a train passing Polo on September 21st and succeeded in getting stop signals to the conductor so that the brake beam could be removed.

When our stenog. with her smile so rare
Walks down the street like she didn't care
She makes the boys all stand and stare
And murmur softly, ah there! Ah there!
She passes them by with their smile so bold
And turns to them the shoulder cold
And says to herself, emphatically,
I'm not hard to look at its plain to see.

(J.A.S.)

Conductor J. P. Schlater has returned home from New York and to work after having taken his daughter there for surgical treatment, which we understand was very successful and his daughter is now improving rapidly.

Harvey McCrum, formerly traveling engineer on the Kansas City Division and now located at Miles City, Montana in the same capacity recently spent several days in Ottumwa visiting old friends.

Conductor E. Burham who has been ill for some time and who is not yet able to return to hard work has been given the position of crossing flagman at 2nd Street crossing, Ottumwa which Ed has been able to handle very nicely while convalescing.

In the death of conductor Jerry Brosnihan which occurred recently the Kansas City Division lost the next to the oldest conductor on the seniority list having entered the service on the Kansas City Division as a conductor July 24, 1887. Conductor Brosnihan had not performed active service on the division for several years prior to his death due to his health.

We now have enrolled in our Safety First work a new member in Mr. Wm. Grant, Boilermaker at West Yard shops, who very recently sent in fifteen suggestions in the interest of Safety First, also understand that Mr. Grant has been very influential in securing some business for our road and hope that Bill will keep the good work up.

Think that the Kansas City Division hold the record of passengers for a popular excursion which was put on from Ottumwa to Kansas City and return Sunday, September 21st, train picking up passengers at all stations, Ottumwa to Lawson. It was estimated that one train of about 15 cars would handle the crowd but on Saturday the

day before it was estimated that they would have in the neighborhood of 1100 people and it was decided to run the train in two sections, but when Sunday morning came 572 people boarded the train at Ottumwa alone and almost a like number of Mystice and it was necessary to borrow coaches from other roads and run three sections handling a total of 1991 passengers, and we understand that some of the people gave the trip up when it was found that the trains were crowded to capacity.

General Superintendent C. H. Buford made the Kansas City Division a two day visit among the first divisions visited on his trip over the district after being promoted to his new position, which the Kansas City Division is very glad to have him do as they can almost claim him as one of Kansas City Division men as he was located at Ottumwa Jct. a number of years ago in the engineering department.

About two weeks ago M. Hoehn and staff made an inspection of all the stations on the Division and gave the Agents a rating based on the efficient handling of their stations and records and presume that the agents are all anxiously waiting to know what their percentages of efficiency will be.

Understand that division storekeeper O. G. Thomas is quite a fox hunter but it seems that he kinda slipped it over on the boys who were with him on the inspection trip over the division when he started chasing the hound at Moravia. It seems that some of the boys are rather at bay as to the object in this chase.

Through the efforts of brakeman Snow on train 108 September 16th, two passengers on that train for Thornton, Iowa who expected to use the Illinois Central out of Cedar Rapids were inducted to use our line from Cedar Rapids instead.

Miss Hazel Merrill who is in charge of the "At Home" column in our *Employes Magazine*, also an employe in Mr. Penfield's office in Chicago, spent a week of her vacation in Ottumwa, visiting her aunt, uncle and cousins, the Charley Farley family.

Jay it is about time for you to get that Turkey raffled off.

Madison Division

T. L. Pagel

The division as a whole, has been grieved this past week, to hear of the death of Max Franke, which occurred October 13th, after a few weeks illness, at his home in Milwaukee. His advent at a station was a time for rejoicing.

Mrs. Samuel Davy, wife of agent S. B. Davy, who was in our employ for 41 years, died Oct. 14th. Funeral services were held at Milton, where the family lived for years, and where her husband was agent. Two sons are in the service at the present time, one, agent at Eagle and the other a train dispatcher in the Superintendent's office at Madison.

Harry Lathrop, Agent at Bridgeport, was not at the last Claim Prevention Meeting. He was sadly missed.

Fred W. Liegois, our Superintendent's Chief Clerk at Madison, was "conspicuous by his absence" last season among the "Bowlers" in the C. M. & S. P. League. It was understood that he was home helping to "mind" the baby boy, but now that the baby boy has grown up to be a big, bright youngster, his daddy is with the "bunch" again this season and his performance indicates a high average. So you see, they can "come back." Close observers notice a "professional style" of delivery, which is usually effective. He carefully selects his ball and waits for it and although it is a nice round ball, it is not always quite large enough to make all the "splits" but that does not discourage him and he keeps on working hard for a high score. He has a reputation for being a hard worker. Maybe his middle name is "work" as some one has remarked.

In the city of Madison there are many streets paved with a concrete-granite-asphalt combination, which is very durable and smooth. Notwithstanding which, Mike O'Neil, expert bowler, also switchman, was recently heard to remark that the new pavement recently completed across our track on West Washington Avenue is the best piece of pavement in the entire city of Madison, and he said it so emphatically that he didn't mean "Maybe." All who supervised and took part in the construction (and there were many) should feel pleased over Mike's comment. The good job will doubtless eliminate all "agitation for elevation of tracks" through our yard. Elevation would put an awful looking "hump-back" on the city's west side.

We, on the Mineral Point End of the Madison Division are wondering if the Prairie End are wise to the valuable services of our trainmaster in locating "Overs and Shorts." He's the "berries." Alvie knows.

Mrs. Mary Lulu Lee, sixty-nine years of age, was acclaimed the most popular girl in Southern Wisconsin recently in a contest held by the Saxe Amusement Company. Mrs. Lee won by 92,500 majority from a field of 128 contestants, polling 1,900,000 votes. From the little house "back of the yards" which has housed her and her husband, a railroad employee, for many years, Mrs. Lee came forth to ride at the head of the big parade. Mrs. Lee received a cash prize of \$100.00 and a gold engraved life pass to the new Jeffris Theatre.

We are in receipt of the announcement of the marriage of James J. McGuire to Miss Anna E. McDonald. The happy event transpired at Platteville, Tuesday, October 7th. Congratulations, Jimmy! We knew you'd come to it.

Harry Howland has returned from "Shady Rest" near Germantown, Wis. The mosquitoes were so bad that he was glad to get back on the "high, dry and windy."

Conductor N. Dunwiddie has been called to Nebraska, on account of the death of his sister. We all extend our sympathy.

"Jess" Blake has been visiting his son, who is in the "Shriners Hospital" at St. Paul. He reports the boy as getting along fine, which makes us all glad, too.

A. G. Verch, Agent at Gratiot, has returned from his vacation, fishing for the "big finny". While he was gone some one broke into the depot and relieved operator J. A. Stocks of his cash.

We are sorry to hear that conductor Fred Fraunfelder is laid up. We hope to see him back on the job soon.

T. L. Pagel, Agent at Mineral Point and Mrs. Pagel, are at the present writing, on a trip east, which will include the Ticket Agents Convention at Buffalo, N. Y., and side trips to Montreal, Quebec, Boston and Washington, D. C.

We are pleased to note the return of August Enders, Engineer on the Milwaukee-Mineral Point Passenger Run, and Mrs. Enders, who had a two months lay-off and pleasure trip, which included Minneapolis, Yellowstone Park, Tacoma and Rainier National Park and had a ride on the Sound to Bremerton, the Navy Yards and Dry Docks. They also inspected the battle ships Arizona and New Mexico from stem to stern. Then for a real thrill, Mr. Enders made reservation on the Steamer Alexander from Seattle to Los Angeles, with a stop over at San Francisco. From Los Angeles they went to Salt Lake City, Denver, the Great Moffet Tunnel and Denver Mountain Park, Colorado Springs and Manitou, Pikes Peak, The Garden of the Gods and Cave of the Winds. Mr. Enders claims they never missed a meal or a night's sleep, and of all the different railroads traveled, no service can compare with our own Milwaukee road.

Musselshell Minutes

Mr. Rippberger, Mr. Riccius and Mr. Ross went to Seattle to be present at the farewell

banquet for Mr. Nicholson.

Mr. and Mrs. Scott Farnum announce the arrival of a bouncing baby girl. We haven't learned the young lady's name, but we hope to have the pleasure of making her acquaintance very soon. Congratulations extended.

Our offices are all painted and varnished and scrubbed and scoured now. Can't say we especially care for the 'aroma', but we've survived the strongest stages of it, so perhaps we'll recover by and by.

Donald Elder, Dispatcher's Clerk, left our payroll to finish his dental course at the Northwest Dental College. We surely miss the sight of his perpetual smile and his permanent wave around these parts. Spare-ribs is a poor substitute—but then, we were kinda glad to see him back. He's become a necessary nuisance on our menu—that's what "Gravy" says.

Mr. I. G. Raynor has returned from New Port to start work on this division again, and Mr. G. W. Bacuss from San Jose, California.

The new general manager Mr. Bradshaw, stopped off here a few days ago and was shaking hands with old acquaintances, on his way to Seattle.

The famous World Flyers passed thru here on their return from the coast. A "Welcome to our City" reception committee met the party at Thurlow and accompanied them in on No. 16. A large crowd of folks met them at the station and they were received with shouts and cheers of enthusiasm. The old stage coach drawn up in front of the station for the occasion looked its best—dressed in holiday raiment; flags of every hue floating from its top and draped its sides. The flyers climbed up on it and were introduced therefrom by Dan O'Hern, and were later presented with large silk 'cowboy' handkerchiefs by Mr. Bill Ross. Before the train pulled out they were given a fast ride down the platform in the old coach. Flashlight pictures were taken, but to date we haven't learned the result.

R. J. Middleton of Seattle is on the division this week.

Mrs. Weber is the new clerk in the storekeeper's office.

It is with deep affliction and grief of heart that we record here the passing of two noble souls. They were buried in the sea of matrimony in spite of all their friends could do to save them. "Good bye boys, I'm going to be married tomorrow—I'm going from sunshine to sorrow, etc.", were Clarence's last words.

Byran Nelson gave us the first surprise bringing home his bride from the coast where he spent his honeymoon. Clarence Hanover—from the store department agreed to change his name and henceforth it will be Clarence U. Handover (the check). Their old pals are waiting for a chance to extend their best wishes for a long unhappy life with a few I-told-you-sos—held in reserve for special occasions.

Editor Mrs. Kendall honored us with a short visit recently—and if I didn't know that her blue pencil is mightier than my pen—I would risk saying a lot of nice things about her to you scribes who haven't had the pleasure of meeting her. It was a real treat to have her with us and we hope she will come again soon. Mrs. Kendall is interested in the organization of the Milwaukee Women's Club and hopes to start a chapter in Miles City in a short time.

Mr. J. Wandell is vacationing in the east.

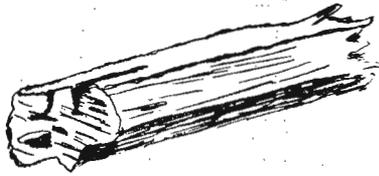
Iowa & Minnesota Division

D.M.W.

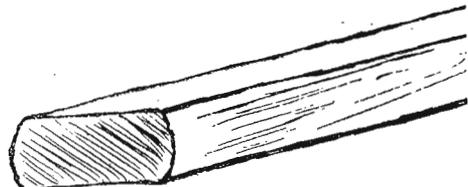
Assistant engineer F. E. King and chief carpenter A. A. Kurzejka with B.&B. foreman Jake Rush and C. A. Strid are making the annual bridge inspection of the I. & M. division.

Roadmaster Frank Larson and family made an auto trip to Red Wing to visit relatives and Frank says he "Crossed crossings carefully".

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A deplorable automobile accident occurred at one of our highway crossings on the night of Oct. 5th in which three young men were killed, having run into one of our freight trains near the rear end. The side curtains on the car were up and evidently the men were not looking. Let this be a lesson to all automobile drivers to freshen our minds with the old reliable phrase "Stop-Look-Listen" and thus be spared of such an untimely death.

Pile driver engineer Pete Schaefer who was injured last February is now at his home in Adams, but makes tri-weekly trips to Dr. W. D. Kelly at St. Paul for treatments. Pete is gradually recovering the use of his limbs but his arms are rather slow.

Chief carpenter A. A. Kurzejka visited his brother at Ortonville over Sunday and enjoyed a good duck hunt. Al has a pocket full of feathers with him to prove he got some.

Mr. and Mrs. Tom Damm spent two weeks in Bemidji, Minn., visiting their daughter.

District boiler inspector Wanberg of Minneapolis, raffled a Shrine blanket at Austin, Evelyn Wigness, steno. in the division master mechanics office was the lucky one.

Clifford Lennahan, I. & M. Brakeman, visited his parents in Chicago. Cliff says he saw more of Chicago than he did his folks.

Mr. and Mrs. John Teff have returned from their honeymoon trip to California. John's the happiest engineer on the system they say. Hope you can say that 10 years from now John.

Geo. Miller, I. & M. Engineer, met with a very painful accident while hunting September 15th, near Albert Lea. A stray bullet entered his left eye and it was first thought that he would lose the sight of the eye entirely but later reports are that there is a chance of saving it.

J. M. P. and the Mrs. spent a few days in Cedar Rapids.

Charles Hartsock, I. & M. Conductor, has been on the sick list but we are advised that he is up and about again.

O. D. Wolke and boiler foreman Erickson hunted Mud hens last Sunday. They went out with the intent purpose of getting ducks. After shooting up all the ammunition they had, they stuffed their game in the old gunny sack and went home. They were quite proud of the sack of ducks and figured to divide them amongst their friends, but their first victim politely informed them that they were mud hens and upon further questioning found out that they would have to throw 'em away. O. D. said "I thought it was funny the darn things were so tame."

Idaho Division R.C.P.

Business is picking up on the Idaho Div. It has been necessary to call back the train men loaned to the N.M. Division where they have been assisting in moving their heavy wheat crop.

Now that Washington won the World Series operator Rouse at Avery is assured of something to eat for a while. I felt sorry for this fan on the days the Giants won. He went to bed without supper each time.

Now that business is good engineer James Marre hasn't time to run up to Spokane in his sport model Nash. Better lay off a trip Jimmie before the roads go bad.

Company Doctor John Darst and family have moved from Malden to a town on the Everett Line.

Roadmaster C. F. Allen gets a very interesting weekly letter to the section forces on his district.

We notice that conductor J. P. Downey of the St. Maries, Elk River local is nominee for State Senator on the Democratic ticket, Benewah County. Let's hope he gets it. Think he's in the wrong party though.

Agent C. H. Burt of St. Maries, doesn't think much of married life. His wife has already left him. Went to Los Angeles to raise the rent

on an apartment building she owns there, as she figures it's going to be a hard winter. Mr. Burt expects her back about the 22nd however.

Mrs. Alfred Andrews, wife of switchman Andrews of St. Maries, died at the Sacred Heart Hospital at Spokane, Thursday, Oct. 16th. She leaves three boys. Alexander, John and Lawrence.

Miss Bess Roceck and engineer Harvey Stull of St. Maries, went up the St. Maries River, Sunday last. Harvey was raving about the big one he caught, but Bess, being honest, said nothing.

65 and 66 now stopping at St. Maries instead of going through to Avery from Spokane and No. 92 and 91 operate between St. Maries and Avery, connecting with the latter trains.

Section foreman Wm. Garrey, reports that Leon Charest, who works on his section, was married about ten days ago to Miss Mildred Range, daughter of pumper George Range, of Pandora. The ceremony was performed at Lewistown, Idaho.

Clarence, the nine year old son of foreman Rasmussen, of Plumer, is slowly recovering from a serious illness, measles and pneumonia. He is now able to go to school again, but has not recovered his voice, which was lost during the illness, but it is expected that he will fully recover in time.

Mrs. Clarence Dodds and two small children, the family of foreman Clarence Dodds, of Worley, left on train 18 of Sept. 23rd for an extended visit in the east. They will stop at Missoula and Vananda in Montana, and then proceed to Duluth, Minn., South Bend, Indiana, and Bethany, Missouri.

Car inspector Carl Brudeseth, of St. Maries laid off Oct. 13 to go hunting. He was not very explicit of just what he was going to hunt but we have our suspicions.

O. O. Russell, Carman of St. Maries, is relieving car inspector B. W. Licht, of Bovill, Idaho, who accompanied by his wife, left for Dubuque, Iowa, October 5th. While there Mrs. Licht will undergo a major operation.

Othello

Yard foreman Clark and wife are spending their vacation at the old stamping grounds in Michigan.

John Harold Linehan and Gene Hall are new conductor Duell's assistants on Warden line, Harold has a growth of whiskers and he says Pa says when in Russia do as the Russians do.

Clerk Laura Perry has returned from her vacation, all the rumors about her and a certain gentleman were unfounded, either that or the wedding is being kept secret.

Yard clerk McManomon and rip track foreman's clerk Elaine Weber were happily married and after all the advice Gil received from his fellow employes, he should be able to travel double OK. All concerned wish them both the best of luck.

Cap Weber is serving time as apprentice at Spirit Lake shop, Cap is missed by the gentle sex as he has a reputation of throwing a wicked toe at the dances.

While operator Morrow's father was visiting him, Fred took him on a fast ride to the Pacific Beach. Only cars passing them were Fords.

Carman John Donley and family returned from Portland, John states he came back to see some good ball players in action.

Car inspector Crider, "Pick Em Pete" of Othello, picked the Giants to win the Worlds Series, don't mind John, Whalen was in the same boat.

Operator O. D. Latto off the coast has been working third at Othello of late. Operator Stephenson bid in the job, but understand he will not take same until it gets colder on Riverside Avenue, Spokane.

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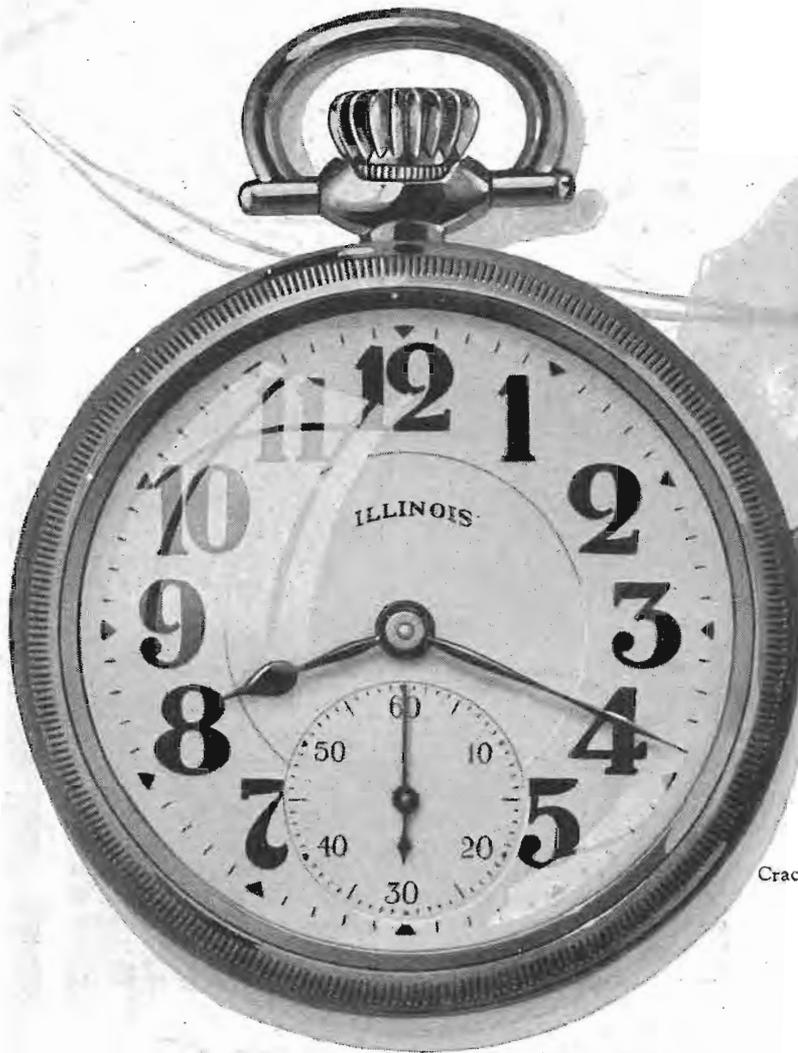
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