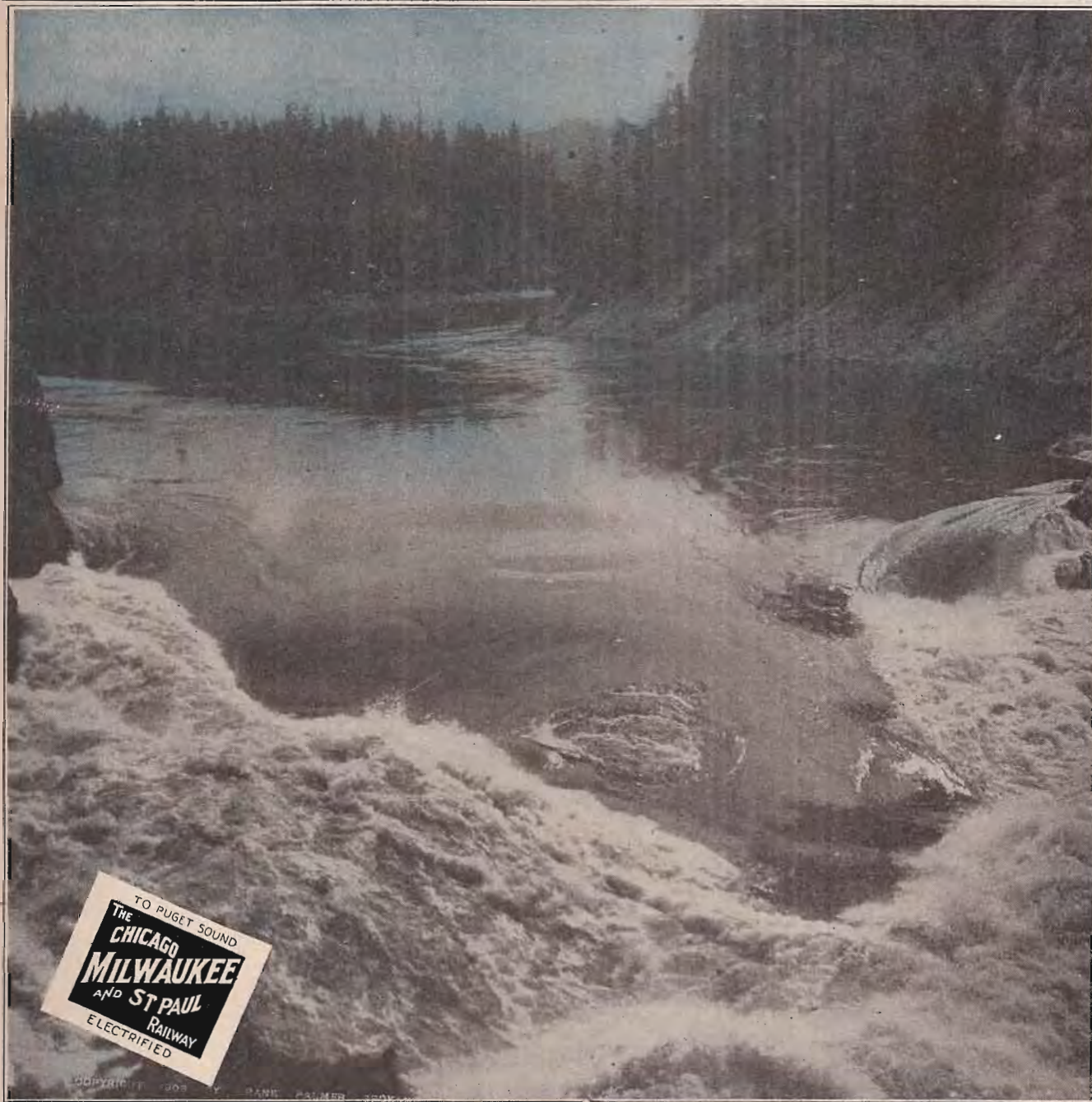
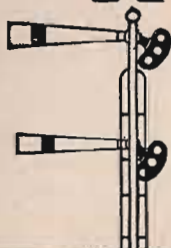
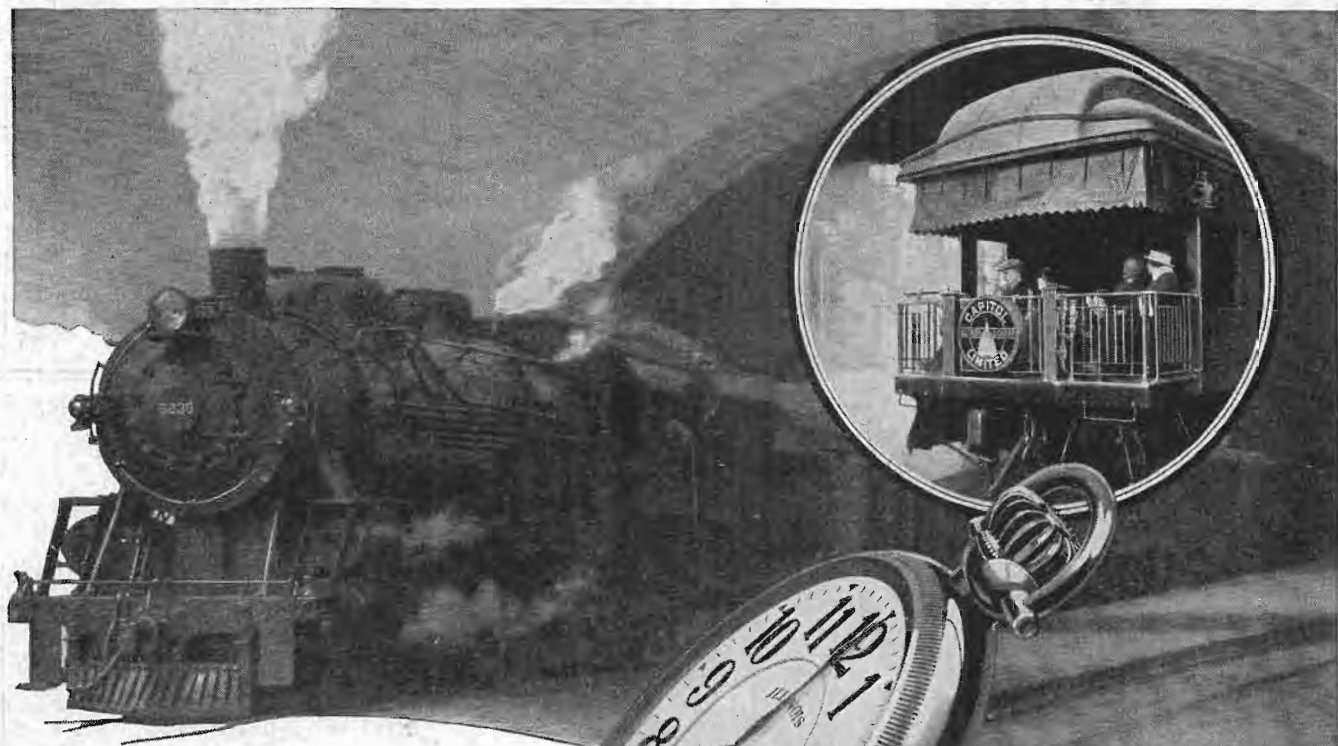


THE MILWAUKEE MAGAZINE



Metline Falls, Pend O'Reille River, Wash.

OCTOBER, 1924



Dial up



Dial down



12 up



3 up



9 up



6 up

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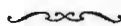
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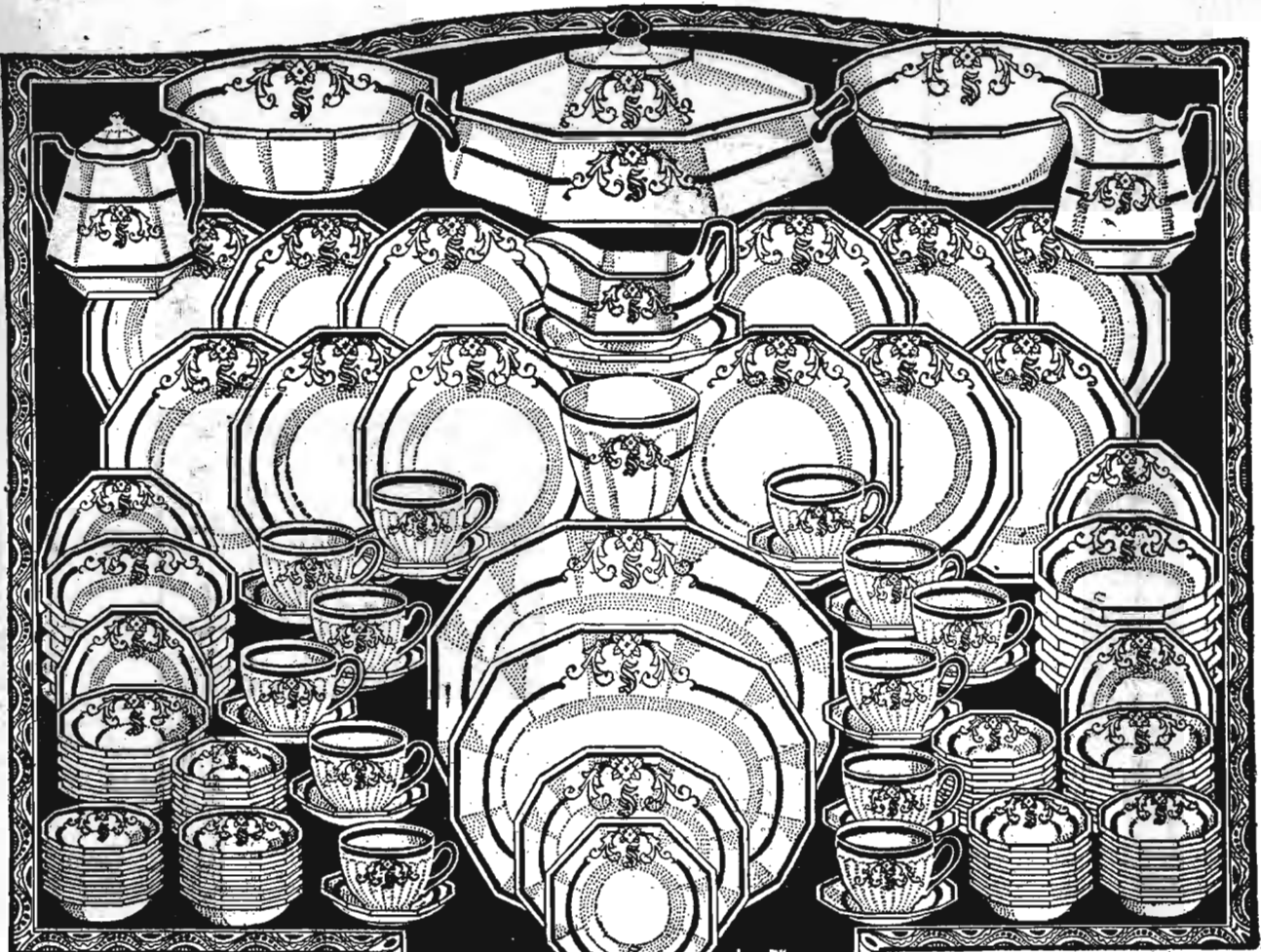
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This superb 110-piece set, with initial in 2 places on every piece, decorated in blue and gold, with gold covered handles, consists of:

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| 12 Dinner Plates, 9 inches | 12 Sauces |
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Initial
in Gold

In Two
Places on
Every Piece

- | | |
|---|------------------------------------|
| 1 Sauce Boat Tray, 7 1/2 in. | 1 Small Deep Bowl, 5 in. |
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| 1 Vegetable Dish, 10 1/2 in., with lid (2 pieces) | 1 Creamer |
| 1 Deep Bowl, 8 1/4 inches | 1 Sugar Bowl with cover (2 pieces) |
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Government Ownership

In a previous issue of the Milwaukee Magazine I referred to some phases of Government ownership of railroads, but as the subject is now being emphasized by some political groups it would seem appropriate to go more fully into the matter at this time.

There must be a reason for every movement in which a considerable number of citizens participate. It is only natural that men should be interested in their own welfare and attempt to bring about conditions that they believe to be beneficial to them.

Railway employes, supervisory officers and executives, and the men and women engaged in other lines of business, are all equally citizens of this country and as such should be willing and anxious to work together for the best interests of the country.

Assuming that those who are most actively engaged in the effort to bring about Government ownership of railways are sincere and that they believe such a change would benefit the public as a whole, let us as briefly as possible analyze the proposition:

In forming an opinion on this transportation question one need not depend upon theory for there is abundant evidence in the experience of other nations whose reports and statistics are available.

According to reports on the Italian railway situation the Government lines have earned only small profits in occasional years since they were taken over in 1905. A deficit of over 1¼ billion lire in 1922 caused the Premier to decide to get rid of the railroads, and long term leases on exceptionally easy terms were offered to competent persons having sufficient capital to guarantee operating expenses.

Statistics of the French Government Railways show that in the year 1923 each of the six private systems made earnings exceeding expenses and their net income aggregated 732 million francs. The State Railway's operating expenses, however, were 13% greater than its total earnings and the deficit, which the tax payers must pay, amounted to about 145 million francs. The private railways continued to reduce operating expenses but the State Railway accomplished hardly anything in that direction.

A former Comptroller of Statistics in the Canadian Department of Railways and Canals informs us that the people of Canada did not deliberately adopt public ownership, but were told that by reason of guarantees there was no alternative. The deficits made up by advances from the Dominion Treasury from 1918 to 1921 ranged from \$27,770,000 to \$67,505,000 per year.

A recent report of the British Financial Mission to Brazil recommended that the Bank of Brazil be removed from politics and that the Central Brazil Railroad be sold to private interests. It is stated this railroad is a "white elephant" on the Government's hands showing constant financial losses, that its expenses are about 15% more than receipts, that it is subject to political control, and is inefficiently managed.

In Sweden a special committee appointed by the Government recommended the abolition of Government operation of the Swedish railroads, but the continuation of Government ownership—the Government to continue to supply working capital and retain the right of inspection, but the actual business to be carried on by private corporations.

In Switzerland it is reported that the net revenue has not been sufficient to meet fixed charges in any year since 1914. In 1922 the nearly \$15,000,000 of net operating revenues was not enough by several million dollars to meet fixed charges, and a petition for denationalization has been circulated throughout the country.

The Mexican National Railways' report for the year ended June 30, 1923, shows total liabilities 239,520,461 pesos in excess of total assets. In the liabilities are included 194,000,000 pesos representing "Overdue coupons not paid". The net operating revenues for the year were 9,721,000 pesos, but interest requirements amounted to 24,110,000 pesos. This indicates that the financial situation on the Mexican National Railways is far from satisfactory.

From the experience of the foregoing nations and others that might be mentioned, it is apparent that there is no encouragement to be found in other lands for the advocates of Government ownership or operation. There is every reason to believe that the deterioration in service, lack of efficiency, and deficits which have occurred in foreign countries would come to pass in the United States under like conditions.

No individual or group of individuals, in or out of politics, is powerful enough to guarantee that the railroads of this country under Government ownership and operation would escape the evils to which the citizens of other nations have been subjected.

The employes, supervisors and executive officers of the American Railways are exerting themselves to keep transportation service in this country at its present high standard in spite of financial and physical handicaps.

They could do no better under Government ownership, and if, as in other lands, the change from private responsibility should result in a slackening of effort, there is no outside source from which men trained in railway operation could be drawn to take their places.

Certainly the political field does not contain suitable material, for the arguments and criticisms of those most anxious to bring about Government ownership prove that they are woefully ignorant of the most important factors.

* * * * *

There is no need to make any radical change to get the public financially interested in the carriers. We find there are more than three-quarters of a million individual owners of railroad stocks and about a million holders of their bonds, who with their families constitute a respectable portion of the population of this country.

We also find that there are more than 65 million holders of policies in insurance companies whose investment in railroad securities amounts to about 2 billion dollars. There are also over 21 million depositors in savings banks which have about 1 billion dollars invested in railroad securities. Then there is also to be considered the investment of universities and other public institutions in railway securities.

While there is a large duplication in the figures given, it is very apparent that anyone who attacks the railroads merely to injure a few men of wealth, who have part of their capital invested in railroad securities, will do less injury to these men, who are able to take care of themselves, than to the multitude of people who have a larger proportion of their comparatively small capital invested in railroad securities or in institutions whose financial standing is affected by whatever affects the market price of these securities.

The Milwaukee Railroad has about 22,500 stockholders and not one of them, rich or poor, has received any dividends on his investment for some years.

The headquarters of this road in Chicago have just been moved to the New Union Station Building which is not yet fully completed, and I find that one of the carpenters working about my office holds 25 shares of Milwaukee stock. He mentioned this fact and said that he understood that crop conditions were exceptionally favorable along this line in the West and he was holding his shares in expectation of some return on his investment.

This man and more than 22,000 others are very much interested in the price of Milwaukee stocks which are affected by political attacks and threats of adverse and confiscatory legislation.

* * * * *

The arguments held out by spokesmen of various groups to induce shippers and railroad employees to support the Government ownership program are "reduced rates" and "increased wages".

A reduction of freight rates to pre-war basis is referred to by these leaders as something that should be effected and the inference is that, if put in position to do so, they will promptly bring this about.

Let us compare this promise with the effect of just two of the results of Government ownership:

First, the loss of about one million dollars a day in taxes paid by the railroads to the various states and which, if the railroads were owned by the Government, would, of course, be discontinued.

Second, if the roads were taken over by the Government at about the value estimated by the Interstate Commerce Commission, tax exempt Government bonds would have to be issued therefor, which at 4% would cost the public about 800 million dollars a year.

Adding together these items we have one billion 165 million dollars yearly to be made up by the public for the privilege of owning the railroads. This is almost exactly 25% of the 4 billion 624 million dollars freight revenues earned by the railroads in 1923.

The average rate for hauling a ton of freight one mile last year on the Milwaukee Road was only 35% higher than in 1913. This means that a reduction of a little more than 25% would bring the rates down to their 1913 level in this territory.

Therefore, if Government ownership should be effected and such a reduction in freight rates made the public would be no better off than before, so far as this part of the proposition is concerned.

In addition there would be, of course, the loss to the public by less efficient service which naturally follows when employees hold their positions by political preferment rather than from merit.

While Government control in this country has increased greatly in recent years so that it now governs rates and wages, hours of service, safety appliances, methods of operation, bookkeeping and reports, all bond and stock issues, and every other important function of the railroads, it has not so far resulted in political interference with discipline and promotion of employees.

These matters are still handled between officers and employees, but the pleasant relations now existing could not continue if promotion and discipline and other personnel matters were interfered with politically as would be certain under Government ownership.

Railway employees cannot, however, rely too much upon receiving greater compensation under Government ownership. Their average compensation now is greater than the average paid railway employees in other lands but the effect of a 25% reduction in freight rates—(amounting to over a billion dollars a year) after allowance is made for taxes—would wipe out twice over the amount of net income earned by the railways in any year since the War.

That is to say, there would be a deficit of hundreds of millions a year caused by a large rate reduction alone and as any increase in wages would add that much to this deficit it would be difficult to convince the public that a wage increase should be granted and added to their taxes.

There are other points that might be brought out, but the foregoing should be sufficient to enable any man who does his own thinking to come to a decision that will benefit himself and the millions of others interested in the railways and the public as a whole.

I present these thoughts frankly on the assumption that Milwaukee employees wish to be considered as good citizens and that they would not ally themselves with any cause that would bring about conditions harmful to the country as a whole merely to lend support to those seeking political advantage, no matter how attractive their theories nor how alluring their promises.

The country is faced by vexatious problems at the present time but they are not transportation problems. The railroads suffer from these difficulties as much as or more than most other lines of business.

We, as officers and employees, can do a great deal toward bringing the country through its difficulties. We should avoid taking any action as individuals that will add to the burdens of the public.

It would be a most serious thing for the United States if it should be necessary to report in some future year that this country, after a trial of Government ownership, with the incidental poor service and increased taxation, had decided to pocket its losses, turn the railroads back to private operation, and go out of the transportation business.

W. E. Byram

President.

The Fullerton Avenue Building



Exterior of the Fullerton Avenue Building.

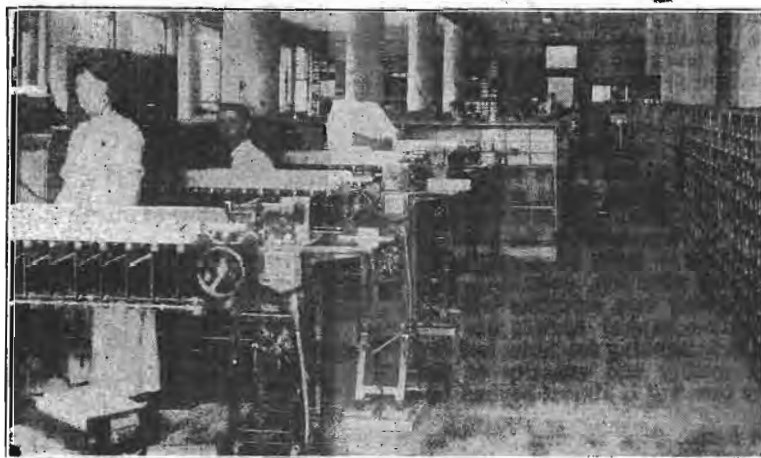
The picture at the top of this column shows the Fullerton Avenue Building in its entire length of nearly one city block. The first unit of this building was erected on the corner of Fullerton and Southport Avenues in 1903 for occupation by the accounting forces of the General Offices, and as the needs of this department have grown, the building has expanded northward to its present length. It stands on a narrow strip of land owned by the Company near its North Side tracks, and so it has been spoken of as "all long and no wide". However, its narrowness is in a measure, an asset, for it gives outside light to every office, the hallways and corridors being in the middle of the building. The new extension was commenced in the spring of 1923 and completed in the early part of 1924. The building, which in its beginning, fronted Fullerton Avenue, now really fronts Southport, with its main entrances on the latter street. It is of fire-proof construction, the offices and work-rooms are lighted and ventilated according to the most modern and approved system; the windows are large and handsome, the finish throughout the building is oak, with cement floors.

The building is six stories high and on each floor there goes forward every day a vast and varied business.

The first floor and basement of the new building are taken up with the Record Rooms. Absolutely fire-proof in every particular, these rooms of cement and steel hold the story of the railroad from its incorporation to the present year. Mr. E. L. Spink is in charge of the "archives". In that record room imagination may go afield and build glowing romances from the long files of books that stand in orderly succession, tier on tier of shelves and stack after stack of cases running clear across the building with one center aisle and transverse, narrow pathways leading to stairways which take you to the very top shelf of every stack. Those ponderous books point silently down the corridors of time, telling their story of the doubts and discouragements, the hopes and fears and the courage of the pioneers



Computing Room, Freight Auditor's Office.



Machine Room, Freight Auditor's Office.



Machine Room, Freight Auditor's Office.

of a great railroad system,—all bound up in the terse language of the business man and the figures of debit and credit; tell the story of life work of many thousands of men who came, tarried a while and passed on,—but in the "Record Room" they are deathless.

Here in these low vaulted rooms are

hundreds of shelves packed with old correspondence records, old payroll records; old business transactions of every kind, and today, should President Byram wish to know what President Alexander Mitchell, back in 1865 said or did on any matter concerning the organization or conduct of the corporation, he can send

to the Record Room and the desired document is immediately forthcoming. No long hunt through dusty boxes and long forgotten tomes,—here they all stand up to face the seeker with their business and date plainly marked so that the “keeper of the archives” without hesitancy places his hand on the particular record that has been sent for and it is on its way to the President, or to the General Manager or to the Chief Clerk in any office of any department.

The second floor of the building is occupied by various departments; the Tariff Bureau is located here, but Mr. Farmar, head of that important branch of the Traffic Department has his office in the Union Depot Building, down town. The Bureau of Safety and Fire Prevention, of which Mr. A. W. Smullen is General Chairman is located on the second floor, having moved up from down town last May; as also the offices of the Superintendent of Mines, Mr. J. A. Needham, with the St. Paul and Republic Coal Companies. Next is Mr. J. C. Ellington, Real Estate Agent; the office of Mr. C. J. Grisenauer, Cement Tester and of Stationery Clerk, W. E. Denny. The Mail Room is at the south end, with Dave Haavind and L. C. Lindley, mail clerks.

On the third floor are the forces of Mr. J. C. Vincent, Freight Auditor, with all the different branches of his varied department. In the north end of the 3rd floor are the so-called “machine rooms” where machines operated by electric current and in charge of skilled operatives, do virtually the entire business of accounting. They cut and punch cards; from the waybills; set down long lines of figures, and foot up totals with more than human precision, in as much as it is practically an impossibility for one of these machines to make an error, while in the human equation, even with the most painstaking care, mistakes will occur. These mechanical devices are the last word in accounting machines and the character, quality and quantity of the work they turn out is almost beyond belief.

On the fourth floor we find Mr. Wm. Kruckstein, Ticket Auditor, with his forces, at the south end of the building; the offices of the Auditor of Station Accounts Mr. F. H. Jeffries; the Auditor of Overcharge Claims Mr. W. P. Heuel; the office of the Credit Officer, Mr. W. F. Dudley; and the rooms of the C. M. & St. P. Ry. Women's Club.



The Paymaster's Office

On the 5th floor are the offices of the Car Accountant, Mr. E. J. Knoll; the Auditor of Investment and Joint Facility Accounts, Mr. A. Lodge, and the hospital, in charge of Miss Mary Many.



Office of Ticket Auditor.



Office of Auditor of Station Accounts (Photograph Taken at the Noon Hour).



Freight Claim Agent's Office.



Auditor of Joint Facilities and Investment Accounts (Photograph Taken at the Noon Hour).

The hospital is the pride of all the Fullerton Avenueites. The room devoted to its use is of comfortable size, and is fur-

nished with several completely equipped hospital beds, screened by dainty white folding screens; it has a well stocked



Office of Auditor of Expenditure (Photo Taken at the Noon Hour).



Assistant Comptroller O. P. Barry and His Secretary, Miss Anna Keller.

medicine cabinet, first aid kit, a gas plate for heating water and other paraphernalia useful in caring for any employee in the building taken suddenly ill or injured in any way. Miss Many is a graduate nurse and competent in every respect to discharge the responsible duties which are hers.

On the 6th floor are the offices of Mr. O. P. Barry, Assistant Comptroller, the Freight Claim Agent, Mr. C. H. Dietrich, the Auditor of Expenditure, Mr. J. W. Severs and the Paymaster, Mr. F. J. Lawlor.

Mr. O. P. Barry is the chief officer in the Fullerton Avenue Building, and although a young man, Mr. Barry may be said to be an "old-timer" in the service. He started in the ranks and has carved his own upward route. He has held the various positions of trust and responsibility, leading to his present po-

sition of Assistant Comptroller. He is popular with all of the employees, knows them all personally, and takes a personal interest in each individual member of his large family. There are over fifteen hundred people in the service at Fullerton Avenue; and of these more than seven hundred are women. With such a large force, and the great amount of work to be turned out each day, a strict attention to duty is required; there are rules governing work hours, which are observed strictly, so that the impression one receives upon entering any one of the numerous offices where a great number of clerks are engaged is of clock-like precision and a fine morale. Mr. Barry and the officials of the Accounting Department have established an admirable esprit de corps throughout their departments, and the work of each day proceeds with the accuracy and spirit of a well trained army.

OBITUARY

F. W. Kimball

On September 2nd, occurred the death at his home near Austin, Minn. of Mr. F. W. Kimball, for many years Assistant Engineer in construction work on the Milwaukee Ry. Mr. Kimball was in his 80th year at the time of his death, but was active and in apparently good health to within a few days of his passing. Mr. Kimball was a man of widely diversified talents, having been in the days of his strength and vigor, a civil engineer and "Trail Blazer" of more than local fame, and during his connection with the construction forces of this company, he located and built some of the most important lines now owned and operated by us. Upon his retirement from railroad service, he entered actively into apple raising in Minnesota. He became an authority in the state on that branch of horticulture and his orchards were famous far beyond its borders. Mr. Kim-

ball was a frequent contributor to The Magazine, from his store of reminiscences, going back to the early construction days when daring as well as skill and efficiency was a pre-requisite in an engineer on reconnaissance or locating expeditions in the northwest.

Mr. Frederick D. Underwood, President of the Erie Railroad, a life-long friend of Mr. Kimball writes to The Magazine the following "appreciation" of Mr. Kimball's remarkable ability and his personal qualities:

Dear Editor:

May I supplement any article that may appear in your magazine relative to the passing of Mr. F. W. Kimball? He was an engineer of great ability. Aside from that he was a cultivated man and a lovable personality. He was modest to a point of shyness. Forty years ago the "Milwaukee" thought enough of him to name a station on the I. & D. Division, "Kimball"; and I had the honor to name the station "Kimball Prairie" on the Soo Line for him.

Seldom is given the engineers who locate and construct railways the credit due them. They are the pioneers in every railroad undertaking, and their light is too many times "hidden under a bushel".

Faithfully yours,
Frederick D. Underwood.

George W. Hibbard

Just at the moment of going to press, The Magazine received word that on Sept. 23rd, at his home in Seattle, occurred the death of Mr. George W. Hibbard, after a long and distressing illness. Mr. Hibbard entered the service of the Milwaukee when the Chicago, Milwaukee & Puget Sound Ry. came into existence, as its General Passenger Agent. He later became General Agent of the Company at Vancouver, B.C. Mr. Hibbard did wonderful work in helping to establish the Trans-Continental Passenger Service of this company. He was widely known in railroad circles as a brilliant and aggressive passenger man with an intimate and practical knowledge of "the railroad game" as it was played not only in this country, but in foreign lands, where he had been in railroad service. He leaves behind him a host of friends who join to offer the widow and two sons who survive him, their heartfelt sympathy in their irreparable loss.

The Meaning

What's the meaning, Daddy Dear
Of the words we often hear
From the gray old engineer,
Can you make the meaning clear?
Safety First?

All along the railroad track
Stenciled words on every shack
At the crossings, forth and back
Wigwags swinging, red and black
Safety First.

In the railroad magazines
Thrown upon the movie screens
They appear among the scenes
Round the shops and the machines
Safety First.

On the trains we ride with ease
Where one looks he ever sees
Can you tell me, Daddy, please
What they mean by words like these
Safety First.

Yes I know, those words so well
Stamped across the swinging bell,
On the trainmen's coat lapel
Yes, my son, I'm glad to tell.
Safety First.

In our day of mighty speed
Danger lurks in every deed.
Careful men must take the lead
Speak the words and others heed
Safety First.

"Safety First", my little man
Be as careful as you can
That's the mighty safety plan
Thus, the safety message ran
Safety First.

Paul Russell.

Too Successful

"I heard ye were on a strike," said Mike to his friend, Pat.
"I was that," answered Pat.
"A strike for what, Pat?"
"For shorter hours, Mike."
"An' did ye get them?"
"Sure we did, Mike. It's not workin' at all I am now."

—Sunday Tribune.

THE MILWAUKEE MAGAZINE

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Chicago

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The Transportation Question

The leader in this Magazine is a message from President Byram on Government Ownership of Railroads. In it he asks railway men and women to go with him into an investigation of the experience of other nations with government ownership of railroads. He cites Italy, France, Canada, Brazil, Sweden, Switzerland and Mexico, giving the actual statistics of record showing that government ownership has been an expensive business in all of these countries. Mr. Byram states the case for private ownership clearly and succinctly. In a recent address before the National Association of Insurance Agents, he goes into the matter with equal directness and at greater length. Believing that all he might have to say on this subject is of special interest at this time, some excerpts from his address have been clipped for The Magazine. Mr. Byram thinks that students of transportation who are endeavoring to effect improvements on existing practices should not overlook the efforts which railroads have made to better their facilities in order to take care of the demand for a greater and more efficient transportation system. He says:

"In their attempts to effect improvements on existing practices or things men some times make mistakes.

Not every new idea is adaptable to the social or commercial development of a people or of the world.

There are, for illustration, organizations whose program is an expression of remonstrance against an imaginary system supposed to be exploiting some part of our citizenship. The idea of these organizations is to practice sabotage of all kinds so as to embarrass the different industries and make their operations costly and if possible unprofitable.

They follow a course of supreme selfishness and the welfare of the real workers and of the public does not concern them.

They are about of a piece with the communists and syndicalists who have a following in every land and who, as admitted by one of their active adherents, do not care whether an act of theirs be fair or honorable—if it succeeds.

Men whose mentality is of such a character as to accept and justify activities and practices of this sort are endeavoring to remodel American thought to their standards.

They are having considerable influence with chronically discontented persons, those who live only in an atmosphere of theory and those too young to have had experience and responsibility.

If those possessed of these radical ideas are right then more than 90% of the people are wrong. If the majority of our citizens have sound ideas on these matters then the doctrines of the aggressive minority are unsound and have no place in constructive thought.

So much to illustrate the point that not all the objectives at present urged upon the public are necessarily wise or practical.

In the discussion of industrial affairs by those whose labors are largely confined to

discussions—the railroad come in for the lion's share of the suggestions for radical changes.

This is to be expected, as the railroads occupy a most important position in commercial and social affairs.

After citing the experience of other countries with government ownership of railroads, as treated in his article on page 5, Mr. Byram continues:

"We have seen the effect of a period of wartime emergency operation, the hang-over in high prices, high wages, etc., which still exists, complicated by unprecedented assaults upon the railroads, their executives and upon the laws passed to tide them over the period of re-adjustment.

As a consequence of the continuation of these unfavorable conditions for a period of years, the market price of railroad securities has receded to extremely low levels.

Milwaukee Stock, for example, that prior to the War, was far above par has recently been as low as \$13.00 or \$14.00 a share.

The Milwaukee is a splendid property. It is now in first-class physical condition ready for an even heavier volume of traffic than the record-breaking tonnage of 1923, which it handled promptly and satisfactorily without car-shortage, delay or congestion.

It is worth every dollar invested in its stocks and bonds. Its entire development has been free from those questionable financial practices to which the impassioned critics of the railroads love to refer.

There have been no stock dividends, and no "melon cutting" in its corporate history. Consequently there is no "watered stock" in its securities upon which dividends must be earned.

There is no mystery about what has happened in the transportation field. Some spokesmen on the other side of the fence have been pleased to point to the large gross earnings of the railroads, inferring that because gross earnings were larger than in previous years, the net income must also be greater.

I can assure you that this is a mistake. The volume of business handled by the Milwaukee Railroad, for example, last year, brought with it a much larger gross revenue than was ever earned by this road in the past. Had it been possible to operate the property on the same level of material prices, wages, taxes, etc., as were in effect, say, ten years ago, this road and all the others would have nothing to be concerned about.

But railroad executives have not been able to set the prices on the billions of dollars worth of materials and supplies needed yearly to operate and maintain the properties; nor to reduce the rates of pay of employees; nor to secure reductions in taxes.

Those things all cost about double pre-war figures and are all outside their control.

Therefore, in spite of the large increase in gross revenues, the increase in expenses was so much greater, that, instead of having a balance sufficient to pay dividends and to finance improvements to the property, as was the case ten years ago, the Milwaukee road, last year, like many other roads, barely had enough net operating income to pay interest on its bonds and notes.

I might say, in this connection, that this road has been most economically and carefully operated and that on only two important roads in the entire west have operating expenses per mile of line been kept as low since the War as on the Milwaukee Road.

To gain favor with the farmers, the freight rate argument is being used freely, he said,—one of these spokesmen recently told his audience, and published the speech generally that "freight rates could be reduced 12 or 14 hundred million dollars without reducing the wages of any man that works, and this would put agricultural rates down below the pre-war level, and would do full justice to every owner of railroad stocks".

That sounds foolish. Let's see just how foolish it is: Last year the total operating revenues of American railroads

were about \$6,357,000,000
Taking out 1,357 millions
as proposed by this gentleman

leaves \$5,000,000,000

With which to pay Operating Expenses (including wages) \$4,944,000,000

Taxes 336,000,000

and Rents and other items about 99,000,000

All totaling \$5,379,000,000

Making due allowance for Income from

other than operations, the railroads would not only have had no money "to do justice to every owner of railroad stocks" but they would have had no money for bondholders, and in addition would have had to reduce payrolls and purchases in order to come out even on expenses and taxes.

Such attempts to place on the railroads the blame for agricultural difficulties are like telling a farmer to kick his horse because something had happened to his cow. The horse does its part to help the farmer but cannot prevent troubles from over taking him.

These displays of misinformation on the part of men anxious to take charge of the country's second industry are very eloquent.

They should serve as warnings of what may be expected should they gain their objective.

The public would doubtless be fed upon the same sort of erroneous statements until conditions became so bad as to make concealment of the true state of affairs no longer possible.

Reverting again to the experience of other countries with government ownership, he said that those lands are contending with unsatisfactory operations and inefficiency while in this country the public is enjoying the benefit of efficient and satisfactory operations; that while other lands are paying higher rates for inferior service, this country is enjoying the lowest rates and highest service. While other nations are forced to make up tremendous losses from railroad operation, in this country the public pays the rates established by the Inter-State Commerce Commission, and if there is a deficit (as there has been on many roads, recently) government does not impose a tax to make up the losses of security holders. In closing he said:

I have endeavored to bring to your attention the main issues and wish to emphasize the point referred to earlier in my talk—that radical changes proposed by eloquent persons are not necessarily practical or progressive.

The "railroad question" has been made a campaign issue for a half century or more by those who needed an issue. There is nothing new or progressive in the idea of misrepresenting the railroad for political advantage.

The railroad business, however, is not conducted in the same manner now as it was then.

Hundreds of laws have been passed regulating every important function of a railroad—and many minor functions as well.

Government bodies control freight and passenger rates; wages and working conditions and hours of service of employees; safety devices; issuance of passes; accounting methods and all bond and stock issues; etc.; etc.

Scores of Government inspectors are constantly traveling over the railroads checking up to see that these laws are complied with.

Under these actual conditions there is no chance for a railroad now to get away with any questionable transaction. The laws are in force and the governing bodies are ready to act on any definite criticism or complaint.

The public has a right to know about its carriers. It is legitimately interested in railroad service and rates; in treatment of employees as to wages and working conditions; in capitalization; and in financial returns.

Railroad executives are glad to have these matters investigated. There is no secrecy about them. The books are open and no one need remain in ignorance who desires information.

Not alone are the railroads willing to have the facts known,—they are anxious to have them understood by every man and woman in this country.

It is only through a knowledge of these facts that the public will be able to act intelligently and rebuke those who at present are taking advantage of the general lack of information in an attempt to bring about conditions repugnant to the majority of our citizens.

Many accidents are caused by sending the body out to work and the mind out to play.

Sidelights on the Vets' Convention

The report of the Veterans' Convention published in the September issue of The Magazine, was incomplete because of the lateness of the date and the impossibility of getting the full news of the day in Pewaukee ahead of "the dead line". Some few bits of the good time enjoyed at Waukesha Beach,—just enough to indicate the complete success of the program came in and were used. The important details however, concerning the winner of the various games, etc., had to be deferred, and are given here together with the schedule of that eventful day: The games started at 1 P.M. with a BOTTLE RACE FOR WOMEN: first prize, a carving set; second prize, vanity case. The first prize in this event went to Mrs. Chas. Sten, Milwaukee; the second to Mrs. Hazel Florence, Chicago. An EGG RACE FOR WOMEN was won by Mrs. L. L. New-

"On behalf of our association, I desire to express our gratitude for the able manner in which you conducted the special train to Pewaukee on August 26th, and the consideration and treatment accorded our guests both on and off duty. They left for their homes greatly impressed with the courtesy and hospitality of employes in this territory".

To Messrs W. J. Thiele, J. M. Davis, E. E. Ross, J. C. Prien, E. A. Lalk, Otto F. Hoppe, W. J. Cavenagh, Martin Cramer, John Horan, D. W. Kelly, E. H. Bannon, T. J. Kelly, N. P. Thurber, C. G. Juneau, Theoland Saveland:

"From all sources I hear nothing but the highest praise for the manner in which the Sixth Annual Convention was conducted, and I want you to know that its success was entirely due to your combined efforts, and no doubt, some personal sacrifice. The best results are obtainable in any undertaking if one is surrounded by the proper personnel, and I certainly was encircled by a group of

To the gentlemen composing the Wisconsin Passenger Club Quartette, who sang several selections at the annual dinner the evening of August 25th, Mr. Carrick wrote:

"Messrs Arthur Fetter, C.F.A., C.R.I. & P. Ry., Milwaukee; Herbert Faber, Chief Clerk, B. & O.R.R., Milwaukee; Chas Regan, Ticket Clerk, C.M. & St. P. Ry., Allis Station; J. M. Neafus, D.P.A., Penna Ry., Milwaukee. Gentlemen:

"On behalf of the Veteran Employees of the C. M. & St. P. Ry. I desire to express our appreciation for the entertainment you so cheerfully donated, on the occasion of our annual banquet, August 25th."

The dial badges distributed to the visiting Veterans were the unique and handsome gift of the Elgin National Watch Company, and Mr. Carrick's letter to Mr. E. W. Herbster the Comptroller of that company in acknowledgment of the courtesy will be a valued accompaniment to the 1924 badges which attracted so much favorable attention and received so many compliments from the members of the association.

My Dear Mr. Herbster:—

"The Annual Convention of the C. M. & St. P. Ry. Veteran Employees Association, held in Milwaukee, August 25th and 26th, was the most successful in the history of the organization. We had an excellent banquet, a very comfortable special train to Pewaukee, Wisconsin; and a wonderful boat trip across Pewaukee Lake to Waukesha Beach, where lunch was served and games and contests indulged in.

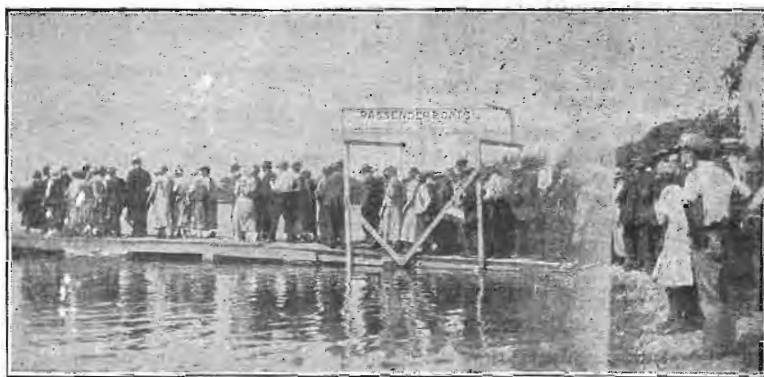
"Every detail, even the weather favored us, and one of the outstanding features of the event was the dial badge. They did not pass unnoticed by anyone, and not only our members, but all with whom they came in contact, commented on them. They were admired to such an



Arriving At Pewaukee.

ton, Wauwatosa, Wisc. who received a Non-Breakable Thermos Bottle. THE WOMEN'S FOOT RACE was won by Mrs. L. P. Jones, Milwaukee, the prize being two pair silk hose. Then followed a TUG OF WAR FOR MEN, in which the team composed of Messrs. D. D. Kempter, Dubuque, Ia.; G. L. Wienke, Savanna, Ill.; J. B. Donald, Savanna, Ill.; R. J. Warzala, Milwaukee; and James M. Fox, Madison, Wisc. and the prize was five boxes of ten cigars each for the winning team. Mrs. J. P. Jones of Milwaukee was again the prize winner in a SHOE RACE FOR WOMEN, and she received a manicure set for this event. A HONEYMOON RACE, with one-half dozen spoons went to Mr. and Mrs. Ralph Curtis, Milwaukee. A BALLOON BLOWING CONTEST gave Rosmary Kitzrow of Milwaukee an electric toaster. The final event was THE FAT MEN'S RACE, for men over 225 pounds, Pat Mulcahy of Portage, Wisc. capturing a box of cigars in token of his prowess. Messrs E. H. Bannon and T. J. Kelly were Field Marshals of the Day.

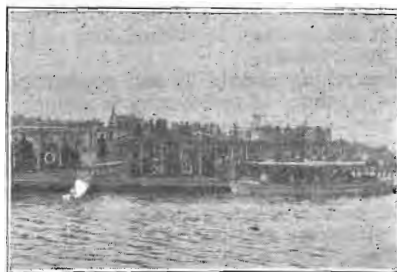
When all the guests of this most successful and enjoyable convention were securely back in their homes and general chairman W. D. Carrick had recovered his poise following those two breathless days, he sent out letters of congratulation and thanks to those who had contributed to the programs of the two days. To trainmaster Horton:



On the Pier Waiting for the Boats.

"competents" in making the arrangements.

"Please accept my appreciation and thanks for your splendid support".



Leaving for Waukesha Beach.

extent that we had many requests for a few extra ones to be sent to friends, or absent members; and from the praise which has reached me, you can feel satisfied that your company has made a host of new friends.

"On behalf of the Association, I wish to express our appreciation and thanks for your thoughtfulness and generosity."

One of the pleasantest features of "Waukesha Beach Day" was the presence of The Boy Scouts who aided and directed the visitors with courtesy and precision. The Scoutmaster, Mr. H. W. Bartrom, who is Train Baggage-man on The Pioneer Limited who himself was one of the hardest workers of the day, received many compliments for the splen-



Pewaukee's Boy Scouts.

did appearance and courteous attention rendered by his boys. To him, Mr. Carrick wrote:

My Dear Mr. Bartram:—

"On behalf of the Association, I desire to express our gratitude to your band of Scouts for their many acts of kindness, the courtesies and attention shown our guests; and their general conduct at our outing on Tuesday, the 26th. I do not recall that I ever had the pleasure of meeting a group of more manly little fellows, or any who were more solicitous for the welfare and comfort of their elders.

"The Boy Scout Movement is one which should be encouraged by everyone. It is wonderful training for the boys, teaching them self-confidence, self-reliance and self-sacrifice and all the



John Horan, 84 Years Old and Still Able to Help Himself.

other characteristics so necessary for noble manhood and good citizenry will be theirs as a result of these early environments. I have no doubt as to the quality of the coming generation with such organizations in existence.

"In conclusion, permit me to add that their every action reflected great credit on you, their Scout-Master; and I wish, also, to thank you for the personal assistance you so cheerfully rendered."

Train-Master Horton, who is a soldier, every inch of him, also acknowledged the services of Mr. Bartram and the Scouts in the following:

"I am taking this means of showing my appreciation to yourself and Boy Scouts at Pewaukee, for the thoughtful-



Mr. and Mrs. Grant Williams and President Charlie Mitchell Talking It Over.

ness that prompted them to assist in handling the Veterans on August 26th; and I wish that you would personally convey to each one of the Scouts, my thanks for their assistance on that date."

Trainmaster Horton, who attained his twenty-five year honors in 1923, gave his personal attention to the handling of the Veterans' Special, manning it with train and engine crews from the Veteran body. The personnel with the years of service of each was as follows:

Conductor Mike McQueeney, in service 55 years.

Brakeman Chauncey Claffin, in service 51 years.

Brakeman Hugh McQueeney, in service 50 years.

Baggage-man L. S. Taft, in service 44 years.

Engineer Jim McMahon, in service 52 years.

Fireman George Brisbois, in service 44 years.

It will be noted that the combined years of service of these crews rolls up a total of 296 years.

is called the "Survival of the Fittest". The slowest growing plants are overshadowed and killed by the stronger ones, and the weaker animals are starved or devoured by their betters. Hardly any of us, however, are in favor of carrying this doctrine to its conclusion on human beings. We are not so cold blooded. Every individual is not equal to every other. Some have physical and mental shortcomings. Some even cannot be self supporting. To take care of these people we have poor farms, homes for the aged, hospitals, provident associations, etc., and I do not believe that any of us would be in favor of discontinuing them. We gladly pay our share of the taxes to support them, but there is nothing to be gained by paying taxes to keep a railroad or any other business in operation when there is not enough demand for their service for them to keep themselves up. This is what government ownership means at present.

The people who use a service should pay the cost of it, or it should be withdrawn. It should not be kept up by the contributions of a large number who are not benefited by it and never can be. It has been the history of all government ownership projects that they operate at a loss, the deficit being made up by appropriations from the tax fund. As everyone pays taxes, few who use it benefit by such a system in getting service for less than cost. The post office department is about the best illustration of this evil because we are all familiar with it. Let us examine it and see how it works. A brief analysis of our own affairs and what we know of other people will soon show us that the majority of individuals use the postal service but very little. Some people do not use it at all. Of course this does not refer to received mail, advertising matter, unsolicited letters, etc. Only a very few people write a large number of letters. The bulk of the service goes to large business houses who mail tons and tons of circulars, advertising matter and letters. If the post office department has ever been self supporting I have never heard of it. Every session of Congress makes an appropriation of the taxpayers' money to cover the deficiency. Thus, the big users enjoy a service at the expense of you and me, for which they pay no adequate compensation.

Now, I can already hear some government ownership enthusiasts say. "All that may be true, but everybody benefits indirectly by having such a good, cheap method of communication, because it fosters trade and prevents centralization and sectionalism." My answer to these people is that you cannot use that as an argument because it is purely theory. I am only attempting to handle actual facts. The scope of a single article of this kind is not sufficient to allow the handling of all theoretical arguments, pro and con, that can be brought up. My proposition is that every person who mails a letter, buys a ticket or ships a package, should pay what the service is actually worth, and not less than it is worth because the deficit can be saddled on some one miles away who has no interest in the transaction. What a service is worth is what it costs to give it, and if patrons will not pay what it costs to give it then it ought to be abandoned. This is not the policy of the government

The Tax Payer and Government Ownership

By an Employee and Tax Payer

Some time ago, in a conversation with a section foreman, about government ownership, he made the remark that he would like to see the railroads owned and operated by the government because then he would get everything he needed in the way of supplies. This started me to wondering about how the average railroad employee feels about government ownership. Probably his interest in the subject centers around how he thinks it would affect his pay, and what he expects to gain or lose by it. Undoubtedly, if he thinks he will gain by it he is in favor of it, and if he thinks he will lose by it he is against it. Whether the welfare of the employees would be improved, is a question about which there can be a good deal of discussion, and it is about the only phase of the subject that most employees have thought much

about. I spent nearly five years in the highest paid branch of the civilian government service, and have a very well formed opinion on the question but I am not going to discuss it here. It is the intention in this article to write something about another phase that has not been paid enough attention. It is the uneconomical phase,—how it would affect the average individual and add to his tax burdens.

Everything should be self supporting. An old school of philosophy is supposed to have originated the doctrine that if there is not enough demand for the work or product of an individual the reason for his living ceases to exist. In other words, if he cannot compete with the strongest and best he has no right to live. This is so true in nature that we have adopted a name for it, which

with the business projects that it has attempted to handle to date.

To return to the remark made by the section foreman,—his grievance probably came from his being deprived of ties, spikes, or plates, that he thought he ought to have. Why was he deprived of them? Probably because the road could not afford to buy them. In all the discussion in favor of government ownership no question has ever been raised as to the honesty of railroad officials, and it is—therefore, probable that the reason these supplies were not furnished him in this case was because the road was not earning enough money to buy them. Not because the officials were stealing part of what it did earn. But according to our friend's belief, if the government owned the railroad he would get everything he needed, because the government is so big and so rich that it can buy everything it needs, whether it is for a navy or anything else that it is operating. That it can and does do that I do not deny. I have already shown how it does it, but I do not admit that the method is equitable. It is decidedly unjust to take money away from one man to give to another without any fair return. The only right way for the government to secure money to properly operate and equip a railroad would be to make that railroad earn enough by raising the rates for its service. This is what private ownership has been praying for, and if it were granted no advantage would exist for government operation of existing lines.

At the present time we already have this evil of unjust distribution of expense to contend with to a certain extent. We have divisions of our railroads that are not paying expenses, that are supported by other divisions that are more than paying theirs. This, however, is only one more proof of the iniquity of government control. We are prohibited by the various state or inter-state commissions from raising the rates on the unproductive divisions to a productive basis. Revenue which should be used to increase the facilities in a densely populated section is taken to keep up service at a point where it is not appreciated. People on one division are paying more than they should, and those some place else are paying less. We have government direction, without Government responsibility.

There was a time, of course, when railways received government aid under the same sort of a system that I am criticising in this article, but the conditions that demanded it at that time no longer exist.

Government operation also works against adequate labor expenditures the same as it does against purchases of material. At the last session of Congress, the president vetoed a bill to increase the wages of postal employees, because Congress had not provided the necessary appropriation from the public funds to meet it. Why was an appropriation of the public funds necessary? Why are not the postal rates high enough to pay the men who are in the post office department what they are worth? Every man's sense of justice must say that they should be. If it should be proposed by the directors of the United States Steel Corporation that Congress make an appropriation to pay higher wages to their employees, there would be some strong objections, yet there is as much sense

in one proposition as the other. The difference is in the way we have been taught to look at it. The United States Steel Corporation is a private concern. Private business enterprises we have come to expect will support themselves. They will sell their product for what it costs to produce it, plus a fair profit, or go out of business. The customers of any concern pay the full value of its product. They do not expect to get any of it for less and they want it bad enough to pay the value, or they do without it. It ought to be the same way with railroad transportation and postal service.

The foremost argument for government ownership is that railroads being a necessity ought to be operated as cheaply as possible, and that the government would be able to do it cheaper than private enterprise because it exacts no profit. I do not admit this, but suppose that it is so. This so-called prime advantage is already in effect on the C. M. & St. P. Railroad. The investors of our line have enjoyed no profit for about eight years. Therefore, all that is needed for the public to enjoy the advantages of government ownership now, as far as our road is concerned, is to have Congress cancel our taxes and appropriate money for our officials to make all of the improvements that they think are necessary.

That some sort of government regulation is desirable, no one will deny. Government ownership, though, is not a cure-all for all of our troubles. Make every public service and utility self supporting and confine government supervision to an auditing of accounts, so that there will be no misappropriation of receipts, and there will be few evils left to correct in our present system.

Father: "Tommy, stop pulling that cat's tail."

Tommy: "I'm only holding the tail; the cat's pulling it."—Tit-Bits.

A wise man will desire no more than what he can get justly, use soberly, distribute cheerfully and leave contentedly.
—Benjamin Franklin.

Ikie Goldstein to ticket agent: "When does ze next train leaf going west?"

Ticket Agent: "11:45."

Ikie: "Make it 11:30 and I'll take it."

Costly Aims

"It keeps me poor."

"What does?"

"Trying to make other people think I'm rich."

"Everything comes to him who hustles while he waits."—Edison.

"Tillie, I understand that you were unable to work yesterday. What was it, acute indigestion?"

"No; a cute traveling salesman."

A Chinese cook in a harvest camp was asked one day by the boss if he knew who God was, and he replied:

"Yes'em, me hear'm drivers talk much about him to mules."

Minister, in restaurant: "How's the chicken today?"

Waitress: "Fine. How's yourself?"
—Exchange.

General Offices Now In Union Station Building

On September 1st that part of the General Office contingent which had remained through the summer in the Railway Exchange, moved across the river to the new Union Station Building. The Milwaukee offices occupy the 7th and 8th floors of the huge structure and when the finishing touches are finally put on, the new quarters promise to be as comfortable and convenient as those of any railroad in the city.

The United States Map Folder

The Passenger Department is issuing a handsome new folder,—the chief feature of which is a complete map of the United States, showing the C. M. & St. P. Railway with its relation to other railway systems. This is the first time that a map folder has been issued which carried on its face the accurate location of competing lines, with crossings and junction points indicated.

There is a handsomely illustrated descriptive text of the trans-continental route, with pictures of the electrified districts and the great motors that operate there. A picture of the magnificent new Union Station in Chicago, as it will soon appear, is shown on the opening page. The new station will be opened to the public by the New Year, and when it is completed it will be the largest and finest passenger terminal in Chicago. All Milwaukee passenger trains will use this station.



S. M. Division Train No. 23, Engineer Wells and Fireman Bertilson Plowing Through Water After Heavy Rains at Lanesboro, Minn.

Then He Retired

"Is your Packard friend coming to-night?"

"No."

"Dodge Brothers?"

"No, dearies, this is Willys-Knight."

—Selected.

Not Uncommon

Speaking of white mule, two rustic sports were uncertainly flivvering their way home from the county seat.

"Bill," said Henry, "I wancha to be very careful. Firs' thing y' know you'll have us in a ditch."

"Me?" said Bill in astonishment. "Why, I thought you were drivin'."

—Selected.



Household Goods and New Furniture

Memorandum of our claim payments on household goods and new furniture for the year 1922 and 1923 covering carload and less than carload shipments. You will note a slight decrease in household goods claims, but the new furniture claims have practically doubled.

The Freight Claim Department has distributed a circular outlining requirements for the proper preparation of household goods for shipment. Any patron that wants to ship household goods should be given one of these circulars and advised just how important it is to comply with the different requirements.

	1922	1923
Household Goods	\$17,011.81	\$13,782.11
New Furniture	37,852.13	64,592.57

Household Goods:—Thousands of dollars could have been saved had shippers been "sold" on the necessity for expert packing. The shipper of household goods is not a regular shipper. He may use your lines but once or twice in a lifetime, but his opinion of your railroad and of railroads in general may be formed almost wholly by the condition in which his furniture reaches destination. If his goods go through undamaged, you have made a friend for your railroad. If his furniture arrives broken, due to lack of proper packing, you cannot "square" the railroad with him by paying the damage in money, nor will an explanation that the packing was at fault satisfy. Why?

Because his furniture is a **PERSONAL MATTER** with him. His household goods have a sentimental value to him, personally, far beyond their actual money value. A man may lose merchandise in transit and be satisfied with a money settlement, but not so with his personal household effects that may have included previous heirlooms or sentimental keepsakes. It is safe to assume that the shipper of household goods does not wish to convert them into cash, else he would not be shipping them. And he usually knows that if they are damaged or lost, his goods will be appraised, in a settlement, only on their market value or under the limited valuation declared by him in the bill of lading contract.

Our claim payments on new furniture carload shipments only, amounted to \$2.81 per car for the first six months of 1924. This amount can readily be seen to be excessive when compared to 85c a car loss and damage paid on automobiles for the same period.

Sealing of Cars and Seal Record

The American Railway Association, Freight Claim Division, in conference April 15th to 18th, 1924, made some changes in our seal records. These rules are mandatory and failure to observe results in our being penalized in connection with claims on shipments moving on interline billing. All employees whose duty it is to record seals are earnestly requested to familiarize themselves with our seal record requirements so that we may be protected when claims arise on shipments traveling over one or more railroads.

Rule 44. Except as provided in Rule 51 (end doors) and in paragraph (g) and (h) of this rule, all enclosed cars containing freight must be sealed at all openings and will be considered imperfectly sealed under any

Causes for Claims

A yard clerk overlooked reconsigning order on a car of oats, resulting in it being held two days, and a claim account market decline.—Had there been no carelessness, this claim would have been avoided.

A yard clerk failed to manifest car of corn, resulting in it being held forty-eight hours before being inspected: Consignee refused car account corn becoming hot.—Prompt action in this instance would have avoided a claim.

A car of wheat was received in yards, door open about two feet and it was not closed by the yard clerk when carding train. Later it rained and contents were damaged to the extent of \$500.00—Because some one did not close the door of this car.

Special instructions had been issued by an agent to not hold for inspection grain for a certain elevator. A yard clerk marked a car "Hold-for-inspection", resulting in a forty-eight hour delay, and consignee presented claim account order having been cancelled.—Read all instructions and put them into action, you will help in reducing claims.

A car of wheat arrived in yards in a leaky condition. Yard clerk noticed this when he carded the train, but said nothing about it. Several hours later the train was switched and after this move by the yard crew, over thirty bushels of wheat had leaked out before it could be stopped.—This might have been prevented, had the leak been stopped when noticed.

of the following conditions:

- (a) Absence of seal. (Locks are not sufficient.)
- (b) Seal improperly applied.
- (c) Broken seal.
- (d) Indistinct impression or seal.
- (e) Blank seal.
- (f) When seals are other than those of carrier, shippers, State or National Governmental agencies, or authorized inspectors.
- (g) Cars which cannot be sealed are cars with doors cleated open for ventilation, and cars containing coal coke and other low grade commodities when doorway racking prevents closing of doors.

(h) No carrier is required to seal or otherwise fasten top hatches or vents or to seal dome covers or other openings of tank cars.

Rule 45. When a sealed car is opened by an employee of a carrier for the purpose of inspecting such car or its contents or to permit inspection by a consignee or duly authorized inspector, or is opened for the purpose of repairing, ventilating or icing, or when car is used in local trade, requiring same to be opened for purpose of loading or unloading freight at stations, such car shall, for purpose of adjustment of claims, be considered as having been under "Continuous Seal" (5-1); provided continuous seal record is shown from station to station and the employee opening the car reseals it as soon as possible and holds car under his surveillance during the time that the car is without seal.

Rule 46. When a car is opened in error by an employee such car shall be considered unsealed unless affidavit is made by employee opening it, or statement is furnished from record made at the time of opening car, that car was opened in error, but under proper continuous surveillance while open, and immediately resealed, which affidavit or statement shall be attached to the claim papers.

Rule 47. When a carrier receives from another carrier a car improperly sealed, the carrier receiving such car should immediately seal car properly and make record of the fact 5-(aa). By so doing, the receiving carrier is relieved from liability if record of the subsequent movement shows cars to have been properly sealed at all points on its line.

Rule 48. When a carrier receives from another carrier a car with seals in good condition, such receiving carrier should not apply its own seals.

Rule 51. (a) End doors shall be securely fastened on the inside or sealed by the initial carrier (5-b) or the carrier loading freight into car at initial point or transfer point, and record shall be made of such seals or fastenings at the time of each loading. (No change in balance of Rule.)

(b) Terminal carrier (5-e) at destination and carrier unloading freight from car at transfer point shall record seals or nature of fastenings of end doors.

(c) The sealing or inspection of end doors is not required of any intermediate carrier.

Rule 55. (a) Carrier shall take record of all seals on, or placed on, side doors and seals on, or placed on, or inside security of end doors, or car at time of each loading and of all seals removed from car at time of removal.

(b) Record must show seals on both sides of car at each station and seals or inside se-

curity of end doors: (Rule 51) at destination or transfer point, except that record taken on alternate sides at different stations showing perfect record to end of road or at final destination will be accepted.

(c) The absence of record of government customs "in transit" seals shall not be considered a defective record if car is otherwise properly sealed and due record made of such other seals.

Rule 56. A carrier's seal record shall be considered imperfect under any of the following conditions:

An order to reconsign two cars of corn was received, both cars bearing same number, although different initials. Cars and billing were crossed and both cars sent to wrong destination. This cost the Railroad Company \$1,000. —Carefulness in this instance would have avoided a claim.

(a) Absence of any record of seal. (Record of locks on car not sufficient.)

(b) Absence of record of marks or impression on seal. Name or initials of carrier applying seal is not alone sufficient; number or other distinguishing marks must be recorded.

(c) Absence of record of secure inside fastenings of end doors when not sealed, as required in Rule 51.

Rule 57. Changes in statements of seal record will be permitted only when evidence is presented proving that previous statement was in error.

The C. M. & St. P. Ry. Womens' Club

On Saturday, September 20th, the C. M. & St. P. Ry. Women's Club held its first meeting in the new Club Rooms at Fullerton and Southport Avenues, Chicago. Through the generosity of a number of the promoters of the Club, the rooms are already very handsomely furnished,—not the least of the gifts being a handsome Steinway Piano, presented by the employes of the Fullerton Avenue Building. After the preliminary business, Mrs. Dixon, wife of Assistant General Passenger Agent, W. B. Dixon sang several old Scotch ballads; and as Mrs. Dixon is a native of Scotland, her knowledge of the Scottish dialect lent added charm to the beautiful selections. Mrs. Dixon has a splendid contralto, and being very generous with her singing, the club anticipates many enjoyable afternoons when she is on the program. Mrs. Grant Williams gave a short talk on the aims and objects of the club and its hopes for a future of good work as well as enjoyment. Many new members were enrolled.

The principal business of the afternoon was the organization of the Chicago Chapter and Mrs. Byram appointed a nominating committee which will report at the next meeting on officers for the Chapter.

For the benefit of those who may wish to organize a local Chapter, the method of procedure is given here.

As we have stated in the previous articles concerning the Women's Club, it is proposed to carry it on in a manner similar to those organizations which have a central body and auxiliary bodies or "Chapters" each with its own set of officers; it being the intent to have a general get-together once a year, just as the Federated Women's Clubs, the Eastern Star, the Catholic Women's Orders, the Daughters of the American Revolution, and other Societies of Women, do.

To this General Club Mrs. H. E. Byram has been elected President General, and she will preside at all of its meetings; Mrs. Grant Williams is 1st Vice President-General; Mrs. Anna M. Scott, 2nd Vice President-General, Mrs. Carpenter Kendall, Treasurer-General; Mrs. Elizabeth M. Peterson General Recording Secretary and Miss Etta Lindskog, General Corresponding Secretary. The address of all of these officers is Chicago, with the exception of Mrs. Scott, who is located in Milwaukee. The Club Rooms in the Fullerton Avenue Building will be open every day after 5 P.M. and remain open until 11:30 P.M. On Saturdays and Sundays they will open at 1:00 P.M. Each day, there will be some club member present to act as hostess,

and on the third Saturday of every month there will be a program and social. There is a kitchenette equipment and facilities for making tea and coffee so that on "Club Days" light refreshments will be served.

Chapters forming in other towns and cities will become automatically members of the General Club, and the manner in which to proceed to such organization is that a few women desiring to form a C. M. & St. P. Ry. Women's Club, (say six or eight) shall express this wish by letter, with that number, or more, of signatures, addressed to Mrs. H. E. Byram, President-General, 2848 Sheridan Place, Evanston, Ill. A date will then be set for the organization, to which all of the women eligible to membership in that community, should be invited. The President-General or one of the Vice Presidents-General, together with some other member of the Executive Board will attend and assist in the organization. Mrs. Byram wishes to have it understood that she will attend such meetings whenever it is possible for her to do so; and as the work progresses, she will plan to be present at "Chapter" meetings as often as such are held when she may be traveling in the vicinity.

In the larger towns and cities, efforts will be made to secure some available space for club rooms in buildings owned by the company; while in the smaller places, it is thought that for the time being meetings may be held at the different homes, following the plan of other Women's Clubs in the small places.

The by-laws of the General Club are published below, as a guide to the Chapters about to form all along the system. The annual dues have been established for every Chapter, at one dollar per year, which except for a small percentage that is to go to the General Club (probably ten percent) is available to each Chapter for its expenses. After the Chapters have laid out the work for the year, they may take other means to raise any needed funds,—such as giving entertainments, card parties, concerts, etc., or any other recognized means of raising money for organization work.

It is hoped that eventually a fund to help those in need or where there is sickness among those in the service of the company.

At the annual meeting of the General Club all members of all Chapters attend, and as there will probably be a luncheon at one of the Chicago Hotels, it is expected that these meetings will be a very attractive feature of our club life.

As has been heretofore stated in this Magazine, all women members of families of employes in service and who have

been in service one year or more; and all women employes who have been in service one year or more are eligible to membership in the club.

By-Laws

of

CHICAGO, MILWAUKEE AND ST. PAUL
RAILWAY WOMEN'S CLUB

ARTICLE I

Name and Location

The name of the Association shall be "Chicago, Milwaukee and St. Paul Railway Women's Club." It shall have an office in the city of Chicago.

ARTICLE II

Objects

The Association shall be a social organization, the objects of which are to promote a better acquaintance among its members for their mutual benefit and social enjoyment; and to secure the advantages of co-operation incident to organizations of this character.

ARTICLE III

Membership

Section 1. Women employes of one or more years of service; women members of the families of men now in service who have been in service one year or more and wives or widows of veteran employes shall be eligible for membership.

Section 2. Persons desiring to become members shall make application, stating name, residence, birth, occupation and record of service, to the Railway Company of those in the service of the Railway Company of whose families they are members, which application shall be endorsed by a member in good standing and filed with the Secretary General who shall submit it to the Membership Committee for approval. If approved, the applicant shall be deemed a member.

ARTICLE IV

Officers

The officers of the Association shall be a President General, First Vice-President General, Second Vice-President General, Secretary General and Treasurer General. They shall be nominated and elected from the members at the annual meetings of the Association and be installed upon their election. They shall hold office for one year until their successors are elected and installed. The officers selected at the preliminary organization meeting heretofore held, shall hold their respective offices until the first regular annual meeting. Vacancies occurring between elections shall be filled by the Board of Managers.

ARTICLE V

Board of Managers

The officers named in Article IV, together with the Chairman of the Standing Committees, and five other members, shall constitute a Board of Managers. Vacancies occurring between elections shall be filled by the remaining members of the Board.

ARTICLE VI

Committees

There shall be the following Standing Committees:

Constitution and By-Laws; Membership; Programme; House and Purchasing; Social; The Board of Managers may create such other or special committees to perform such duties as may be prescribed by the resolution creating them.

ARTICLE VII

Duties of Officers

Section 1. The President General shall preside at all meetings of the Association and of the Board of Managers. She shall appoint the members of the Standing and other committees and other members of the

Board; shall approve all bills or vouchers for authorized expenditures before payment; shall have general supervision of the affairs of the Association, and perform the usual duties pertaining to such office. She shall have no vote except in case of a tie when she shall cast the decisive vote.

Section 2. The First Vice-President General shall, in the absence or disability of the President General, perform the duties required of that officer.

Section 3. The Second Vice-President General shall, in the absence or disability of the President General and Vice-President General, perform the duties of those officers and such other duties as may be required by the Board of Managers.

Section 4. The Secretary General shall receive applications for membership and refer them to the Membership Committee; shall keep a record of members admitted; shall have custody of the records, papers and documents and keep the minutes of all meetings of the Association and of the Board of Managers; shall give notice of all meetings of the Association; conduct its correspondence and perform the usual duties pertaining to such office.

Section 5. The Treasurer General shall have the custody of the funds of the Association, pay all bills and vouchers which shall have been approved by the President General; make a report to the Board of Managers when required; and shall, if required, furnish a Surety Bond, the expense of which shall be borne by the Association.

Section 6. The Board of Managers shall have general charge and control of the funds of the Association, its expenditures and property; shall fix the time and place of the annual meetings; arrange the programmes, entertainments and other details thereof. The Board shall not incur indebtedness, or authorize expenditures in excess of the available funds of the Association.

ARTICLE VIII

Meetings

Meetings of members of the Association shall be held monthly at such time and place as shall be designated by the Board of Managers and notice thereof given by the Secretary General. One of such meetings shall be the annual meeting. Special meetings may be held at the call of the President General on like notice. Ten members, exclusive of officers and members of the Board of Managers, shall constitute a quorum for the transaction of business at any meeting.

ARTICLE IX

Dues

The annual dues shall be One Dollar, payable at the time of admission for the current year, and in the month of January in each year thereafter; one payment at the time of any annual meeting after notification by the Secretary General shall terminate membership subject to reinstatement in the discretion of the Board.

ARTICLE X

Seal

The Board of Managers may procure a seal and also provide a suitable badge, card or insignia of membership.

ARTICLE XI

Expulsion of Members and Officers

Any member or officer of the Association may be expelled or removed for sufficient cause by a veto or not less than two-thirds of the members present at any annual meeting of the Association, providing such expulsion or removal shall have first been recommended by a majority vote of the Board of Managers.

ARTICLE XII

Order of Business

At meetings of the Association, the order of business shall be as follows:

- (1) Call to order.
- (2) Reading minutes of previous meeting.
- (3) Report of Secretary.
- (4) Report of Treasurer.
- (5) Reports of Committees.
- (6) Unfinished business.
- (7) New business.
- (8) Programme or other entertainment.
- (9) Adjournment.

ARTICLE XIII

Amendments

These By-Laws or any Article thereof, may be amended at any regular meeting of the Association by a three-fourths vote of the members present and voting at such meeting.

Played By Pop

First Little Girl: "Do you believe there is a devil?"

Second Little Girl: "No, it's like Santa Claus. It's your father."

— London Daily Mail.

The Use of Soda Ash in Locomotive Boilers

PART II

Conclusion of Discussion Held at Meeting in Butte, Montana of Representatives of Locomotive Dept.

Dr. Koyl:

I suppose you all have read Circular No. 503. The first paragraph says "Be careful not to over-do it"; and this was written for just such cases as you have been discussing. When there is soda already in the natural water, do not put soda ash in the engine tank.

M. L. Medinger, Special Boiler Inspector, Minneapolis, Minn.:

I have been on Lines West for the past ten days, and have inspected boilers at the Division points, and I find the boilers in the cleanest condition I have ever found them.

At Mobridge, I still think the boilers can be cleaned by steaming with soda ash sprayed on. This will be a great deal better for the boilers than bobbing them. The soda ash treatment at Mobridge has not been regular, and I don't think we know what can be effected there by regular soda ash treatment.

R. W. Janes, Boiler Foreman, Deer Lodge, Montana:

I believe that the Missouri River water is much like the waters on the Winnett Line on the Northern Montana Division, and it has been my experience that soda ash has never been able to penetrate that scale.

At Harlowton also there is something peculiar in the water. The stationary boiler has been fed with soda ash carefully, but it merely gathers around the flues about six inches from the back flue sheet, and bakes so hard that it must be cut out with a chisel. Not long ago it took eight of us eight hours to take out one flue.

There are peculiar things at other places on the Lines West. At Avery, you can find a brownish scale on the crown sheet from 1/16" to 3/32" thick, but the radials perfectly clean. At Othello, scale accumulates around the staybolts in the mud ring in pockets, but the sheets are clean. These are just observations of mine during four years of travel.

In the matter of boiler washing, it seems to me very important that the flues should be left covered with water until the boiler is cool. If this practice is followed, the scale comes off soft and easily; but if the boiler is drained while hot, the scale bakes on and is difficult to loosen.

C. H. McCrum, Traveling Engineer, Miles City, Mont.:

Two years ago last Fall I came from the Kansas City Division to the Musselshell. At that time they were trying to learn to use soda ash on the Kansas City Division. And it takes some learning, for, as Dr. Koyl says, the first thing is to get the train over the road, while the second thing is to keep the boiler from accumulating scale if you can.

On the Musselshell Division we have two conditions; from Melstone west, it is a question of keeping scale out of the boiler; from Melstone east, it is a question of keeping water in the boiler. Dr. Koyl says this is caused by sludge and precipitated scale, but I tell you there are some kinds of water you can't keep in a jug unless the cork is jammed in tight.

We used to wash passenger engines at both ends of the line, at Miles City and at Harlowton; but they kept gathering scale, and it was decided to wash them only at Miles City and see what they would do if the anti-foam or the soda ash were left in for a round trip, Miles City to Harlowton and return. But under these conditions the boilers are always more or less dirty on the eastward trip, and therefore foam.

A. A. Fisher, Traveling Engineer, Mobridge, S.D.:

I am for whatever gives the best results. I am not certain enough yet to have opinions which cannot be changed.

On the Marmarth end of the Trans-Missouri Division we need only anti-foam compound. There is no scale in the water over there. And "flash" blowing is not satisfactory, because it does not remove enough water. We do not blow off to remove fine scale but to get rid of foaming water; and I find it best to blow off one side of the boiler at a time, not to have both blow-offs open at the same time.

George B. Hutchinson, Boiler Foreman, Spirit Lake, Idaho:

The water is good in my District, that is, we have just a little scale. Last year we began using soda ash, 6, 8 and 10 pounds to the boiler, but we never put it in the engine tanks. The soda that we put into the boiler, I have sometimes found baked on the front flue sheets. On one engine, the soda was baked on the left side. There was no injector on the left side. We have no trouble running our boilers four years.

F. F. Green, Boiler Inspector, Malden, Wash.:

Between Malden and Avery, the water is fairly good and the scale very thin. We use small amounts of soda ash, and keep the boilers in good condition. But at Malden and between Malden and Othello, the story is different. The water forms a heavy and very hard scale which soda ash does not seem to remove, and we have to bob the sheets. We now have the boilers clean, and are using less coal.

Robert Fisher, General Boiler Foreman, Miles City, Montana:

I have not been in the West long enough to feel qualified to discuss water conditions. But on the Terre Haute and South Eastern line, where I was last year, we had complete success with soda ash, and I think that soda ash is the best cleaner that can be bought.

The water down there is hard, and we used to take out side sheets about every eighteen months; but after we began using soda ash in accordance with the circular of instructions, the boilers soon began to clean up, and are now in good condition. Also the hot work in the roundhouse has decreased fully fifty per cent.

In Miles City we have been testing out soda ash for two months, and have good results in cleaner boilers and in reducing the hot work. But I have not been here long enough to speak with assurance.

G. F. Egbers, Master Mechanic N. P. Railroad, Pasco, Wash.:

This is a very enjoyable meeting to me. I think the Milwaukee officials are to be congratulated on their method of getting officers and supervisory forces together in this manner so as to hear and combine their experiences. It is bound to work out in better understandings and more uniform practice in whatever is under discussion.

The N.P. has been using soda ash for twenty years that I know of, along practically the same lines that you are following, some in the boiler and some in the engine tank. There used to be a question in my mind about the method of application to the water in the tender, but now I am emphatically of the opinion that the method should conform to the amount of work done by the boiler. There are engines on my Division which run 100 miles and get the same soda ash treatment as other engines which run 275 miles.

I believe that each water should be tested, and the soda ash proportioned to the kind of water.

(Continued on page 19)



Safety First Born Five Million Years Ago

The two words, "Safety First", are not so-called "catch words", nor is it merely a slogan or meaningless expression. Much has been written and more has been said—forceful, instructive facts and ideas—with these two words or similar ones as a subject.

The need of applying the elementary teachings of "Safety First" was born with the human race, some five million years ago, if we agree with the Historian Wells. It does not require a vivid imagination to picture one of our ancestral mothers warning her child on its first short journey from her side, to "be careful", or to visualize the head of the family, when night drew down, rolling up boulders in the entrance of their cave as a strictly "Safety First" precaution against a prowling Saber-Tooth Tiger.

Danger in many and varied forms has followed mankind down through the centuries—by day and by night—in his daily toil, and into his home—always at hand—just around the corner—above—below—or only a step ahead. It has always been an unwelcome visitor, unasked and unwanted, but yet, one which will remain "until the last house falls".

It was a wise Providence which gave us a saving sense of caution—a sense that asks, "Is it safe?" "Is there danger?"—a sense that tells us, "Don't do it". "Don't take a chance". Without a doubt it was this endowed sense of caution which was responsible for the first "Safety" movement. It is only in recent years, in our own generation in fact, that man has thought of systematically attacking this age-old problem. We are all more or less familiar with the remarkable results attained; how mills and foundries and factories—ships on the sea and railroads on land—large and small—all have their, "Watch your step", "Be careful", "Safety First", or "Safety Always" organizations; each working toward a common end, and to accomplish just two things, to lessen danger where it can be done, and to teach you and me to be careful.

The presence of danger and the risk of injury and death can never be overcome. We have made, and are still making, wonderful strides toward the elimination of the dangerous machine, the unsafe appliance, and the hundred-and-one other things which can be made safer. One thing must be remembered, however, must be kept before us all the time; for every injury—for every accident—there are a thousand that did not quite occur. We all could write, I am sure, a long, interesting story on the subject of "Accidents that did not happen". It is but common sense to say that these lurking hazards—this ever-present danger—is the big outstanding subject for us to deal with.

The only method of attack, and the only way to accomplish results is through EDUCATION—constant, driving, insistent, thorough—an education not only for the Committeeman, but for

way with his fellow men. Watch always for the dangerous conditions, for the hazards and risks, and be unafraid to correct your brother whenever he performs or attempts an unsafe act. Take this with you in your daily tasks, remember it every moment, and your reward in accidents averted, injuries and suffering prevented, and deaths forestalled, will more than amply repay you for the effort.

Make your actions every day a fitting answer to that question raised so long ago, "Am I My Brother's Keeper?"

E. I. Cleveland,
Assistant Supt.,
Tacoma, Wash.

Put Yourself in the Engineer's Place What of This Man?

The train was approaching a level crossing, the engineer blew the whistle loudly; from his cab he saw a motor car approaching along the road; it was racing the train to the crossing. The motorist thought he could beat the train to it; the engineer knew he could not. The whistle fairly shrieked its warning but the danger signal only spurred the speed-mad motorist to step on the gas. There were five people in the car rushing to destruction. Soon the inevitable must happen. What of the feeling of the engineer?

Here is a new angle for the reckless driver to consider. Has he the right to shatter the nerves of the engineer so that he must give up his job, so that his years of training must go for naught, so that instead of being an asset to the railway he almost becomes a liability?

Is this a square deal?

What would your feelings be if you knew that you were going to run down and kill a number of people—that although the accident was entirely the peoples' own fault, nevertheless you would be the agent of fate which was to hurl them into eternity?

This is a question which every motorist who tries to beat a train to a level crossing should ask himself. For when he races against a train not only does he forget the safety of himself, the safety of those who have entrusted themselves to him by riding in his car, but he also forgets the engineer, the terrible strain which he puts upon the driver of the locomotive who knows that he must hit the automobile but who is powerless to prevent the tragedy.

It has been said that the engineer of a locomotive becomes part and parcel of the quivering steel which he drives; but that is only figuratively correct. He is as human as any of us. Conscious of the devastating power of his locomotive, the nerves of the engineer are keyed up to a tense pitch the whole while he is traveling, and when he spies a fellow-creature in danger, his heart goes out in pity and those tightly strung nerves become set on edge. It is only by superhuman effort that he maintains control every employee who associates in any of himself and steels himself for the or-

deal. He, too, has to think rapidly and to act swiftly, and I think anyone would hesitate to change places with him when he is confronted with a situation from which he knows only too well that those involved cannot possibly escape death or injury.

Big, strong, strapping engineers, with nerves of steel have been reduced to physical wrecks after having cut short a human life, and through no fault of their own. Many an engineer has had to be transferred from his locomotive because he has failed to recover from such a nerve-shattering experience; he cannot banish the grim spectacle from his mind.

It is the haunting dread that he may have the death of a fellow-creature resting on his mind, which is so racking to the locomotive engineer of today, and I think that we owe it as a duty to the engineer, who possibly has hundreds of lives in his charge, to reduce the strain upon his nervous system to the utmost degree. We can do this by observing the simple rule of "Safety First", by taking to heart the advice, "Stop! Look! Listen!", staring at us from every crossing.

For the motorist to pit his prowess and the speed of his automobile against the train at a railway crossing is sheer folly. I doubt if there is a motorist living able to estimate accurately the speed of a train when he is approaching a crossing at an angle. If he should succeed in this respect, he will probably overlook the speed of his own automobile. The moment at which the crossing is reached is the sum of the two speeds—automobile and train respectively, and it is failure to complete this mathematical sum correctly which brings the inevitable tragedy at the railway crossing, while the imposition of the mental strain upon the engineer, who knows the automobile to be doomed is not only grossly unfair, but is a menace to the community.

Careful motorists, who would rather lose a few minutes than be maimed or possibly killed, should exert their utmost to dissuade their heedless colleagues from the foolhardy practice of trying to beat the train to crossings. Not only are they putting their own lives in jeopardy and the lives of those riding in their car but they are also bringing untold sorrow upon their friends and those of the engineer.

C. L. V. Craft, Agent,
La Crosse, Wisc.

Safety First

The subject of Safety First has been so thoroughly discussed and gone over from time to time that it appears almost impossible to find new fields of that to discuss. It seems that all there is left to do is to put into practice what we already know or have heard and always be on the alert and ready to meet each opportunity for improvement in our work or arrest what might terminate into an injury or an unfortunate accident.

With perhaps an occasional meeting of this kind, we can exchange ideas and compare notes as to how we can best

eliminate bad or unsafe practices and improve the service.

When a fellow worker says Safety First is alright and that that is the last you hear of it he is all wrong but when he says it is just a money making scheme for the company, he little realizes the truth of his statement and never stops to think how more money for the company means better wages for him and better equipment to use, also better service for the public, which in turn means more patronage, and it cannot help but reflect back along down the line to the benefit of us all.

Just stop to think that if all the revenue was consumed by damage and injury claims; how soon we all would be looking for other means of support for ourselves and families.

Safety First has reached such a magnitude that a large museum has been erected in New York in January of this year, where all employers of labor whether great or small may go to see means of safety and latest devices for saving human lives, and also benefit by the nationally known educational features and activities.

We can better appreciate the importance of museums of safety, both state and national, when we know that more than 20,000 people are killed annually and half a million hurt in industrial work.

It has developed in my mind that the safety movement is an advanced stage of co-operation, which disease must be contracted by at least two men if you play safe yourself you are bound to help another worker at the same time. As a great many of our accidents of today on the railroad consist of road crossing accidents, we cannot be too careful while switching over them at stations and in doing all in our power to warn travelers at country highway crossings. Best of all we can set a good example to the public if we drive a car of our own and be either absolutely sure at all grade crossings or stop till we are.

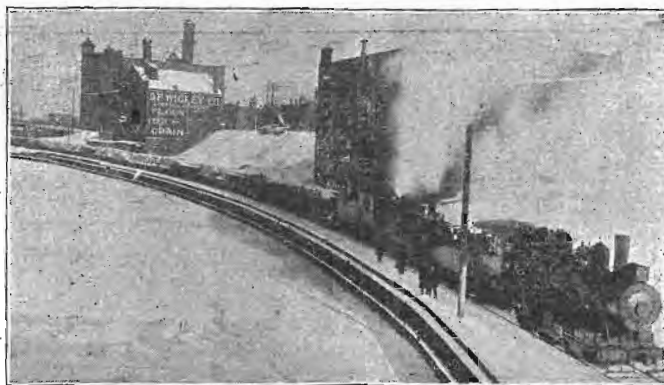
I would like to offer an example. I came into Montevideo on No. 6 and was wishing some friend would be there with his car and going my way. Well one was there and when he saw me, he called to me and asked if I would wait until he put his family on the train and then he would take me home. On our way home we came to a state highway where there had recently been installed stop boards at all the street crossings. I think the previous day, and as he approached the highway he stopped and remarked, "Well we might as well start right and get the habit". This was at 3 A.M. and it has made a lasting impression on me and made me resolve to do as well so you can see what an example means.

I will close now with a few readings from the magazine of our labor orders to show that they are doing all in their power to prevent accidents to members, which by the way is also a money making scheme to them which in turn means less benefit claims and lower lodge dues for us. Now you can see that the benefits of safety first all sift back to us in financial as well as physical ways.

I wish to leave with you a little slogan formed by the letters of the word Safety.

**SAVE A FELLOW EMPLOYEE
THIS YEAR.**

C. L. CHARTER,
Engineer,
Montevideo, Minn.



The above shows a solid trainload of Case Threshing Machines bound for Australia, being pulled out of the Milwaukee Yards at Racine, Wisc. to be shipped via our line to the Coast. At the right is a picture of the one hundred thousandth thresher manufactured by the J. I. Case and T. M. Company, which was also bound for export, shipped out over the Milwaukee.

Madison Division

Louis A. DuBois

Our division master mechanic W. C. Kenney and wife have just returned from a two weeks vacation at White Bear Lake.

Charlie Aberle, Machinist Helper and Pitcher DeLuxe, was signed up for a tryout next spring with Moline, Ills. Base Ball Club of the Mississippi Valley League, after losing a 10 to 9 game to Middleton, Charlie was pitching for Wanakee, he struck out 16 men bring his total of strike outs for 30 games to 162.

Machinist Rolland Moquin has been laid up with blood poisoning in his left hand for the past six weeks.

Carl Knope says he is going to buy a lake of his own to shoot ducks on if these excited hunters don't stop shooting ducks a mile high. "Ought to pass a law to prohibit it says Carl". The boys that did the shooting were three miles away but they heard what Carl had to say.

A new Chime Steam Boat Whistle has been applied to the Madison Roundhouse Power Plant—makes the colored boys at the coal chutes feel quite at home.

Engineer Walter (Sandy) Wilson celebrated his 55th anniversary of an Engineer for the C. M. & St. P. Ry. on Sept. 17th, 1924 and outside of having a dandy case of "hay fever", Walter is feeling fine.

Walter Koenig, Engineer on the West Madison Division, came from Marquette, Ia. to Madison in 2 hours and 50 minutes the other day with a stock train. Tonnage on the West Madison Division freight trains has been raised 300 tons—full tonnage is 2400 tons.

Henry (Sky) Johnson, Engineer, has left for the winters sojourn in Norway. Engineer A. M. Rogers is now running Sky's pet steed the 3126.

Machinist Jos Schlater, engineer Wm. Sarnow and conductor Jos. Dempsey we understand are very much interested in an estate south of the city known as the "Pig Farm". They are contemplating renaming it "Fun on the Farm", We would like to know if it is a profitable investment?

Mrs. Oscar Johnson, wife of car repairman Oscar Johnson of the Janesville Yards, passed away at her home Wednesday, Sept. 10th. The sympathy of the entire community is extended to Mr. Johnson.

Oh yes, we have a vocalist in our midst at the Janesville roundhouse. Machinist Jas. Kressel.

Speaking of the National Election next month, this is the way I would settle it. If President Coolidge holds the north territory and Bob LaFollette the northwest, while John W. Davis undisputedly holds the solid south, I am for



**The One Hundred Thousandth Case Thresher
Was Shipped Over the Milwaukee.**

electing all three of these birds, and running the thing on a commission. In case a little question like a raise in pay for Postal Employee sand Railroad Men or the League of Nations or Prohibition comes up and the three could not agree, I would refer the whole question to the Labor Board. In case of a tie vote of the Labor Board, or a disagreement, I'd refer what was left of the question to Al Brohm or Ma Ferguson—at any rate I would save that ten million they expect to spend on the campaign.

Edward Mulligan, Timekeeper in the Master Mechanic's Office at Madison, suffered a severe handicap last week. His coupe was laid up for repairs and he couldn't make those nightly trips to Janesville.

For a proper definition of the word "veracity" go to Frank Tarpley in the Superintendent's office. He can tell them so good he convinces himself.

The duck hunting of Harley Ragan, Chief Caller, reminds one of a golf game—the more hits the less you get. We have listened to a lot of explanations, but haven't seen a duck. Seeing is believing, Harley.

Miss Bess Hickey of the Roadmaster's Office and Miss Burnette Thysses, Master Mechanic's Office, spent their vacation in Yellowstone National Park. They report a most enjoyable time.

"Doc" Rochterman of Madison Ticket Office, says he had a regular "Jinx" day recently. His chance on an automobile went dead, had to buy a new tire and wife came home from the country. He hasn't had a smile on his face since.

The Kennedy Dairy Company treated the Superintendent's Office to five gallons of ice cream the other day. Why not call on the roundhouse crew to help out next time. We like it.

Hoot Gallagher says "Ain't Business a Holy Terror", I only got in 5800 miles last month—poor boy.

Pusher Service has been established on the C. & J. Line between Janesville and Walworth.

Another switch engine job has been assigned in the Janesville Yard in an effort to keep the gravel cleaned up. I tell you they need our real estate all over and for every car of gravel that goes into concrete roads, it means another nail in our coffin.



THE MILWAUKEE RAILROAD'S 1923 DOLLAR Where It Came From

	Cents
Transportation of Freight (Average rate 1.073 cents for hauling a ton one mile, only 35% higher than in 1913.)	74.39
Transportation of Passengers (Average rate 3.008 cents per Passenger per mile, or 43% higher than in 1913.)	14.06
Transportation of Mail	1.75
Transportation of Express	2.64
Freight Demurrage, Storage, etc.	.60
Switching Service	1.93
Excess Baggage, Milk, Sleeping Car, etc.	2.09
Hotel, Restaurant, Dining and Buffet Service, etc.	.48
Rent of Buildings and Other Property, Joint Facilities and Miscellaneous	.66
Non-Operating Income from Investment, etc.	1.38
	100.00

How It Was Spent

	Payroll Cents	Material and Misc. Cents	Total Cents
Operating Expenses:			
Maintenance of Roadbed, Buildings, Bridges, etc.	7.56	5.84	13.40
Maintenance of Cars and Locomotives, etc.	11.34	10.97	22.31
Traffic Agencies, Tariffs, etc.	.79	.69	1.46
Transportation:			
Train, Station, Switching Operations, etc.	24.97	13.56	38.53
General Expenses and Miscellaneous	2.10	.68	2.78
Total Operating Expenses (Increase per mile of road 90% above 1913.)	46.76c	31.72c	78.48c
Non-Operating Expenses:			
Taxes (Increase per mile of road 108% above 1913)		5.01	5.01
Rent of Equipment, Leased Road, Joint Facilities and Miscellaneous Rents		4.37	4.37
Other Non-Operating Expenses		.76	.76
Insurance Reserve, Interest on Funded Debt, and Notes		11.38	11.38
Total Operating and Other Expenses	46.76c	53.24c	100.00
The 1923 Dollar failed to bring a return of 5 3/4% on Investment in Road and Equipment by			12.35c
Of the 46.76 cents representing Payrolls the salaries of Executive Officers amounted to only .11 of a cent.			
While Payrolls take 46.76 cents of the Total Dollar, they form 60% of the 78.48 cents paid for Operating Expenses.			

The Use of Soda Ash (Continued from page 16)

The very best way of all would be to have the soda ash dissolved, and pumped into the roadside tanks in proportion to the amount and kind of water.

On every railroad, the boiler forces want to keep the boiler clean, and the engineer wants to get over the road; and the two "wants" do not always call for the same boiler treatment.

What I have heard today has been quite an education to me, and I thank you all.

J. A. Wright, Master Mechanic, Tacoma, Wash.:

The ground has been quite well covered, and anyhow we don't have water troubles on the West Coast. If it were not for circular letters and boiler inspectors we probably never would have heard of soda ash.

This is a big railroad, and I think that such things should be left to the men on each Division who know local conditions better than men from the other end of the road. But we are safe, if we follow Dr. Koyl's advice and don't overdo it.

During the three months of the year when vegetable matter decays and gets into our water tanks, we do have some trouble, but we have cured it by blowing off the boilers only once in thirty days; and when boilers from other Divisions come with scale on, it requires only a run of a hundred miles or so to loosen it.

F. McAvoy, Traveling Engineer, Deer Lodge, Mont.:

I did not expect to be called on, Mr. Chair-

man; but I have had some little experience with steam locomotives. I remember that when we used soda ash in moderation, it did the work well; but when we did not use it in moderation, it gave a great deal of trouble.

In the heating boilers of our electric trains, we must be careful of the boilers, because it would be a poor advertisement for the electric trains to have passengers complaining of the cold. Last winter General Foreman Miller at Deer Lodge had a little container for soda ash placed on each boiler, and we certainly went through the winter better than ever before. It may have been due to the soda ash, but I think that the principal benefit of soda ash is in the fact that it compels the fireman to blow the boilers regularly, several times over the Division. Evidently there is no benefit in using soda ash in either steam locomotives or heating boilers unless they are blown out regularly.

Madison Division

Sup't. J. A. Macdonald was seen around Jonesville one chilly morning after Sept. 1st wearing a straw hat plus an overcoat, nothing like being prepared for the weather.

We would like very much to hear from some of the boys out on the branch lines. How about conductor Walter Daly providing us with some news.

Waldo Luchsinger, Chief Caller, has been seen frequently around Edgerton and Maple Beach and he calls "Her" his "Angel"—watch your step Waldo.

Chester Gregory says he has a new model

"Rolls Rough" and says it will do 50 easy. Engineer A. R. Wright will verify this statement. How about it, Art?

Anthony Wilkinson returned to work.

Mr. H. Carey visited the Jefferson Fair.

Mr. J. McCarthy and wife are spending a few days in the Windy City.

Arthur Brown, Machinist Helper, is back at work being off sick a month.

Engineer J. Kelleher after two weeks vacation returned to work, we haven't seen any cigars or candy but was just wondering who the lucky damsel was?

Conductor Thos. Murphy and Harry Houland noted fisherman have decided that there are no fish in Rock River.

John Abbott and Pat O'Hara have returned after spending the "Hay Fever Season" at Channing, Mich.

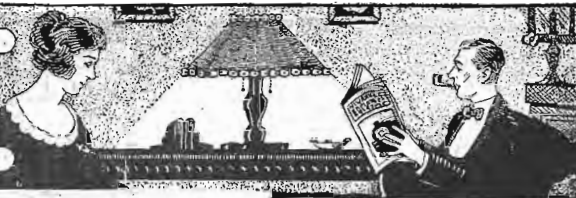
It looks like an easy job but unless you have made a life study of journalism better not go into the game for take it from me you will be a total failure. T. L. Pagel of Mineral Point will be Division Correspondent for next month.

A la Cafeteria

"I fooled 'em b'gosh, I fooled 'em," said the stranger who patronized for the first time a self-service restaurant.

"Yes-siree, I fooled 'em. I goes into the restaurant, takes the tray m'self, takes the knife and fork m'self, grabs the grub m'self, carries it m'self to the table, but I fooled 'em b'gosh. I sips out without washing the dishes."

AT HOME



HAZEL M. MERRILL, Editor



Robert, 4 Years and Juanita, 5 years; Children of J. Valisquet, Clerk in C. & M. Division Superintendent's Office, Milwaukee.

Fall Fashions

Probably the most decided change in the fall and winter fashions is the tunic, which from all appearances is here to stay for the winter and some of the latest ones are slashed in several places for style. There are tunic-length coats which come within four inches of the skirt hem and trimmed with vertical bands of fur or fabric to be worn over one-piece frocks or tunic blouses. Evening gowns also boast tunics. In addition to the changes afforded by the use of tunics there are small capes, flounces, sheathes, bands of trimming at bust line or a change of material in that location, rising waistlines, high collars, straight or Chinese collars, and square collars. Simplicity personified are the afternoon frocks, and arms, like ears, must be covered up, the majority of the sleeves being long and tight. Skirt-lengths will be about twelve inches from the floor, and what a neat, smart length that is. Here is hoping they stay there and not gradually creep up as they did about four years ago. Coats will be generally from three-quarters to full length, with possibly a few hip-length jackets. Those who did not spend a goodly sum on having their fur coats brought up-to-the-minute last season, making them ankle length, will be glad, as this year, they would have to have the additional length taken off. Quite the newest cloth coats have a double front, providing a fine opportunity for contrast of color and material; some have double-front of taffeta in changeable tones, quilted in exquisite stitchery. The edges of the front meet neatly and are edged with fur. The inner coat is padded and securely fastened to give warmth so that you may allow the outer coat to sway with the breeze. Another feature distinctly new this fall is the cape scarf, which will afford ample protection for neck and shoulders until the snow flies.

Dame Fashion whispers this will be a winter of velvets with much fur trimming; velveteen for day wear with chiffon velvet for evening, and the evening

gowns are elaborate and sumptuous with metal laces, metallic trimmings, gold, silver, and steel. The evening gowns make up for the simplicity of the afternoon frocks.

In color, black and white will continue, but both light and dark shades of brown will be newer and somewhat smarter, while plaids remain in high favor; two-toned frocks with a tunic over another shade or contrasting color will be muchly worn.

The most decided change in the millinery is the tendency to height, with high crowns and high trimmings, and rather square crowns. All fur hats will be worn as well as fur-trimmed ones.

"Breathes there a woman with soul so dead who never to herself hath said—'O! how I love furs.'" There is nothing to take the place of fur—it is smart, graceful, and adds an air of charm to the costume that nothing else can. It is whispered that muffs will be worn again but we must wait and see—mi-lady may not adopt this latest accessory.

Likewise long tresses. It is whispered that additional hair will be muchly worn this season and that instead of accepting invitation for week-end parties, the ladies are going into seclusion, on the pretext of taking the rest-cure, but in reality to let their tresses grow. This also remains to be seen, as it has been tried before without much success. However, whether your hair is long or short, the effect to strive for is one of smoothness and care.

A Few Fall Accessories

Quite the proper thing in gloves is the sixteen-button length suede in light color, worn with long sleeves and crushed around the forearm. Flowers are seen everywhere and no afternoon frock is quite complete without a nosegay worn on the shoulder. They are also worn in the hair, even bobbed hair just behind the ear. Plain black chiffon shawls make a pleasing evening accessory. Then there are bracelets, earrings, and beads. We must confess we thought perhaps beads would be passe, but they promise to have another popular season, beads of all prices and descriptions.

Quite new is the sports suit made of soft, thin leather, and it is very smart for skating, hiking, etc. Hats, bags, slippers of this new thin leather, also belts, complete the costume of a plain sports suit. A good many new plain coats will be piped or trimmed in some manner in this new novelty leather.

Helpful Dress Hints

Someone has said that a hat in the hand is a totally different thing from a hat on the head,—meaning that the hat you hold in your hand may be a wonderful "Creation", beautiful as a dream, yet be a hideous thing on the head of the woman for whom it was distinctly not designed. If your face is the angular type, don't be led into buying one of the new, square-crowned, small-brimmed style of hat that has come into favor the

last few weeks. Your sister of the round or oval face is the girl for that kind of hat. The girl with the angular cast of countenance will rejoice in the round-crowned, drooping style that is not especially new on the boulevards, but is never-the-less as smart as the smartest.

The short-necked sisterhood should beware of the disproportionately large beads that hang so enticingly from their thousand racks on the counters of every store in the city. Try a smaller bead and witness the good effect.

Small collars are smart, but if you have a long and distinctly unbeautiful neck, stick to the larger and more becoming neck decoration.

Dresses are going to be short,—very short and there will be a generous sprinkling of the beltless frocks. Beware, however, the beltless frock if you have hips. It's only the slim, straight "young thing" who can afford to step out in this style of gown and hope to maintain her prestige in the "glass of fashion".

Black still leads in the "color scheme" of Madame Fashion. Brown is popular, too, but navy blue seems to have suffered a certain eclipse. Harmonizing colors, not contrasting, will be the key of the winter costuming.

Wool rep and ottoman are the latest in dress fabrics. Twill has gone into hiding, apparently, along with the navy blue color, and rep bengaline and goods of the poplin variety have supplanted the longtime favorite twill. Velvet, broadcloth, duvetyn, and kasha lead in the modes-for-the-moment for semi-dress occasions.

Household Helps

If you will stir your thickening for gravies with a fork it will rarely ever lump.

Pans in which starchy foods, cereals, macaroni, potatoes, etc., have been cooked will be more easily cleansed if filled with cold water as soon as emptied. Other foodstuffs yield more readily to hot water.

If you have a range in your kitchen or laundry, with a reservoir, old magazines placed on the reservoir make an excellent place to set kettles, as the soiled leaves may be torn off and it is again ready for use.

You may fasten leftover pieces of toilet soap to the fresh bar by dipping both into hot water and pressing tightly together. The edges will be blended perfectly after using a few times.

Keep a large paper sack handy in the kitchen to catch all of the odds and ends of waste. It may be tucked into the furnace or stove without emptying, also keeps the kitchen looking tidy.

Keeping His Word

"I rather pride myself on one thing," said the young father. "Although I have the brightest, smartest, cutest, best youngster I ever saw, I never brag about him."—Selected.

Good Things To Eat

Shrimp Wiggle. Two tablespoons butter; one tablespoon flour; one cup milk; one-half teaspoon salt; pinch cayenne; one can shrimps (or one cup). One cup cook peas.

Stir flour into melted butter and when smooth, add milk gradually. When the sauce begins to thicken, put in shrimps, carefully washed and cleaned. Finally add the peas and serve when thoroughly heated through.

Stuffed Sweet Pepper. Six sweet peppers; two cups chopped cooked meat; one onion; one tablespoon butter; one tablespoon parsley; one teaspoon salt; one half cup mushrooms; one quarter cup breadcrumbs; one cup water or stock. Cut the peppers in half, crosswise, and cut out stems removing seeds. Chop onion and mushrooms fine and add to the meat. Mix seasoning with all ingredients together, except the water or stock. Fill the pepper shells, stand in pan and pour the stock or water over them. Bake slowly three quarters of an hour, basting often. Veal, chicken, lamb or cooked ham may be used.

Chicken a la King. One half boiled chicken (one pint in thick pieces); two tablespoons shortening; two fresh mushrooms; one cup cream; yolks of two eggs; one teaspoon salt; one green pepper; one red pepper. Cut peppers in long thin strips. Melt shortening, add mushrooms and cook 5 minutes. Add chicken heated through; add salt and strips of peppers. Beat yolks until light, add cream and cook over boiling water in chafing dish, stirring constantly until thick, about a minute and a half, then pour over hot chicken mixture and serve at once on toast.

Cream Salad Dressing. One tablespoon butter; one quarter tablespoon salt; two tablespoons sugar; two tablespoons vinegar; two eggs; one half pint cream. Beat eggs well, add sugar, salt, vinegar and melted butter. Cook in double boiler until thick. Cool and add the cream, whipped.

Brown Sugar Pie. Two thirds cup brown sugar; two eggs; two tablespoons cream; vanilla flavoring; one heaping tablespoon flour; butter size of large egg; one and one half cups milk.

Cook sugar, cream and butter together until waxy. Whip egg yolks adding the flour and milk. Add to the sugar mixture and cook until it thickens. Add flavoring. Pour into baked pastry shell, cover with meringue, using the two egg whites, and brown in slow oven.

Lizzie's Pineapple Fluff. Yolks of three eggs; one half cup sugar; grated rind and two tablespoons lemon juice; pinch salt. Cook until thick, remove from fire. Soak one envelope of Knox gelatine in one third cup cold water and add to the mixture. Stir in one small can of grated pineapple. Let the mixture cool and when it begins to set, add the beaten whites of three eggs and one half cup of cream whipped. Serve with whipped cream. Omit one tablespoon of lemon juice if liked sweeter.

Fashion Book Notice

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

Address Miss Hazel M. Merrill 302 Union Depot Building, Chicago, Ill.

4855. Child's Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size requires 2½ yards of one material 36 inches wide. Price 10 cents.

4892. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make the dress as illustrated will require 2 yards of figured material for the skirt, and 4¼ yards of plain material 40 inches wide for waist and drapery for a 38 inch size. The width of the skirt at the foot is 1¾ yard. Price 10 cents.

4904. Child's Rompers. Cut in 4 sizes: 1, 2, 3 and 4 years. A 3 year size requires 2¼ yards of 27 inch material. Price 10 cents.

4867. Ladies' Dress. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 5½ yards of 40 inch material. The width at the foot with plaits extended is 2½ yards. Price 10 cents.

4873. Junior and Misses' Dress. Cut in 4 sizes: 14, 16, 18 and 20 years. An 18 year size requires 3¼ yards of 40 inch material. The width of the dress at the foot is 1½ yard. Price 10 cents.

4888. Ladies' Coat. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4¼ yards of 54 inch material. Price 10 cents.

4868. Ladies' House Dress. Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38 inch size requires 5¼ yards of 27 inch material if made with long sleeves. If made with short sleeves 5½ yards will be required. The width at the foot is 1¾ yard. Price 10 cents.

4895. Ladies' Blouse. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3¼ yards of one material 32 inches wide. Price 10 cents.

4864. Ladies' Apron. Cut in 4 sizes: Small, Medium, Large and Extra Large. A Medium size requires 2½ yards of 36 inch material. Price 10 cents.

4852. Child's Coat. Cut in 4 sizes: 2, 4, 6 and 8 years. A 6 year size requires 2 yards of 40 inch material. Price 10 cents.

4869. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5½ yards of 40 inch material. The width of the dress at the foot is 1¾ yard. Price 10 cents.

4875. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3¾ yards of 32 inch material. Price 10 cents.

Forgot Something

Old Gentleman: "Why are you fishing, my boy? Don't you know you ought to be at school?"

Small Boy: "There, now! I knew I'd forgotten something."

Boston Transcript.

Store Efficiency

"Why do you keep this aisle so dark?"
"For the convenience of ladies who want to get at their money."

—Louisville Courier-Journal.



SPECIAL COMMENDATION

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

William W. Adams of the Locomotive Department, Milwaukee Shops for removing a large piece of wedge shaped iron from the rail about a quarter of a mile from West Allis station a few minutes before a freight train passed. This undoubtedly averted a serious derailment.

On the night of August 21st, during a hard wind and rain storm at Milbank, S. D. as No. 6 was pulling in, night baggageman C. N. Reeves noticed during a flash of lightning that the wind had blown one of the coal shed spouts down so that it would not clear engine or coaches. He immediately flagged No. 6 thus preventing serious damage to coal shed, and possible damage to engine and coaches, if not personal injury to engineer and fireman and perhaps passengers.

Flagman M. Cheney, R. & S. Division, discovered and promptly reported a broken rail at Kilbourn Avenue, Rockford, August 27th, 1924.

The little daughter of section foreman John Behrens, Zenda, Wisc., discovered a broken rail near Zenda on Sept. 14th and promptly reported the defect to her father. Her watchfulness and care is another evidence of the loyalty and interest in the welfare of the company among the juniors.

Illinois division gaggageman J. E. O'Donnell was the subject of the following letter to General Manager Gillick from Mr. H. C. Hintzpeter, Associate Manager of the Chicago Agency of the Mutual Life Insurance Company of New York.

Chicago, Sept. 6th, 1924

Mr. J. T. Gillick, General Manager,

Dear Sir:—I just had the pleasure of taking a trip over your road with the boys of the Mutual Life Field Club, and while en route the trip was made more enjoyable by your electrician, Mr. J. E. O'Donnell. Mr. O'Donnell did everything in his power to make this trip a pleasant one, and I thought that it was only right that I should mention this fact to you for a man of this calibre deserves recommendation.

Yours very truly,

(Signed) H. C. Hintzpeter,

Associate Manager.

Assistant signal maintainer Ted Carrity, Portage, Wisc., on the night of September 13th, discovered a broken rail with about twenty inches gone, three quarters of a mile east of Elm Grove, on Air Line track. Dispatcher was notified and repairs made without further damage.

R. & S.W. Division brakeman Homer Artlip for paying special attention to an elderly and infirm woman passenger, by helping her out of coach and off of train, giving her a pleasant and cheery word as he did so. Courtesies of this character make friends for the company and are especially commendable.

Dubuque division brokeman H. H. Harm for breaking into station at Caledonia when the building was struck by lightning, August 18th, extinguishing the fire caused by the lightning.

LaCrosse division conductor F. C. Flander, on No. 263, August 20th, reported that Milwaukee car 205184, merchandise, Chicago to Seattle was being pilfered while the train was doing work at Tomah. The police department at LaCrosse inspected and sealed the car on its arrival there and later arrested the thief in North LaCrosse Yards, with the stolen property in his possession.

Illinois division fireman J. P. Castle while standing near the depot at Davis Junction, on August 12th, noticed a broken flange on IC129468, and immediately called it to the attention of the train crew, thereby averting a possible derailment.

The following employes have been successful in solicitation of passenger business.

Mr. Pollock, Auditor of Expenditures' Office, 1 passenger, Chicago to Seattle and return.

Mr. Gerald Heffron, Freight Claim Agent's Office, 1 passenger, Chicago to Omaha.

Mr. Benjamin Bell, Blacksmith, Minneapolis, 2 passengers, Chicago to Webster, Minn.

Mr. Christ Lange, Machinist, Minneapolis, 1 passenger, Minneapolis to Chicago.

Mr. Thomas P. Bowler, Asst. Boiler Foreman, Minneapolis, 1 passenger, Minneapolis to Chicago.

Mr. W. E. Hall, Racine Freight Office, 2 passengers, Racine to St. Paul.

Sleeping Car Conductor Bell, secured 2 summer tourist tickets from Chicago to San Francisco and return via Seattle and our line to Chicago.

Mr. Robert Ayres, Brakeman, 2 round trips, Beloit to Portland via our line both ways to Seattle.

Mr. Ole Midtum, Brakeman, 1 round trip, Beloit to San Francisco via our line to Omaha and Kansas City.

Mr. O. J. Pokorny, City Freight Agent, 2 passengers to Colorado Springs, Colo. (Milw.)

Mr. O. J. Pokorny, City Freight Agent, 2 passengers to Yellowstone and return. (Milw.)

Mr. August Scheele, Agent, Pewaukee, 4 passengers to Yellowstone and return. (Milw.)

Miss Elsa M. Pritzlaff, Clerk, E. A. Patterson's Office, Milwaukee, 5 round trip tickets to Wausau and return.

Trainmaster Connors, Beloit, 1 passenger to Seattle and return.

Mr. H. S. Amerson, Special Clerk to Asst. Comptroller, Chicago, 2 one way tickets from Chicago to Omaha.

Mr. Louis Heinemann, Delivery Clerk, Clinton, 1 passenger, Clinton to St. Joe, Mo., and 2 passengers from Clinton to Pattonsburg, Mo.

Mr. H. B. Olsen, Third Telegrapher, Sioux City, 1 passenger to New York; 1 passenger Sioux City to Chicago, and 1 passenger Sioux City to Butte, Mont.

Mr. Kirby, Gen. Supt. Motive Power's Office, 3 passengers and 2 half fare passengers to St. Paul. (Chicago.)

Mr. G. E. Lemire, Union & Kinzie St., Frt. Terminal, Chicago, 2 passengers, Seattle to Chicago.

Mr. John D. Artlep, Passenger Brakeman, Racine and Southwestern Division, Beloit, 2 round trip tickets, Beloit to Los Angeles.

Mr. R. H. Wright, Yard Foreman, Freeport, Ill., 2 passengers, Beloit to Kansas City on going trip and from Omaha on the return.

Mr. J. C. Quinn, Chief Clerk, Spaulding, 1 passenger, Elgin to Kansas City.

Mr. Rigwood, Flagman, Merrill, 1 passenger, Merrill to Minneapolis.

Mr. Joe Marx, Warehouse Foreman, Fargo, N. D., 2 passengers to New York City.

Mr. Wm. F. Schlichting, Asst. Station Baggage, 2 round trip tickets, Cedar Rapids to Los Angeles.

Mr. Perkins, Telegraph Office, Chicago, 2 passengers, Chicago to Excelsior Springs.

Mr. Edward F. Kush, Rate and Distribution

Clerk, Ticket Auditors Office, 2 round trip tickets, Chicago to Algona, Ia. and return.

Miss Gertrude Ragless, Switchboard Operator, Fullerton Ave., 1 passenger, Chicago to Los Angeles and return. (Chicago.)

Mr. W. A. Bracken, Train Auditor, Chicago, 1 passenger, Seattle to Chicago.

Mr. E. T. Smith, Agent, Darien, 2 passengers to New York and 1 round trip ticket to Kansas City.

Mr. A. J. Kirch, Fireman, Hoquiam, Wash., 4 passengers, Hoquiam to New York.

W. M. Martin, Passenger Brakeman, Sioux City, 1 round trip ticket, Sioux City to Corey, Pa.

Mr. S. H. Hockaday, Clerk, Auditor of Station Accounts, Office, Chicago, 1 passenger, Chicago to Sparta, Wis. and return.



Station Park, Jackson, Minn.

Twin City Terminals—Mech. Depts.

"Sub"

No items in the Aug. issue under the TWIN CITY TERMINALS—Mech. Depts. but that is no fault of mine as I furnished same but can't not imagine what became of them.

Since the July items were not published, I want to mention the passing away of John Burke, June 6th, who has been in engine service for the C. M. & St. P. Co. since 1884. Mr. Burke had been absent from duty for a long time previous to his death account ill health.

The matter of automobile traffic at grade crossings is a live subject and how well the following motto applies:

"A locomotive has the right of way and can generally prove it."

Russel Oberg, Timekeeper, South Minneapolis Roundhouse, made a hurry-up trip West to gather up his little family to take back to Minneapolis—batching it was rather a lonesome proposition for Russell after having his little Christmas Carol with him.

It is with great regret that we announce the death of River Division Engineer Sidney Knappin who passed away August 5th, 1924. Mr. Knappin died very suddenly after a short illness from the effect of an operation for appendicitis. He was one of the youngest passenger engineers on the Division and was highly thought of by both the officials of the division and his fellow employees.

Mr. R. W. Anderson, Supt. Motive Power, was a business visitor at Minneapolis, August 29th and 30th.

A Familiar Code

A Chicago salesman who had changed to his heavy underwear was making a trip through the South, where he found some warm weather. Accordingly he sent his wife the following telegram: "SOSBVDPDQ."—Exchange.



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

Nora B. Decco

Well here you are Gertrude...now you can go on with your work and not hold up the running of the whole Milwaukee railroad just because someone somewhere can't locate a system gun that left Tomah year before last and has just been located on the back track at Hamen...look it up for the gentlemen and let the rest of the folks read about you. Miss Jessie Nicoll and Miss Gertude Johnson of the car accountants office in Chicago stopped between trains at Three Forks on their return home from a trip through the Yellowstone Park the 1st of the month...they are positive now that those bears in Lincoln Zoo are sure enough real because they saw their fathers, grandfathers and great-grandfathers along with any number of the younger generation enroute...from Mammoth Hot Springs to...where ever they stopped. They also declare there are lots of just as pretty girls in the Fullerton Ave. office as they are, but I don't see how there could be many more.

Mr. and Mr. Leigh and daughter and Mr. Leigh's mother of Akeley, Minn., mother and brother of Mrs. P. F. Walsh, wife of road-master Walsh here visited them during the month of August, while here they went through the park and have returned home again.

Mrs. Baker and daughter Gladys, and son Carl, wife and family of car inspector here have returned from a pleasant visit with relatives at Los Angeles and Mixville, Calif. Mr. Baker is a good cook he says but he is too busy to cook and next time Mrs. Baker leaves town he is going along.

Mrs. McGregor wife of Brakeman McGregor has gone to Iowa where she will visit at various points for a few weeks with friends and relatives.

Mrs. L. L. Elliott wife of the agent at Ringling, has returned from a vacation of several weeks spent in Iowa where she visited relatives in her home town.

Brakeman Joe Gorden who has again resumed work, now holding the job as passenger brakemen on the Olympian is about as lively as he used to be...we are all indeed glad to see Mr. Gorden back on the working list again as he has been laid up many months with a broken leg. We are sorry however, to state that he has moved with his family to Deer Lodge where he will make his future home.

Mrs. Andy Jorgenson and son Harold are here from Seattle for a short visit with engineer Jorgenson.

Fireman Wade and family from the Piedmont helper, have just returned from a trip through Yellowstone Park...lived right here where he can see Electric Peak on a clear day and this is his first trip...home folks always know all about their own state, as usual.

Mrs. Al Workman, wife of brakeman Workman, is very ill and has been for the past two weeks, she is slightly improved however, at this writing and all hope for her speedy recovery.

Conductor Pogreba and wife who spent some time in Minneapolis and St. Paul in August have returned home after a fine visit with home folks.

Conductor Johnson and brakeman Burrell were assigned to the extra run on the Gallitan Valley owing to the increase in business on that line.

Engineer Thompson and fireman Chollare

were also placed there and the first thing they did was to haul the R. M. Division wrecker over to show the farmers along the north line what we had over here.

We wish to announce the greatest event that has so far occurred in the family of W. B. Carlson...the arrival of a son and heir August 29th and there isn't a name found so far that is half way good enough for him...Mr. Carlson is the brother of A. J. Carlson of this place and a brakeman here, having just recently moved here from Kansas City. We offer the congratulations of the division.

Operator Francis Murphy of Bozeman is taking a vacation of a few weeks relieved by Mr. F. P. Byrne. We hear rumors of Francis' head long plunge into society and other rumors, etc., but time will tell and it may and may not be true.

Miss Mary Sheek, of Martinsdale, is also off for a vacation and those same rumors persist in following around after mention of her name too, seems as if she ought to let me know.

Operators Blisechner and Rabben of Butte Yards have returned from a few weeks off duty...Nels to Seattle and Eddie east...operators Williams and Loden relieving them.

Mrs. Martha Littleton of Modesto, Calif., is visiting her daughter at Ringling... Mrs. George Beall, wife of third track operator there.

Mrs. Kilpatrick, wife of brakeman Kilpatrick, has gone to St. Louis, Mo. with her family to remain during the winter. Pat says he and the dogs are going to keep house now.

Conductor Vaninvegin and H. C. Rector of this place attended the convention of Masonic Bodies held in Great Falls last of August. Mr. Rector also spent a week in Seattle and was relieved while away by Agent Byrne, from Piedmont, who was relieved there by Agent Peacock from Lombard and Mr. Pittman from Sixteen assigned to Lombard.

Fireman Fink of the Northern Montana has returned to the R. M. Division again. He says the old house where he and his gang of pals lived, is lonely now as he is the last of the bunch...and seems to be a little worried... the reason—fireman Eddie Brashe of the Northern Montana Division and Miss Ellenberg were married at Lindstrom, Minn. some time the last of August. They will drive to Lewistown from there in their new Oakland and the Rocky Mountain Division certainly offers them the best of wishes for a long and happy life.

A meeting of superintendents of this and connecting divisions was held in Mr. Barrett's office in Butte the 1st of the month...the Milwaukee expects this year to handle the largest wheat crop ever handled out this way and a big stock business also...the gentlemen who wrote the Pain in the Northwest, in the Saturday Evening Post made a return trip during the month of July and he couldn't find anything to write about except good crops, so he went home mad.

S. M. East

R.G.E.

It is with deep regret that we report the death of Mrs. E. J. Auge, wife of our chief carpenter. Mrs. Auge had not been feeling well for a couple of days but was able to be up and around. Mr. Auge left his home on Tuesday morning, August 19th to look after some repairs made necessary by the washouts in the Root River Valley. During his absence his wife became suddenly very ill and before he could reach home she had passed on to the Great Be-

yond. Services were held in Wells. The body was then taken to Mendota, the old home of the Auges, where Mrs. Auge was laid to rest.

Early in the month of August an accident occurred in Austin Shops resulting in severe injuries to Mr. Arthur Warren. Mr. Warren is at the present time resting at St. Olaf Hospital and it is feared it will be a long time before he will be able to be around again.

On July 22nd, 1924, at Owatonna, Minnesota, occurred the marriage of Mr. Dwight Kneeskern to Miss Grace Runner. Miss Runner, whose home is in Beaman, Iowa, was a teacher in the Austin Public Schools during the last term. Mr. and Mrs. Kneeskern kept their marriage a secret until the morning of August 28th, when Mrs. Kneeskern received word from the schools of Grundy Center, Iowa that her contract to teach there the coming year had been cancelled at her request. We extend our best wishes for a very happy married life to the young couple.

Engineer Bob Herrman has returned to work after a week of fishing in the Root River near LaCrosse.

The L-2 Power which has been tested out between Austin and Minneapolis is found to be working out very satisfactorily, giving prompt service between the Twin Cities and Southern Minnesota points, and it is felt that this may be the forerunner of increased business on this line and better service to the public.

The local Blacksmith Shop is looking forward with pleasure to the arrival of a new steam hammer which has been promised. This will be a 1500 pound hammer, which is about three times as large as the one now in use, and will enable this shop to do the heaviest blacksmith work necessary in the repairs to the larger engines now in use.

Mr. and Mrs. Marion Sherman have returned from an automobile trip going through the Dells of Wisconsin, following Green Bay to Marquette, Mich., through Houghton up to Copper Harbor and Ashland, Wis., thence to Duluth, Hibbing and home. They report good roads and an enjoyable trip.

Recently I. & M. Division train No. 2 arrived here with one of the largest passenger engines owned by the company. This engine was one of the River Division assignment, applied to the local run temporarily. It is one of those that is used to pull the fast mail on the main line between Milwaukee and the Twin Cities.

General Foreman Keck and family recently returned from a trip motoring to Emerson, Canada. From there they went to Winnipeg, back to Warroad, Minn., over to Beaudette, P. Q., then crossed by boat to Fort Frances, on to International Falls. From there they crossed to Ely, through Superior National Forest to Finland, and home.

The Chicago, Milwaukee & St. Paul "SHIP BY RAIL" team defeated the Hormel Packing Company Team in a tug of war at the Mower County Fair at Austin on August 21st. August 22nd they defeated the Nevada Farmers Team. The first day they won a \$25.00 purse, and the second victory brought them a purse of \$15.00.

Division Master Mechanic Dimmitt and Boiler Shop Foreman Hillan made an inspection tour over the S. M. Division during the early part of August.

Conductor Ed. Jahren has traded in his Oakland Sport Touring car and can now be seen driving about in a new Oakland Sedan.

John Jones, brakeman on the S. M. Division, sends us the following:—"The S. M. Division of the Greatest Railroad in the World had the honor of having upon it on August 22nd, 1924 four great men. Starting from engine to rear car of Train No. 22 as follows:—The Honorable Wm. Owen, engineer and also Mayor of the City of Austin; Judge A. M. Redmond, baggageman and also Justice of the Peace of LaCrosse, Wis.; Baldy Gifford, one of the oldest brass pounders on the C. M. & St. P. was seated in the smoker trying out a few Havana cabbage leaves, getting lined up for the old veterans spree at Milwaukee; last but not least, the Honorable Magnus Johnson in the rear car enroute to the Preston Fair where thousands of people awaited to hear what his message was to them."

Drippings From the Ice Bunkers

By Spud Bar

Vacation time is all over and everybody is back on the job. Everyone was anxious to get his vacation over with, because the suspense of being away from their regular work was unbearable. (At least, so they say).

Mr. D. S. Westover, Chief Inspector of Lines East, is back from California and looks as good as ever. He, too, was anxious to get back to work, and claims the train couldn't bring him fast enough.

Miss Mae Callahan abhors the idea of having to get up at 5 A.M. in Chicago to play golf, so she has solved the problem by running out of town over the week ends for a game of golf or two. Mae intends to win the championship some day and she simply must have her practice.

We wish to congratulate Miss Laura Rosenthal and give her our best wishes through the medium of this column. She surprised us the other day by wearing a beautiful sparkler on her left hand.

Who says our women are not good fishers? Miss Mildred Huber, with the help of Miss Rosenthal, landed a 16 lb. Northern Pike, while at Minotqua, Wis., over the week end. This establishes a record that even Mr. Holcomb will have to step lively to beat.

Mr. Weber also established a record. After fishing up at Lakewood, Wis., for a whole day, he caught 2 perch and 200 mosquito bites. Try and beat that.

Wisconsin Valley Division Notes

Lillian

Announcements were received of the marriage of Miss Myrtle Krehnke to Hugh Hamilton of Mosinee, on August 14th. Mr. Hamilton has been employed as clerk at Mosinee station for several years, and they expect to make that city their home. Friends of the contracting parties extend congratulations.

Miss Ida Livernash of Mitchell, South Dakota visited at the home of her brother I. Livernash.

Mr. McMohan, Inspector, spent several days at the roundhouse during August.

If you would like to have your hair stand up straight, or see eyes look like saucers, just gather around while our blacksmith Pat Damborg relates his experience while picking berries last Sunday. The berries were wonderful and he was just grabbing them off by the hands full not noticing where he was being lured to. A rather gruesome noise attracted his attention and on turning around he discovered a roaring bull charging him. It took him but a moment to get control of his feet and he left field, berries and bull so far behind he did credit to the Roundhouse Track Team.

Geo. Duval, formerly Tendertruckman, has accepted a position with the Tomahawk Iron Works.

Dick Relitz has been wearing a bell around his neck during working hours for several seasons, one is so that "MA" Stoff can keep track of him and another for Pat's benefit.

Mrs. Lawrence Nowitzke and children have

been visiting at Minneapolis for the past week.

Mr. S. A. Gorman, father of Mrs. P. H. Nie, of Merrill, passed away at his home on Sunday, August 31st after a short illness. News of his death came as a shock to his many friends. The Division employees extend sympathy to Mrs. Gorman and family.

Emil Anklaam and Fred Barthels have been added to the roundhouse force and are engaged in keeping the engines shined up.

Alex Dehnell is the proud possessor of a half inch brimmed hat which has gained much notoriety. Alex is considered quite a ladies' man.

August Krueger, of LaCrosse, has been employed here and is assisting M. Besage and Mr. Streeter painting engines.

Elmer Hohan has resumed his duties at school and Leo Jonas is filling the vacancy in the store department.

A. Morin has returned from a vacation which was spent visiting relatives in the east, and Wm. Swanson also returned from South Dakota where he spent a few weeks vacation.

A wedding of interest, especially to the roundhouse employees was the marriage of Felix Slomiski to Adelle Wussong which took place at Waukegan, Ill. Felix was wearing one of those smiles "that won't come off" for some time previous to the event, but was rather reluctant about telling the reason, but when it was learned that he disposed of his car, it was very evident that he was about to take the serious step. The young couple spent their honeymoon at Minneapolis, Chicago and Milwaukee, returning to Wausau where they will make their home.

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

R. R. Thiele

Ralph Bement, Assistant Agent, took a brief vacation the latter part of August, but true to his energetic disposition he did not spend it in dignified leisure, but instead put in some hard licks painting his house. Doubtless he was glad to get back to the comparative ease of railroad work, after all this manual labor.

Mr. and Mrs. "Billy" Alleman of our Local Warehouse staff went on a vacation trip August 3rd, to Abbotsford, British Columbia. Billy reports very dry weather in Canada. Our readers may form a notion of the nature of the draught from the contents of a letter which Jack McKay received from Billy; the letter contained about two dozen bottled beer labels of various brands, all carefully stamped "Passed by Customs". We are told that Jack got so thirsty from looking at them that he spent the larger part of the day close to the drinking fountain. On their way home Mr. and Mrs. Alleman visited friends at St. Marie's, Coeur d'Alene and Spokane.

This being the vacation season, we have to report on other vacation trips. Al Goldsborough, Revising Clerk at the Local Office, who is reputed to know more rats than any other man living, was off for a rest. Ralph Bement, Assistant Agent, in the meanwhile doing most of the revising. Al went to Copalis Beach on the Pacific where he indulged largely in clam digging. However, he vows that the description "elusive clam" is absolutely correct and that it is far easier to find a rat than to find a clam, not to mention that it is easier on the back. However, he had better luck on a fishing trip to Saimon Beach, landing several fine fish.

Joe Laugan, Car Clerk at the Yard Office, returned from a vacation trip on August 8th; he utilized his period of rest by hitching up the faithful flivver and driving to Portland, out on the Columbia Highway, to Seaside and other resorts in that vicinity. Since his return he has been temporarily transferred to the Local Office to help in the Oriental Department.

Lester Prescott, of the Yard Office, is on an extended vacation trip to the east, chiefly to Boston and other places in Massachusetts, his ancestral state. Lester being a lineal descend-

ant of Colonel Prescott of Bunker Hill fame. We hope to see him back before long.

Mrs. Clover, wife of Assistant Cashier Fay Clover, at the Local Office, has gone on a ten days' motor trip the latter part of August, driving to Corvallis, Seaside, Long Beach, the Columbia Highway and other points of interest down that way. In the meanwhile Fay is one busy man, between his duties at the office, feeding the chickens, getting his meals and attending to all the housework, and is hoping for an early return of the family.

Emmett Maloney, the athletic Chief, Bill Clerk at Dock Two, is very prominent socially, as might be expected of a good looking bachelor, but recently he wearied of always being the recipient of entertainment and decided to do some entertaining himself. Accordingly on Saturday and Sunday, August 9th and 10th he gave a weekend party to fifteen guests, both boys and girls, chaperoned by Mr. and Mrs. Schwarz at the beautiful country home of the latter at Five Mile Lake, north of Tacoma. The guests and Emmett had the time of their lives in boating, swimming, fishing, eating, dancing and just lounging; you get an idea of the programme from the fact that we overheard a scrap of conversation in which one of the young ladies was told to bring her bathing suit and an apple pie. Wouldn't that beat Omar Khayyam's loaf of bread and jug of wine?

We recently had the pleasure of a visit to the Docks by Mr. and Mrs. John Dolle of this city and Mr. and Mrs. Salzer of Spokane, both gentlemen being of the Traveling Auditor tribe and being engaged in checking the Local Office. The Alabama Maru, which was discharging at the time, was a source of interest to the guests from inland and the entire party, ladies and all, crawled clear down into the farthest ends of the shaft tunnels and up to the highest place on the bridge. No, Geraldine, no refreshments.

Kenneth Alleman, of our Yard Office, is a famous baseball player of local renown and on August 17th went to Eatonville with the local Yeomen nine to play a famous Japanese nine of our neighboring town. The Yeomen won the game, despite the fact that the Japanese nine had a prior record of seventeen straight victories, and we understand that the victory was due in no small measure to Kennie's phenomenal fielding. The outfield at the Eatonville grounds is rather rough and Kennie fell no less than three times in attempting to field a long hit, but nevertheless managed to spear the ball just as he went down the third time. Said the Japanese manager. "We can't win against such stuff."

We regret to hear that Miss Ruth Gordon, daughter of Joe Gordon, of our warehouse force, has been in the hospital for quite a time, following an unusually serious operation for tonsils and adenoids, but we are pleased to learn that she is about restored to health at this writing.

Brother Folsom, Inspector for the Transcontinental Freight Bureau at the the Docks, had a very embarrassing experience recently when inspecting the loading of a car of barreled wood oil. He made a misstep in going into the car and fell between the door and the doorpost—the door being nearly closed—in such a manner that he might have been very seriously injured. Fortunately his injuries were chiefly confined to his outer garments, but these were so hopelessly damaged that "Foley" had to borrow a discarded pair of trousers to enable him to get home. As the trousers were about a foot too long for "Foley", we hear that he sneaked into his home through the back alley rather than face the neighbors. When he got home Mrs. Folsom had to render first aid to the wounded in extracting various splinters from her devoted hubby's legs and altogether the experience was quite painful, but "Foley" was lucky to get off so easily. The trousers, however, were beyond repair.

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Yes, only \$1.00 with the coupon below will bring you one of these exquisite big room size, 9 x 12 ft. Genuine Wilton Velvet Rugs on 30 days' Trial—and with it, absolutely FREE, a beautiful Wilton Velvet rug, size 27 x 52 inches. The picture gives only a vague idea of the rich beauty of these rugs. You must see them in your own home to appreciate them. They are woven in one piece with no seams of any kind. You have the choice of floral medallions or small figure designs in all popular colorings. Rich, blended colors, materials of rare quality, and unexcelled workmanship, make these rugs a rich setting for the finest home furnishings. Best of all, you see them right in your own home. Your friends admire them. All before you obligate yourself to buy.

Here is the greatest rug value on the market today. A handsome 9x12 Wilton Velvet rug for only \$1.00 down on 30 days' Free trial—with a 27x52 rug absolutely FREE. If you decide to keep it after the trial you pay us in small monthly installments. You have over a year to pay. If not perfectly satisfied you can return the rug. We cannot hold this remarkable offer open very long. So you must act quick. Send for one on approval today. Be sure to state color and design preferred.

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Send at once for a free copy of our latest catalog. See our thousands of bargains in household furnishings, a 30 day's free trial, a whole year in which to pay and your money back at once—together with freight charges both ways—if not absolutely satisfied.

Send the coupon NOW and secure one of these superb big Wilton rugs on thirty days' trial. And remember, you get a beautiful 27x52 in. Wilton Velvet Rug free. You can keep the two rugs in your home for thirty days. Examine them carefully. If you are perfectly satisfied in every way, begin making easy monthly payments. Send for them today. You are under no obligation. We assume all risk. If you are not absolutely satisfied, return them to us and we will refund your dollar and freight charges both ways. If satisfied, pay for the rug on payments of \$3.50 per month. Don't delay. Seize this opportunity. **IMMEDIATELY SEND COUPON AND \$1.00. Write NOW.**



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☐ No. F476—Floral design, \$1 down, \$3.50 a month. Total \$39.85. Also send the 27 x 52 in. rug FREE.

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La Crosse Division

C. W. Velsor

High speed on the Milwaukee, it is gratifying to state that the last silk train handled over our road from Seattle to Chicago, September 12th, the distance was covered between these points in 55 hours and 9 minutes, which beats the previous record run made, by 1 hour and 46 minutes. It is needless to say that the La Crosse division delivered the usual efficiency.

An Irishman named Cadman came home from work one evening and waiting for his supper began looking around the house in an aimless way, his wife said to him, "What are you looking for Sam?" He said, "Oh nothing". She said, "It's in the brown jug in the pantry".

Special commendation was recently given brakeman Louis Wieland, on August 28th, when he discovered a broken truck on C. T. H. & S. E. 12907, in train 264 at Pewaukee. The title of "watchful Louie" has since been conferred upon Mr. Wieland.

Conductor John Pate just returned from a sojourn down east and has a lot of high building gossip for his friend Otto Zodtner.

It is told that a certain gentleman in our Portage office told his stenographer to write a Mr. Blank, making an appointment to meet him at Okauchee. The new stenographer asked, "how do you spell Okauchee?" "Why the idea; don't you know how to spell Okauchee?" "No." "Why, er Oh well, tell him to meet me at Hartland". Now this was not roadmaster John Kelley because you know that he would not be going to Okauchee.

It is with deep regret that we report the transfer of our good friend H. R. Jone to Green Bay and Mr. J. H. Dietz (not the defender of Comeran Dam but a real live wire) of Green Bay made General Car Foreman of the La Crosse Terminal.

Chief clerk A. T. Klingler, of our Portage office, considered the Veterans' Convention a pretty strenuous event. So did all concerned when they saw him come back.

Dispatcher Brown is moving again and says that it is cheaper to move than pay rent.

Train crews on the west end have laid aside their overalls and are hanging on for dear life while they are speeding over the road with the many fast stock and silk trains and solid wheat trains from Southern Minnesota which make business good and rushing both in the La Crosse yard and on the division.

Twin City Terminals

Carl

The season for flowers is about over and we shall miss the beautiful bouquets that were seen on the different desks.

Two weddings to announce, and both in the Accounting Dept. Ernest Uggla took the "fatal step" August 11th, and Grace Walsh has issued invitations to her wedding which will take place Sept. 15th. Congratulations to both.

Charley McLain and wife took a trip to Seattle and other coast points. They report a pleasant trip.

New clerks added to the local office are Lottie Weyrouch, Konrad Hagen and Lester Kinkel.

Mr. Bart Hayes has resigned his position in the local, and leaves for Chicago. We shall miss his cheery smile.

Mr. Marsh of Chicago has been assisting the local demurrage department the past three weeks.

Harvey Lobdell returned from his vacation looking quite fit. Spent most of his time motoring in Iowa.

No reports from Fred Johnson and Otto Pontzar but they look as though they had a pleasant vacation.

Misses Gusta Furst and Irene Hughes spent the week end with Mr. and Mrs. Kenneth Morrison at Chicago.

H. & D.

"JD"

J. F. Andres is getting to be quite a pedestrian. John says, "if business keeps up, I'm going to get a pegasus, and cut out all this pedestrianism".

That perceptible old gentleman John Rosstratter, passed over the division recently on numbers seventeen and eighteen. John sure looks like a million dollar kid in that new uniform.

Gasolene Bishop says "Pyramid Oil is the dope".

Trav. Engr. Frank Hemsey made a trip through Yellowstone National Park with Mr. Riccius, former master mechanic of the H. & D. Frank reports a swell time and a troubleless trip.

NOTICE

Special instructions given in automobile driving, special care taken with "wimmin" students, extraordinary instructions in Dodge cars. Cash or terms. Stand all responsibility.

Levi.

Mrs. Otto J. Kolb (wife of agent O. J. Kolb of Prior Lake), was instantly killed and her three year old son, Robert, seriously injured Saturday morning, August 23rd, when struck by a work train near their home. Mrs. Kolb and her son were going from the station to their home a half a mile from the station on a velocipede and did not see the train until it was upon them. All employees join in wishing a speedy recovery of little Robert.

Mr. and Mrs. J. G. Wik spent a week or ten days in and around Chicago.

Miss Letona, oldest daughter of Engr. Homer Henry, of Montevideo, was married to Mr. Emil J. Beckstrom, former teacher at Montevideo. Mr. and Mrs. Beckstrom left on an auto trip through the northern part of the state and on return will make their home at Austin, Minn.

L. J. Wisner bought a new Dodge touring and put it in his garage, forgetting to chain it up, and went on a trip to Aberdeen. After making the trip he discovered the car was gone and upon inquiring found same in a repair shop. Investigations showed that a certain automobile instructor had attempted to instruct his wife in driving. The car ran like a deer until it hit a tree a few miles east of Montevideo on the Wegdahl road. The question is, "Did the instructor have his hand on the brake, or around the student," it happens the instructor's wife was along with them so it must have been alright, or that might have been the reason for all the instructor's excitement. The case hasn't come up to Kangaroo court as yet but it is on the calendar at this writing. Watch these items for an announcement of the above case, there is some talk of lining up a few reserved seats for the big trial.

The Safety First Meeting held in the Opera House lodge rooms at Montevideo, Monday evening, August 11th was the most successful in point of attendance of any ever held at this terminal. There being ninety two present, representing every branch of the service, and coming from points about one hundred miles on either side of Montevideo.

Superintendent E. W. Lollis, being off the division, trainmaster Orville A. O'Neill took charge of the meeting and after some preliminary remarks and routine work, turned the gavel over to chief dispatcher F. T. Buechler who called the roll and gave every man present an opportunity to unburden his chest. A goodly number responded after which a paper was read by engineer Chester Charter along the lines of general safety habits. The subject was well handled and some impressive ideas promulgated.

Mr. Esch closed the meeting with further admonitions and some interesting figures after which Mr. Buechler after driving a few spikes into the subject, threw down the gavel and said, "let's eat."

Chief J. E. Andres and assistant chief Dave Fisher got up quite a perspiration dishing out the sandwiches and coffee while trainmaster R. E.

Sizer, as usual, picked the heavy job of passing the cigars.

The only thing lacking at the meeting was the open faced genial countenance of our superintendent who would no doubt have greatly enjoyed mingling with this fine representative bunch of fellow workers and noticing the splendid spirit of co-operation which permeated the atmosphere.

Seattle General Offices

Marie E. Cleary

The last of the vacationists are starting out on their vacations now and the offices have almost gotten back to normalcy.

Dick Lindstrom of the General Manager's office is at present in the hospital threatened with pneumonia. We hope that it isn't so serious as it sounds and that it won't be long until he's up and about.

All of the offices were more or less deserted on the afternoon of National Defense Day due to the fact that most of the men had signed up to appear in the parade—and the majority of the girls had gone out to report on just what sort of soldiers they might make.

Mr. James H. Currie has returned from his trip abroad and is at present giving the most interesting travelogue talks to various members of the offices. Someone suggested giving a "welcome home" banquet and having him give a general talk so that everyone might hear—which might not be a bad idea, as it does seem that some are missing a lot of the most entertaining stories—among which are his descriptions of his visit to Paris, which Roy Hayes formerly of the Claim Department, made most enjoyable for him. The trip was surely very beneficial to his health as he came back weighing pounds more and looking ever so many years younger. He admits, however, that while the trip was all very very lovely and very enjoyable and it was good to see his old home and all—when it comes right down to it, this is the only spot in the world, and he was mighty glad to get back.

Quite a number took short trips for the Labor Day week end—some going to Mount Rainier, some to Victoria, Vancouver, Spokane, Portland, Seaside, Grays Harbor and many of the nearby resorts. We have just been advised that Matt Sullivan motored to Vancouver in a taxi, which to us seems the height of affluence.

The death August 31st of Mr. Owen D. Davis, Right of Way Engineer, shocked everyone when they returned from their Labor Day holiday. He was ill only about a week with a severe cold which later developed into pneumonia. Burial took place in his old home town—Missoula, September 3rd.

Mr. Davis was born October 27, 1923 in Butte, Montana—the family later moving to Missoula where he received his education in the public schools and graduated from the University of Montana. His first work for this Company was as rodman during construction on the Missoula River Division in the Bitter Root Mountains during his college days. From 1915 to 1917 he was employed by the Interstate Commerce Commission on valuation work. In 1917 he entered the Aviation Corps of the Army being stationed at Kelley Field, Texas. In 1918 he went with the Burlington Railroad and in 1919 he again entered the employ of the C. M. & St. P. Railway in the valuation department Chicago Terminals. He became Land Appraiser in 1920 and was transferred to Seattle as Right of Way Engineer in 1923 which position he held at the time of his death.

He is survived by his wife and mother, to whom the many friends he made during his stay with us here extend their sincere sympathy.

Sunday, September 7th was the last day that the "National Park Special" ran to Ashford—permitting one to make the round trip to Mount Rainier in one day by train. This is the first year that such service was given, and reports

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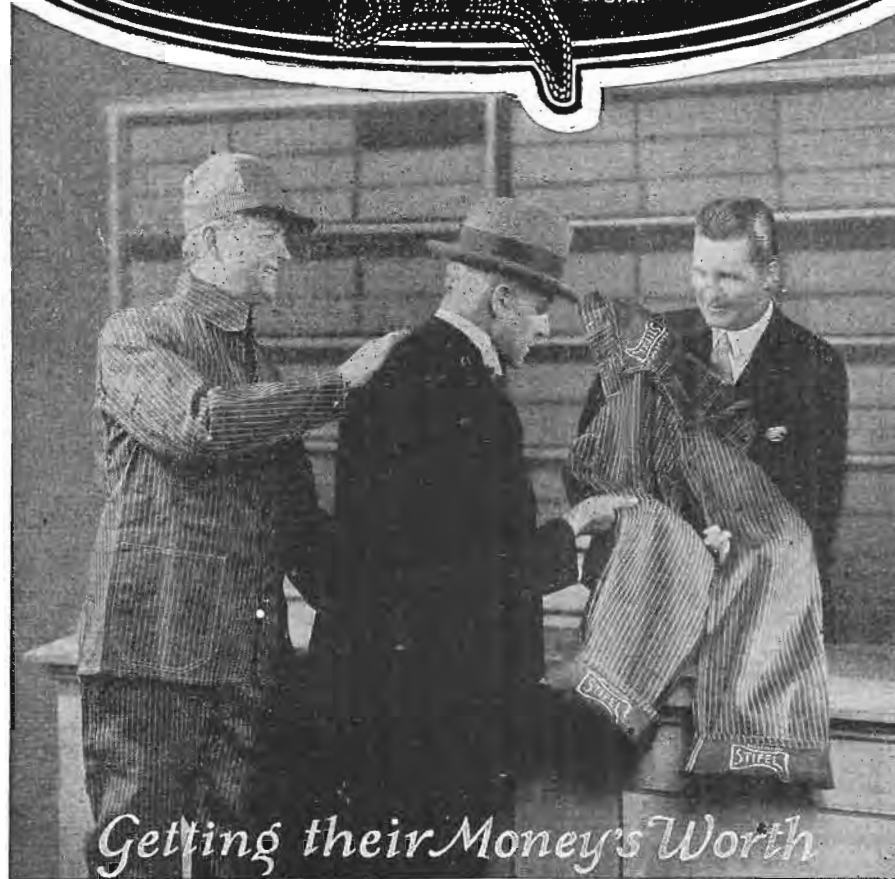
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indicate that the train was fairly well patronized.

All previous travel records were smashed at Mount Rainier this season up to and including September 2nd—the last official figures were published—there having been 148,419 people and 35,788 cars registered, an increase of 24,711 people and 6,910 cars over the entire travel total for 1923. California led the states outside of Washington in travel to the park during the month of August, next came Oregon, then New York and Illinois in order named.

People who live in Mount Rainier National Park the year around say that September and October are the loveliest months of the year in the park, anyone familiar with our falls here will easily believe it. Although the park officially closes the 15th of September, the road to Paradise Inn will be kept open on week ends as long as is possible and will be open during the week when occasion offers. Widening of the road is going on, necessitating its closing part of the time. The road to Longmire will be open all winter—as snow comes to Longmire only after it has covered, so it seems, every visible peak in the park—last year it being November 8th before it came to stay.

From the Banks of the Wabash

Roberta Bair

Mr. and Mrs. J. H. McDonald of St. Bernice, Indiana, entertained the following guests from Terre Haute, Sunday, September 14th—Mr. and Mrs. E. L. Notley and family, Mr. and Mrs. R. M. Blackwell and family, Mr. and Mrs. Joe Dede, Ethel Dick and Alice Church.

Miss Elenor Faris, daughter of M. C. Faris, Agent at Crawford Street, has accepted a stenographic position in the master mechanic's office vacated by Miss Alice Church, who will fill position of payroll maker, vice Mrs. Dede, resigned.

Mrs. Frank Weineke, formerly Miss Francis Bartlett, has been doing special work in the Store Department during Inventory.

Mrs. Margaret Lee, Comptometer Operator from Indianapolis, has been working in the Stores Department temporarily during Inventory.

Mr. and Mrs. Raleigh Cole spent a hot vacation in Kansas state last two weeks in August. Mr. Cole is Roadmaster's Clerk in the Rea Building.

Mr. C. H. Averitt, Traveling Auditor on our Division, has thrown the doors of his new home open to all new comers. Mr. Averitt's new home, which is a credit to Terre Haute, is located at 2313 College Avenue, Terre Haute.

Fred Mancourt of the Timekeeper's office, spent a pleasant vacation fishing in Michigan state.

Misses Edna and Catherine Pfeiffer, both our girls, spent their vacation on a motor trip to Columbus, Ohio. Of course, it is useless to say that they had a good time.

The Hulman Street office force, families and friends had another big family party in the nature of a weiner roast which was staged at Deming Park, September 11th. The evening was cold, the sky clear and with about 45 happy folks there, a big log fire, plenty of hot dogs, buns, pickles, potatoe chips, coffee, chocolate and marshmallows, it is useless to say that everyone had a grand time.

Chief clerk J. H. Stewart, wife and little daughter have returned from a vacation spent with Mr. Stewart's parents at Newport and a short trip to Chicago.

Scott Amour of the Accounting Department was recently the recipient of a nice gift, from the Rea Building office force, which was in the nature of a wedding present. Scottie was married in the early summer and had never breathed a word until someone smelled a mouse and we finally eked the truth from him. We extend our best wishes to this young couple.

West Clinton Notes

Dispatcher Bert Turned was a welcome visitor at West Clinton recently.

General yardmaster Guy Kelley and wife announce the birth of a baby daughter. Congratulations. But where are the cigars?

E. B. Braden, Night Yardmaster, is the possessor of a new Ford touring car and is also grandfather to a fine new baby boy.

Charles Adams, Conductor and Pat O'Page, operator, enjoyed a week fishing in Eel river.

Dispatcher Hutson, of Joliet, stopped over in West Clinton on his way to Terre Haute, where he is employed in the offices.

It is good to see conductor C. N. Blake out again after being laid up for several weeks on account of injuries received while switching in the West Clinton yards.

R. W. Males worked as yard master for a week during the absence of Mr. Kelley the latter part of August. With a little experience "Heavy" will make a good yardmaster.

Wonder what has become of "Slivers"? We haven't seen him lately but hope before long he will be appointed to a foremanship.

According to general car foreman G. A. Lentz and foreman Evert Kyle everything is progressing nicely in the car department.

Fred Stephenson, Relief Clerk, spent a few days in Indianapolis the latter part of August, while yard clerk Claude Silkwood was off for five days visiting relatives at St. Louis and Jasonville, Indiana.

Bill clerk Homer McGown and family and engineer Reed McGinnis and wife spent a few days on a fish trip on the Kankakee river.

Here is a little poem picked at random—

"There's nothing in the paper,

It's a burning shame

But what he meant was merely that

It didn't print his name."

—Selected.

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S.C. and D. Division

H. B. Olsen

Mike Devnie, our loyal Janitor at Sioux Falls took a little trip over to Albert Lea, last week, Mike will not say just what his mission was but we rather believe it was to re-cuperate a bit.

Miss Olga Lindblom, Pay-roll Clerk, Supt's. office who has been employed in that office for the past 5 years, on various postions, leaves us Matrimony" and it is our wish for her, that her September 13th to jump off into the "Sea of venture will be fully as successful and full of contentment as her work in the office has been. The fortunate young man's name please?

Mr. W. F. Ingraham, Ass't. Supt., Chicago Terminals paid Sioux City a short visit last week, at which time he visited his son William who is connected with the Fairmont Creamery Co. We are a bit disappointed that Mr. Ingraham did not just run over to Sioux Falls and say "hello" for his visit would have been a welcome one.

Mr. "Sandy" Rowland our congenial Traveling Engineer returned from his vacation this A.M. We are informed that he has been sojourning in Peaceful Valley at Runningwater, looking over the prospects for a good duck hunt later on. Woe unto the ducks.

Miss Esther Fitzgerald, returned to the Supt's. office as Bill and Voucher Clerk, on Sept. 1st, having been employed in the Districts Accountant's Office, Minneapolis, for the past three years. She was formerly employed in the Division Supt's. office as clerk.

Chief clerk F. G. Meyers and wife, Sioux Falls, spent their annual vacation in the Twin Cities and Fred says they had a most wonderful time.

Switchman Ray Hunter, Sioux Falls, is taking a vacation but is spending it right at home, however, he does come to the yards to see that everything goes smoothly each day.

Miss Ethel Mandel, File Clerk, of the Supt's. office, transfers to the position of pay-roll clerk, made vacant by Miss Lindblom's resignation, and Miss Helen Flynn, Assistant Comp. Opr. takes the position of file clerk.

The mornings these days, have a slight tang of "Fall" and with that season comes the feeling that another "steak fry" at Stone Park, should be arranged for. The steaks served at the one last spring, are still to be tasted, and especially those cooked on the new open "grill" which was presented to the picnic committee by Osthoff, the Division Accountant. It is now planned to have another one before Misses Lindblom and Clement leave us. "Let's hurry".

Thayer Mullen, Timekeeper, sure got a good shirt in the trade at the clerks' picnic at Saunders Beach a few weeks ago, but it hangs like a Mother Hubbard would on a fence post. Everybody was satisfied, even those who watched the trade. It was a fast affair, as is everything put on by Thayer.

Dick Hopkins, Rate Clerk, Sioux Falls, is just completing a new bungalow and we are now waiting for the "house-warming" party which is expected soon.

Osthoff has discontinued his diet of Eskimo Pie, on account of the chilly weather, and has taken up quinine, it being more of a seasonable diet for fall and winter.

Mrs. Arthur Cullen, Bill Clerk, Sioux Falls, has resigned and Miss Vivian Murphy drew the position on bulletin. Vivian is a sister of our busy "Roadmaster" Jerry Murphy and possesses some real railroad qualifications which indicates she will get along nicely on the bill desk.

Everybody went some where Labor Day, the day was fine and the only casualty we have record of, is switchman Fred Brown getting "spiked" while playing a fast game of ball and was forced on vacation for several days which was spent at Cherokee, Ia. Mrs. Brown and son Walter accompanied him.

The Ry. Employees Progressive Club Male Quartette, Sioux Falls, rendered some excellent



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selections at the First Baptist and East Side Methodist churches last Sunday. Engineer Frank Whitaker is director.

Friends of Mrs. Charley White, wife of Engineer White, who was injured in an auto accident and had her right arm amputated, will be glad to know she is improving and expects to be released from the hospital soon.

We do not know what become of "summer" which was promised us, but any way, FALL has announced its arrival making it necessary to start fires in the old furnaces.

We record another very important event, that of the arrival of Master James Edward Stewart—a great big fat 8 pounder. While conductor "Pa" Stewart touches wood when he says it, he states there has been no nocturnal floor-walking as yet.

Switchman Don Fox, Sioux Falls, has our sympathy in his long illness which has forced him on vacation now for two months. We trust you will make a rapid recovery Don and resume work with the old "gang" soon.

Opr. Roy Goodell, Charter Oak, has returned from an extended trip to Kansas City and the Black Hills reporting that he is now good for another hundred years.

Russel Beck, Clerk at Menno, has returned from sojourn thru' the state of Colorado, where he says he believes he would like to live for the climate is most healthful.

Agent Frank Wood, Freeman, has just returned from the state "Where the Tall Corn Grows" but says Iowa has nothing on South Dakota for we "can produce the corn".

Switchman Roy Leinbach and wife spent the week end and Labor Day with agent and Mrs. Jay Manson, Trent. Returning spent a few hours between trains with engineer Robt. Manson and wife at Sioux Falls.

Chas. Simpa, Agent at Mapleton, Iowa, made a business trip to Sioux City on the 13th. "Lucky Day" Charlie refuses to disclose the nature of the "business".

Miss Ethel Mandel, our File Clerk, Sioux City, returned from her vacation in Detroit and is very much enthused over the Detroit "millionaires"—Watch your step Ethel.

We wish to extend our sincere sympathy to bridge foreman Mr. Nick Reams and family in the loss Mrs. Reams who passed away September 3rd at Sioux City.

Miss Helen Flynn returned from Deer Lodge, Mont., where she spent a very pleasant vacation according to her report. Don't be surprised if you see a few "cow-boys" riding in on horse back to see Helen. Helen also reports a few "Millionaires" at Deer Lodge.

Chas Milton, Baggageman at Elk Point, is confined to his home and bed for a few days but says he hopes to resume work at an early date.

E. R. Doering formerly from Delmont, S.D., has returned from California and bid in Elk Point for four months in the position as agent.

Mr. Kenneth Gray, son of Opr. Gray at Yankton has accepted the position of cashier at Elk Point which position was formerly occupied by Robert Wilson who has resigned to engage in other business.

Mr. Lyle King, formerly clerk in the Supt's. office, but now chief clerk to General Supt. of Motive Power, Chicago, paid us all a short visit this week, while he was out here on vacation.

Mrs. Theo. Munsch, wife of Opr. Munsch, Elk Point, who underwent a minor operation in a Sioux City hospital, is recovering rapidly and Theo. says she will be released from the hospital in a few days much to his delight for he does not agree that hatching is what it is cracked up to be.

Milwaukee Terminals

Buddy

Now that we have a Milwaukee Terminal column once more, the only way to keep it alive

is for all departments to send in their notes. This is not intended to be a Union Depot article, but should cover the City of Milwaukee, North Milwaukee and West Allis—everything except Milwaukee Shops.

As the 'copy' for this issue was sent in on September 15th, before the September magazine containing our first article was distributed, no notes were received from outside departments. But Gladys and Nell came to our rescue with the "dope" for this space. Gladly is some 'scrib' and in order to insure the continuance of this article we formed a partnership (or should I say, conspiracy) between Gladys, Nell and myself, and we're beginning to figure what we will do with all the 'hush-money' you rails will be offering us to keep your secrets out of this column.

But, then, that would be blackmail, and it wouldn't do at all. So we won't say a word about that train ride from Duluth with the Wooden-legged (?) man and the girl with the "blue eyes and bronze tinted hair". We'll leave that to the Duluth Rip-Saw.

By the time our next article is written all vacations will about be over, so we ought to have some nice fresh scandals to report. Gladys and Mabel Chambers are spending their vacations in New York at the present writing, and if they don't come back we'll know they joined the Follies, as Mabel has threatened to see Florenz himself. Good luck girls, but remember the Duncan Sisters.

Miss Kathryn Nolan spent her vacation playing nurse girl. Good exercise, Kitty.

Miss Nell Ryan divided her time between home, Chicago and the Dells. Nell reports a lot of newly-weds at the Dells, but we hope she did not look for pointers, as we don't want to lose her from the partnership just yet.

Mrs. Myrtle Pershing has been away from us for five weeks, helping to care for her father-in-law, who was very ill. Mr. Pershing died August 16th. Please accept our sincere sympathy Myrtle, and we hope your next vacation will be more pleasant.

Marie Hogan of the "No Record Office" and Viola Hannaberry are going to California this month. We hope they bring back a list of car numbers so we might get a record sometime—Don't you care, Mary, just the same we'll miss your sweet—"No record on the first three" over the phone while you are gone.

Mildred McGraw is taking Florence Jaeger's place at Muskego Yards. Keep a fly swatter handy Mildred, and lots of pencils for those investigations.

Boys, meet the misses Kathryn Riordan and Rose Ritzinger, both formerly employed at Milwaukee Shops, now members of the Superintendent's office taking the places vacated by Irene and Marie.

Inez Regnell spent her vacation at home. We know it's hard to leave him, Inez, but look at all the years ahead.

Agnes Soyka made an annual pilgrimage to Escanaba this month. We know she didn't go up there just to see the possums, still we noticed that somebody here was very lonesome while she was gone.

George Borgman, Chief Clerk of the Genl. Supt's. office, just returned from a trip to Los Angeles, where Mrs. Borgman had been visiting her folks for a few months.

Elenore and Kitty are leaving today on a boat trip to Muskegon, Mich. They have been on a diet for a week and are taking a dozen lemons along. Must be going to use the lemons for ballast.

We were very sorry to learn that our old friend Bill Jennings, Timekeeper at the Local Freight Office, is on the sick list, having just recently undergone an operation, and we sincerely hope that he may soon be up and around again.

Al Rhemer spent Labor Day with Chas. Makowski, formerly of the Track Dept., who is

now in the government service at Detroit. Charles Ladwig, brother of our own Fred, is taking Mr. Makowski's place in the Roadmaster's office.

Earl Marsh spent his vacation at Oshkosh, his old home town. Marsh says the place hasn't changed much except that the breweries have built several additions. Did they know you were coming, Earl?

We discovered why Fred Koehn buys so many magazines at the News Stand in the Depot. Be careful Freddy, they'll get you yet.

Although Elenore promised to headline Mary Hicky in her September C. & M. Column, and we ordered a hundred extra copies on the strength of it, our worthy colleague did not keep her promise. We immediately suspected collusion somewhere and sent our cub reporter out to investigate. The reports proved without a doubt, that we guessed right as to why our "Little Mary" was left out. Come on, Elenore, tell us about that bridge game on the train from Kibourn, and don't forget to mention everybody. If you don't, we will.

James Malone, brother of our old friend Marty, has joined our ranks as the successor of George Rogers, at West Allis Station. Welcome, Jimmy.

On the 13th of August, Miss Florence Jaeger took the fatal step and is now Mrs. C. F. Carlson. Florence journeyed to St. Louis, New York, Washington, D. C., and Atlantic City.—Some honeymoon.

Miss Emma Zingsheim of E. A. L.'s office also said "Yes" to Mr. Walter Retzer on August 19th. We all wish them both good luck and very best wishes. If they make as good wives as steno's—O Sole Mio.

It is also rumored that Herb Marquardt of the Freight Office is about to become a benedict. Herb set the date for September 13th. We tried to persuade him to change the date so we could all get in on it,—but nothing doing. Anyway, we've got a box of candy coming, and that's worth more than the wedding.

Well, Mary, do I get the half? Make it a box of fudge and I'll let you out next month.

Bob Foley took a flying trip to Chicago the other day. Says he's got a new girl. Look out for Ann, Bob.

Chief clerk George Steuer and Mrs. Steuer will leave tomorrow on a boat trip to Grand Haven as guests of the Grand Trunk.

We were told to drop into the chief carpenter's office and see the new furniture they had. We couldn't believe it possible so hurried in and found it on Herb Kob's upper lip. It's just the cutest little thing you ever saw.

Agent Dunmler says he'd like to eat a couple of yardmasters and telephone operators. Don't know whether he's vicious or just hungry. Pretty good pickings C. R., but next time be more careful whom you pick on.

The Forster-Franzen Bowling League held its first meeting of the 1924-1925 season in Room 22, Friday night. President Harry Brillinger was unanimously re-elected and Bill Seemuth and Ed. Brock were elected Vice Presidents. Gene and Herb got stuck as usual, but we hear that they have organized a 'bloc' and will secure an amendment to the By-Laws so that next year a Secretary and Treasurer will be elected before the election of President and Vice Presidents. Although the publicity for the C. M. & St. P. Bowling League is in the hands of Ellsworth Braun of the Shops, and we don't want to cut in on his material, we want to notify every Milwaukee Terminal employee that the league is running a theatre benefit about a week or so after this magazine reaches you—so for goodness sakes get in touch with any one of the bowlers and ask him if he won't please sell you two or more tickets, and if he doesn't do it, let me know and I'll see that you'll be able to get all you want. Thank you.

Des Moines Division

Frenchy

Mr. and Mrs. Joe Pope are the proud parents of a little daughter born September 2nd and who has been named Margaret Jo Ann. Joe was passing around the cigars and candy last week.

Miss Jean Dallas left Thursday night for a trip to Los Angeles where she will visit her family most of whom live out there at present.

Mrs. A. O'Laughlin left recently for a trip to Chicago, Cincinnati and Lexington, Kentucky.

When Florence and her "sweetie"

Started home one rainy night
The spark plug filled with water
And the car did not go right.
But "sparks" are not all in plugs
And so this happy pair
Arrived at home in safety
And car needed no repair.

Mrs. Robt. Griffin has been taking her little daughter to Dr. Pearsen in Des Moines for treatment of an eye-lid and operation on same.

The misses Florence Nelson and her sister Linda arrived home the latter part of August from a trip through the west. They report a fine time and were so charmed with the country and scenery out there that they would like to live there. I wonder if it is only the scenery they are in love with. Judging from some of the snap-shots they took, we think not.

Conductor J. L. Tidball was hit by an automobile while on his way to take his run on August 30th and quite seriously injured. We are glad to state that he is improving nicely with the exception of one arm which is still pretty lame. They brought him home from the hospital Sunday but he will not be able to work until about the first of the year.

Foreman Chas. Nelson and Mrs. Nelson visited in Des Moines during the early part of September.

Foreman D. Page attended the Veteran's Convention in Milwaukee recently.

Mr. and Mrs. De Lacerda of Rockwell City have a little son born in June but by some oversight this news did not reach the correspondent until recently.

M. L. Fitzpatrick, Agent at Storm Lake, has returned, reports a fine time. Relief agent H. H. Jacobs taking a few days now trying to decide how to spend the winter, attending Drake University or telegraphing.

E. O. Watts is relieving G. S. Ferguson, Nemaha, who is off account of ill-health.

Okoboji station is closed and agent A. C. Jacobs is relieving C. R. Stahl, Agent, Albert City for two or three weeks.

D. H. Houghtaling is back on the job at Webb.

O. M. Case, Agent, Adel, who has been off a few weeks suffering with asthma, is now back at work feeling much better. Operator Lanam relieved operator Dyson who relieved Mr. Case.

Operator De Lacerda at Rockwell City was off a few days on the sick list and who was relieved by operator Lanam.

R. and S.W. Division

Lillian L.

Conductor J. P. Victor was struck by an automobile while alighting from a street car near his home at Racine and quite seriously injured. The accident to conductor Victor occurred just previous to the Vets Convention in Milwaukee, and his one regret was that he could not be present at the big doings and could only read about them in the newspapers.

Mr. Frank McDowell, Crossing Flagman at Beloit, passed away at Oconomowoc, Wis., Sept. 1st, while on a visit to his brother.

A daughter Dorothy Jane, born to Engineer and Mrs. Elmer Stewart on August 11th.

Ted Carrier and Al Irwin were riding the

(Continued on page 33)

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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	Home Trust Company
Gate City National Bank	Columbia National Bank	

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

"Biny" Willson A Passenger On First Train Into Madison Wisc.

Palmyra, Wis., Aug. 30th, 1924

Editor Milwaukee Magazine.

I have read with interest Mr. S. R. Hopkins' article in the July number of our valuable Magazine saying that as far as he knows, he is the only living person who went to Madison, May 23rd, 1854 on the Milwaukee to Madison special; being the first train into the Capital City of Wisconsin, he then being ten,—and now eighty years old.

I want to say that I went on that train with my father, I was then nine years old, and am now seventy nine (past). I am still well and active, can do every thing about the station but write and telegraph. I do not remember Mr. Hopkins as an operator, but do remember Mr. Geo. Brown of whom I took first lessons on the old large paper machine.

The train to Madison was in charge of Wm. Jarvis then Superintendent, a typical little Englishman; height four and one half who announced at Capital Park that the special for Milwaukee would leave the large commodious passenger station at four precisely in the afternoon. We had a picnic lunch in the park and after lunch listened to an address of welcome to the beautiful city of Madison by the Mayor.

Wm. A. Barstow, Governor, 1854 to March 21st, 1856, welcomed the visitor in behalf of the State of Wisconsin. While there my father and myself visited E. D. Darwin then freight and passenger agent and I remember what Superintendent Jarvis said to the crowd in the large and commodious passenger station. I said to father looking over the depot, "passenger and freight combined they have not got a longer depot than ours."

The train left Madison on schedule (precisely) four in the afternoon and reached Palmyra at 11 P.M. There was lunch served in one of the coaches with boards placed on top of seats on one side of car. This I remember was something that I could not understand,—eat while you move.

Mr. Geo. Brown that Mr. Hopkins speaks of once lived in Palmyra, his father came here (the late I. E. Brown), from Madison, being there a brass moulder and manufactured the first instruments that the Milwaukee and Mississippi R.R. used. Geo. Brown left Palmyra in the late sixties and went to Ogden, Utah and took up telegraphy; later was made Superintendent of Telegraph.

First telegraph operator on roll by name of Frank Lacy came here from Spring-Green who learned of Mrs. H. Jones, wife of the agent Mr. Lacy superceded me.

The first telegraph office here was located in a cooper shop in the yard just west of present and first depot in Palmyra. Mr. Henry Strong an old time operator in the east, received ten dollars per month for services by the company; the office was only used in cases of emergency.

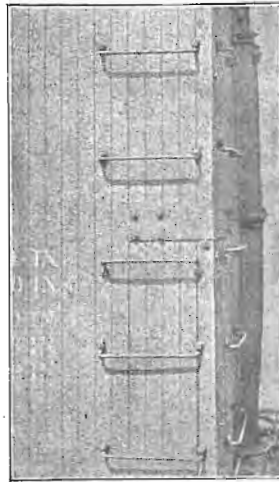
Z. C. Willson.

Like a Detective Story, It All Comes Out in the End

This is one sense, at least, in which a box car resembles a detective story. Just study the illustration, for example. There is nothing whatever extraordinary about it—more's the pity! The end of this car has been reinforced with a pair of three-inch by three-inch steel angles, fastened to the end framing of the car by heavy clamps. Observe the beautiful curve into which these angles are bent, and the fact that at one point, below the center, you might run your hand up and down between the steel angle and the sheathing of the car. The car-end itself, however, appears quite flat.

What happened to these steel angles, do you suppose? Nothing much—only

at some time, or some dozens of times, maybe, this car was brought to a sudden stop, either by too rapid application of the brakes, or by being drifted into a



cut of cars in flat yard switching, let us say. A load of merchandise, boxes and barrels that never heard of Newton's Laws of Motion, obeyed these laws just the same. When the car stopped, the load didn't—at least not immediately. For a second or two, the end of the car must have bulged out like a balloon. Then the boards and wooden parts sprang back, pushing the freight with them. The steel angles, however, not being quite so elastic, permanently assumed this nice little curve. By and by this curve will grow sharper, until the day comes when the end woodwork of the car, unsupported by the steel, will be splintered out, and the car will go to the shops for repairs.

You have all seen box cars with steel ends, having large circular corrugations like rings on them, so that the whole thing looks like a target. Did you ever realize how appropriate that is? That's where the lading hits, and it makes a bullseye, too, every time the car is slammed up against another.

Now, it may seem odd, but the tighter freight is loaded in, the less pressure it exerts on the ends of the car when the car starts or stops. If the lading is very slack, giving the whole mass a chance to slide, the ends of the car haven't a Chinaman's chance unless they are unusually strong. If they are strong enough to stand the shock without yielding, the boxes and barrels are crushed.

The same physics book that tells you about the laws of motion already mentioned, says that "work" is force exerted multiplied by distance moved. If the lading does not shift, it does not work on the end of the car. This is a form of "shiftlessness" which is very much to be desired. If you, Mr. Loader, will stow the packages snugly, bracing them well if necessary, and if Mr. Engineer or Mr. Brakeman will avoid bumping the cars, you may be able yet to make the freight claim agent lose his job. We rather believe that sometimes he'd be glad of it.

I. & D. Follow Waves

By Min.

I don't know who the official scribe of the I. & D. Prairie Waves happens to be but will offer these Follow-waves and incidentally pay our respects to Joyce and Rejoyce.

In order to clear the mist surrounding Joyce and Rejoyce due to the write-up they gave themselves last month I'll try to make you the wiser. Joyce (former official scribe of the I. & D. Prairie Waves) or Miss Elsie Hodges and Rejoyce (Joyce's twin or Miss Ina Long) have deserted the ranks of the Red Office Bldg., Mason City, and have heeded the call of Chicago (or Marquette I know not which) leaving us in wonderment, and in a hurry also, for it was a staggering shock to hear that both these young ladies resigned their position and didn't give us the usual six months or a year to get reconciled to it. They say it is just for excitement, seek new haunts and learn to like new places, new faces 'n everything, so all we can do is wish 'em our best and hope their dreams come true. P.S. I heard them say before they quit that they hoped the Chicago Boys were as nice as the—"Marquette".

Chiefs in days of old usually did all the scalping if there was any to be done, but we know a Chief Clerk that didn't get scalped but she patronized the barber and now we have one more bob in the Master Mechanic's Office, Mason City. In connection with this we might say we have just one more left with the long tresses in the Master Mechanic's Office and we wonder—will she have it off?

Strange how the "Bird's" like Chicago.

Miss Mae Callahan of the Freight Office, Mason City, is spending two weeks in Colorado.

Marie and Marion have returned from California. Like most of the Iowa People they think the state is great. They saw all the old Milwaukee Employees; also the People of Importance in the Movies.

If you meet her, notify Faye O'Neil, he's looking for the same thing. (A meter.)

Just about the time these items are to go in we learn of the death of Mrs. Long, (Mother of Ina Long, former stenographer in the Supt's office). She suffered a stroke of paralysis and never regained consciousness. She is survived by one son and one daughter. Our sympathy goes out to these two bereaved children.

Miss Ruby Potter, Chief Clerk to Master Mechanic G. P. Hodges, is enjoying a week's vacation and spending it by motoring through Iowa Hills and mud.

News is scarce especially when you are not the "Scribe" so it's "Au-River". Joyce is gone and with her went our breezy items.

It Pays to Advertise

Dorothy had been praying each evening at bedtime for a baby sister. The other day her mother while reading the paper exclaimed: "I see Mrs. Smith has a little daughter."

"How do you know that, Mamma?" Dorothy inquired.

"It says so in the paper, dear."

"Read it to me."

Her mother read: "Born on July 2d, to Mr. and Mrs. — Smith, a daughter."

Dorothy thought a moment and then said: "I know what I'm going to do. I'm going to stop praying and begin advertising."—Boston Transcript.

Facing the Music

Mother—"Now I'll sing you a little lullaby, and then if you don't go to sleep I'll spank you."

Little Elsie—"Can't you spank me now and let it go at that?"—Judge.

Poor Fish

Manager—"You want a position as a sardine packer, eh?"

Applicant:—"Yes, sir."

Manager—"Had any experience?"

Applicant—"Yes, sir. Two years as a street car conductor."

—Sunday Tribune.

varnished cars the latter part of August and fore part of September. They both looked pretty nifty, which probably accounts for the great increase in lady passengers.

E. W. Ruck, Machinist at Beloit, was married in Chicago on August 19th. The honeymooners put in a couple of weeks at the Dells and northern Wisconsin points. Understand they were very much pleased with the present they received from Mr. Ruck's "gang". We are wondering if the new wife will allow Ed to continue his work in the athletic line, as he followed it quite closely in the past. However, if he doesn't make a better husband than he did a ball player, he had better choose another "profession". They were given a hearty welcome on their return to Beloit.

John Connors thought he'd buy a car, so he looked around both near and far. He couldn't decide as to the make, he did not know which one to take. He surely was in a terrible plight, but finally took a Willys Knight. So the family went to Muscoda and took John along for Labor Day. For what do you think—as sure's you're alive, John has not as yet learned how to drive.

When the Brundage Carnival pulled into Freeport on Sept. 6th, the second car from the engine, loaded with canvas and lumber, was discovered to be on fire. The car was spotted at the water plug and water played on it from a hose. Bob Wright was the hero of the occasion, climbing on the car and braving the flames, with 50 gallons of gasoline just below him. The fire department was called, but their services were not required.

John Rossmiller was dated up not long ago to meet his wife and daughter at Madison. Strange to relate he did not keep the appointment, as when the train pulled out of the Union Station at Milwaukee Jack was sitting on a bench sound asleep. Understand he did not come to until a searching party started out to look for him, after Madison had broadcasted his description and offered a reward to anyone knowing his whereabouts.

Mr. Thomas Nolan, Machinist at Beloit, and the family wish to extend their thanks to the railway employees for their kindness and sympathy during the sickness and death of their mother.

Our asst. accountant Felix Raue, is still carrying himself high in Beloit, Milwaukee and Horicon. We wouldn't be a bit surprised if something turns his way soon. We all wish you loads of luck, Felix, especially now that Clara is leaving.

Agent James Sweeney, Freeport, attended the Vets Convention at Milwaukee, Aug. 25th and 26th. He met a lot of old time friends and thoroughly enjoyed himself. "Jim" is getting pretty well up on the list of the old timers on the Milwaukee.

"Boots", Chief Clerk, Freeport, visited the Elgin "bug house" one day early in September. A certain party avowed the guards were all asleep, as he returned to work promptly the next day.

A reward of two cents will be paid to any party or parties who can identify the big Jordan car which came down one day to take Esther home (Local Freeport item).

Believe yard clerk Devins must be drumming up lots of business at Stoughton, by the number of trips he is making up there.

The last we saw of Louis he was wandering around in the West Yard looking for the "Long Rest".

Master mechanic Hughes attended the Fourth Annual Master Mechanics' Staff Meeting in Milwaukee, Sept. 10 to 12th.

Northern Montana Division

Anna B. Taylor

Miss Bertha Munson, Stenographer in Mr. Anderson's office, recently returned from a trip

to the Pacific Coast, and while there saw a number of our former employees. She saw Mr. and Mrs. Henry Weibe in Portland; and Mr. and Mrs. Fred Burgoyne at Oregon City. Old "Sufferin' Tomato Cans", otherwise known as Fred, had just recovered from an illness covering some time, and was spending most of his time rambling around in his "Lizzy". He says it affords him much more pleasure than running an old poky L-2 engine.

Nels Sandborg, Blacksmith at the Lewistown shops, was called to Pittsburgh, Penn., recently on account of the serious illness of his father.

Another of our employees recently lost his head long enough to get married. This time it was Weyland Kier, who was married to Miss Bonnie Melchert of Lewistown. Some of Dick's friends certainly made him sweat, as they stole his license, making him get another, and finally had to call out two companies of the National Guard to see that everything went smoothly. We all join together to wish them the best of everything. May all their troubles be little ones.

R. G. Randall, wife and family of Great Falls, spent their vacation visiting friends and relatives at Lewistown and Lavina, Montana.

Our genial chief clerk Max Obst and Mrs. Obst spent their vacation visiting Max's parents in North Dakota. Max returned looking fine as he gained sixty-five pounds while away. Fifty pounds of this was a pair of hunting shoes he acquired. The shoes weighed fifteen pounds and they had fifteen pounds of calk in the soles.

Mr. John C. Kidneigh, who has been with the company at Lewistown for seven or eight years, was recently transferred to Cedar Falls, Washington, being succeeded by Mr. B. C. Johnson, formerly Superintendent of Rail Mills. We all hope that John will take Cedar Falls and that Mr. Johnson will like Lewistown.

W. J. Retallick, Car Clerk, has returned from a camping trip on the Madison River. There is no use in talking, that is the place to go for a fishing trip, as nobody can doubt your fish stories when you come home. It is a fisherman's paradise.

Conductor B. S. Ford has returned from Great Falls to reside once more in Lewistown. Welcome home, Bert.

Lloyd Soper, for several years passenger brakeman on Trains No. 116 and 117, has put away his uniform, and is now in freight service. Guess he was getting too heavy, and is now taking his daily dozen wrestling local freight.

Mr. and Mrs. O. S. Porter are expected back from their vacation this week. Oliver took a real trip this time, and will wait until next month for the details.

OH!!!!!! We almost forgot. Mabel Newbury got another letter the other day. She is still in a critical condition, but the doctor says that with careful nursing, she will recover.

S. M. West Notes

Lud Nelson, Section Laborer and wife, of Elrod, visited friends at Minneapolis.

Fred Patro, Section Foreman at Winfred, accompanied by his daughter Ida Patro, has returned from a two weeks vacation, spent visiting his parents at Menden, Nebr. Fred advises that the corn crop in Nebraska looks very good.

Chas. Thompson, Boiler-Maker at the Madison Round House, has returned from a month's leave of absence, which he spent visiting his two sons, Philip and Louie, out in Washington, he also visited in California, while out on the coast.

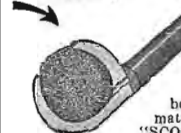
Joe Harling has been acting as baggage man at Madison the past month, until the vacancy is filled permanently. "Joe" is a good worker and a welcome newcomer on the S. M. West. He has a fine record as a football and basketball player on the Madison High School teams, and we expect to hear from him further, when he enters college.

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"SCOOPED-OUT" BOWL



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H. A. Sprung, 2702 3rd Ave., New York, N. Y.

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☐ Send me the PAGOLA SPECIAL. I will pay postman \$3.50 upon delivery.

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Occupation.....

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J. L. Curtin, representing the Marshall Field & Co., of Chicago, has been out at Madison, and other points in So. Dak. and Minn. taking orders for trainmen's uniforms. Mr. Curtin is a very likeable man and has a large acquaintance among the employees of the "Milwaukee".

A new switch engine No. 1147 has been placed in service in the Madison yards, replacing switch engine No. 1106. The new engine is somewhat larger than the old one and better able to handle the work.

John Deveney, Frt. Engr., Chris Thompson, Boilermaker and Dan Lawler, Pass. Condr. accompanied by his wife, attended the Veterans' Association Convention at Milwaukee, Wis. on August 25th and 26th.

John Felt, Roundhouse Foreman at Madison, accompanied by his family, spent his vacation, visiting friends at Minneapolis. John Lange relieved him while away.

Joe Ashenbrucker, Lineman, made a short business trip to Austin recently.

Le Roy Severson, Fireman, out of Madison, has returned from a trip to the coast, which took him to Tacoma, Seattle, Vancouver, and other points.

J. C. Whalen, Agent at Bryant, transacted business at Madison, recently, and while here, paid a pleasant call to the Roadmaster's Office.

The American Legion Special, consisting of one dynamo baggage car, five passenger coaches, one diner and one cafe observation car, all steel equipment, will leave Madison on Sept. 14th, enroute to the National Convention at St. Paul on Sept. 15th to 19th. A large electric sign has been furnished for the rear of the observation car, and the engine will be decorated for the occasion by the Local American Legion Post. A band of 25 pieces will accompany the train and will play at all stops of ten minutes or more. About 130 American Legion Members from Madison and nearby towns will make the trip. Four other American Legion Special trains from South Dakota, will make the trip to St. Paul.

News From the Connecting Link

Vacation time is about over, however, there are still a few of the C. M. & G. employees talking about the good time they had, and one or two of them are having that good time that we all have when we go on our vacation.

Mr. W. J. Whalen, Trainmaster, his wife and baby, Mary Adelle, spent their vacation at McGregor, Iowa. From what we hear we would say that Mr. Whalen and his family spent a very enjoyable vacation, and we are given to understand that Mr. Whalen is quite a golf player.

Mr. William Krammer, the Agent's Clerk, has just returned from his vacation. Billy was heard to say that his fiancée has a broken arm, so we are not in a position to state as to whether Billy's vacation was an enjoyable one or not.

Mr. Claude E. Adams is the proud daddy of a baby boy. That is the reason for Claude wearing his hat cocked over one eye and the proud strut. Claude's family now consists of a girl and boy.

Mr. Wm. F. Seeman has been having all kinds of trouble this summer. He has just recovered from a very severe attack of blood poison. We are glad to report that he is looking well and will be the same Bill Seeman in about two weeks as he was prior to the date of his illness.

Earl Olson gave us all a great shock by appearing at the depot clad in a freshly washed and much starched pair of overalls. We immediately commenced to think of all the awful things that might have happened, but we were greatly relieved when we discovered that Earl had not shaved. All is still well with Earl.

Traveling engineer W. W. Bates, his wife and daughter spent a very enjoyable vacation at Devil's Lake. Mr. Bates had to leave the lake sooner than he intended due to the fact that his daughter developed blood poisoning in her knee, however, at this time she has completely recovered.

J. P. Balbinot, Train Dispatcher (the dashing, handsome one that we have mentioned on several occasions prior to this writing), is quite a cross country runner. Joe picked the hottest day we had this summer to run a race of several miles.

Mr. Wm. Gibbons and family have just returned from Denver, Colorado, and he says that the slogan, "Tis a privilege to live in Colorado", is a very fitting one.

We are all very much pleased with the appearance of our offices and the yards surrounding the offices. They have been very nicely cleaned up during the summer months and we feel that the fresh paint and neat appearance that our offices present will help us get through the dull, dreary winter months.

Mr. Wm. Wensh, formerly section foreman at Whitaker, now has charge of the Manhattan section. Mr. Harry Bukowski is now section foreman at Whitaker.

Mr. Wm. Baren is relieving R. C. Jackson, Section Foreman at Dekalb, while he is on his vacation. Mr. C. Fheetz will act as section foreman at Duffin while section foreman Tomblison is on his vacation.

Chester B. Elder and Charles A. Hutson, formerly dispatchers at Joliet, paid us a short visit recently. We were glad to see them.

From the appearance of Frank Cracraft, Fireman, we would say that he has joined the House of David, but it is nothing quite so terrible, Frank is just a plain farmer that hasn't found time to shave.

I had the pleasure of seeing former roadmaster Gust Swanson, who sent his best wishes to all of the C. M. & G. boys. Mr. Swanson is still just the same old Gust with his same old threat about running you ragged.

Rail Rumblings From St. Paul

By Allen

Dr. Philip S. Graven, son of M. P. Graven, Agent, St. Paul, is receiving wide publicity by the press throughout the country. Only recently a fine medical article was published in a Washington, D. C. daily news paper, and more than sixty other papers throughout the country printed copies of it. The article by Dr. Graven dwelt upon his medical experiences abroad.

Mr. Graven has indeed every good reason to be proud of the doctor.

The three travelers Joe Pork, Frank Garvey and Arthur Peterson reached St. Paul safely after a sojourn through Canada. About all they brought back with them was a grip full of Canadian girls' pictures. How come boys, how come?

It seems to be the general custom, more or less, to give one a bouquet after he has passed away but surely that is not the best custom we have. Wouldn't it make the world a better place in which to live to allow the deserving soul to enjoy the compliment while he lives and not wait until after death to announce to all what prince of a fellow he was. For one we have in mind Mr. L. D. Lewis, Agent of the Western Inspection Bureau, St. Paul. Mr. Lewis is a man without an enemy. Mr. Lewis always has a pleasant word for every one and he surely can number many thousands in the Twin Cities as his friends and boosters.

If you want a sketch of your best girl or a favorite landscape or in fact anything that can be sketched see Charles Coffers, Switchman, St. Paul, he is the boy who can sketch 'em. You bet we have an artist right here in the ranks of the C. M. & St. P.

The American Legion Convention is in full swing in St. Paul now and as we write this we hear their bands playing and their cheering. They sure are making merry. The best we can give is none too good for those boys, and St. Paul is trying her best.

Alex McCool is enjoying his vacation merry making with his buddies.

Irvine Conry, of the freight house, paid us a visit the other day after a long spell of sickness. He expects to be able to report for work very soon.

Ira Burbridge, Checker, is still on the sick list but we all hope for encouraging reports from him soon.

Business seems to have taken on a renewed spurt and from present indications this fall should be a hummer for all the railroads. Better times for the railroads means better times for all quoting Mr. Van Dyke's own words.

M. C. B. Gossip Lee

This month's news items sounds like a time table, everyone seems to have gone somewhere.

Julia Barrows spent her vacation at Bailey's Harbor, and with the aid of the Coast Guard Crew had a wonderful time. She got sea-sick while fishing, but with six handsome life-savers to console her, she rather enjoyed it.

Ethel Mallon spent her vacation down east visiting Springfield and New York and enjoyed every minute.

Frederick Andrews spent the week-end over Labor Day at his beloved Sheboygan Falls.

Marcella Klaffey spent Labor Day at Crystal Lake.

Gertrude Haas spent her vacation in Cleveland and reported enjoying lovely weather while we shivered and froze back home, which reminds me that the usual onslaught of sniffles and sneezes has arrived.

Belle Beznor was a bridesmaid at a wedding in Chicago, and has been dreamy ever since. Wonder why?

Mr. Maxwell, the General Safety Appliance Inspector, has gone a'hunting way out in the wilds of South Dakota. He didn't say whether

he was going after "birds or deers" but we hope he gets what he went for.

Harry Mendlik gave us a demonstration of perfect concentration. When the eleven o'clock whistle blew he calmly took his lunch from his desk and walked out. He says he was so busy he didn't notice that it was only eleven—the general opinion, however, is that he got up so late he didn't have time for breakfast. Your scheme didn't work though, did it Harry?

Frank Skola finally spent a vacation going out west, and if the comments on the cards received are to be believed, he liked it immensely.

Erwin Weber went to buy a diamond—for himself he says. Is that why your Ford didn't materialize, Mr. Weber?

I understand Erwin Weber and Steve Filut were terribly disappointed because I remembered to send in the news items while on my vacation. As both these gentlemen have wonderful reporting ability, I am going to reward them for their thoughtfulness, and turn the news for next month over to them. They have planned to make it a scandal sheet, if they remember to write it up, and I intend to keep them from forgetting, so you had better get on good terms with them if you want to be spared.

With the advent of the Car Department Staff Meeting, life to Harry and Henry seems to be one stencil after another. Never mind boys, I am only thirty stencils ahead of you now, and the end is almost in sight.

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

Three silk trains enroute east went over the division, Sept. 10th, making the run in two hours each.

Billy Barber has secured additional application for the pension organization from the Cedar Rapids yard force, making this force 100 per cent for the plan.

The body of Victor Johnson, brother of Miss Hannah Johnson of the Supt's. clerical force was brought to Marion from Priest River, Idaho, where the funeral services were held Thursday, Sept. 4th.

We extend deepest sympathy to the bereaved family in the loss they have sustained.

The writer visited with friends in Chicago, Perry, and Council Bluffs after attending the reunion at Milwaukee.

The sympathy of many old friends on the division is extended to Roy E. Tathwell, Chief Clerk, Davenport freight house, in the loss of his wife who passed away Sept. 2nd after a long illness. Interment was at Sabula.

Conductor Jack Higgins visited in Marion, Sept. 6th. He has improved greatly in health and has resumed work on his run between Davenport and Monticello.

A venturesome tom cat sneaked out on the track just ahead of a gas car at Covington. Result, dead cat, derailed motor car, and Frank Coon and George E. Luense car repairers taken to the hospital for treatment for their injuries, which were mostly about the head and face, not serious, and they will recover shortly. They were going from Marion to Atkins to work.

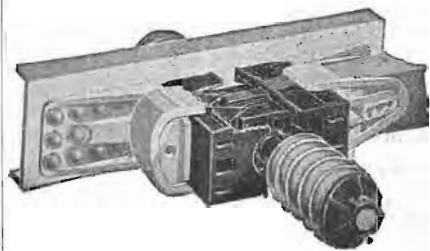
Chief Dispatcher and Mr. H. C. Wormer went to Campbell, Minn., Aug. 15th to look after business matters in connection with their farm near that city. Crops are yielding fine in that locality this season.

Mr. and Mrs. Fred Newlin and children visited relatives and friends in Minneapolis and Ogilvey, Minn.

Conductor John F. Coakley spent several days on a trip to Wibaux, Montana to look after the threshing on his farm near that place.

Billy Barber is going over the Iowa and Kansas City Div. soliciting members for the pension organization. If every employee would realize what a good proposition this is, he will not be turned down by a single one.

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY

CHICAGO OFFICE McCormick Bldg.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

"Standard" on the earth on
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Steam Turbo-Generators 500 Watts to 7½ K W.

A Complete Line of—

Headlight Cases—Sheet and Cast Metal
Reflectors—Metal and Glass
Portable Headlight Cases
Floodlights
Searchlights
Lamps for rear of tender
Lighting accessories, such as switches
(open and enclosed), sockets, dimmers, connectors, junction boxes, etc.
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Makers of the Famous "Nonglare" Glass
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INCREASE SAFETY AND PRODUCTION
Better Illumination With Fewer Units With
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THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of
Locomotive Electric Headlight Sets

General Offices and Works
CHICAGO, ILL.

CLASSIFIED SECTION

This is a new department in our magazine. Some excellent opportunities will be found here for employes who have an hour or two a day to turn into cash. We advise you to answer these ads and mention the name of our magazine.

AGENTS

Agents—\$11.80 daily in advance (send for sworn proof). Introducing New Insured Hosiery—47 styles—33 colors—guaranteed 7 months—Fall line now ready—No capital or experience required—You simply take orders—We deliver and collect (or you can deliver, suit yourself) Credit given—Pay you daily—Monthly bonus besides—We furnish samples—spare time will do—Mac-o-chee Textile Company, Room 5167, Cincinnati, Ohio.

USE YOUR LAY-OVER TIME

Railroad Men can earn extra money selling Doublewear Shoes direct to wearer saving \$2 to \$3 pair. Our new measure board insures perfect fitting. Write for particulars. Doublewear Shoe Co., Minneapolis, Minn.

Polmet—The Wonderful Polishing Cloth that cleans all metals without liquid, paste or powder. Approved by "Good Housekeeping" and "Modern Priscilla"—sells fast at 25c. Sample free. F. C. Gale Co., 132 Edinboro St., Boston.

Send for Big Bargain Sheet—Tires, Accessories, Parts for Cars—Radio supplies and thousands of other items. Jones Motor Co., Dept. M, Bowling Green, Kentucky.

Make \$17 Daily—Finest Extracts, Food Products, Toilet Preparations, Household Necessities. Credit; Sample case Free. Write for amazing offer. Perkins Products, B-8, Hastings, Nebr.

\$60-\$200 Week, Genuine Gold Letters for store windows. Easily applied. Appoint sub-agents. 20 percent commission. Metallic Letter Co., 407 N. Clark St., Chicago.

Agents—Get our big sample assortment free offer. Tea, coffee, extracts, spices, food products, things people eat, 240 fast sellers. Big profits. Harley Co., 362 Harley Bldg., Dayton, Ohio.

Send Me to the Darn E-X Laboratories, Dept. H-G, Dayton, Ohio, and I will show you how their representatives make big money selling Darn E-Z Universal Fabric Cement, either full or spare time.

Big Money and Fast Sales. Every owner buys Gold Initials for his auto. You charge \$1.50; make \$1.35. Ten orders daily easy. Write for particulars and free samples. American Monogram Co., Dept. 67, East Orange, N. J.

Automatic Ruff-Buttons, opens and closes cuffs when sleeves are raised or lowered; holds sleeves in any position desired; wonderful convenience. Capable sales agents wanted everywhere to sell direct to wearers. Flexo Mfg. Co., Sheboygan, Wis.

"Ulausa"—Will pay world trip expenses" says Salesman Green. New imported business necessity; compels attention. Sample 75c; satisfaction guaranteed. Importer, 422 Harvard, Glendale, Calif.

Agents Wanted to advertise our goods and distribute samples given to consumers; 90c an hour; write for full particulars. American Products Co., 1965 American Bldg., Cincinnati, Ohio.

Mason Sold 18 Comet Sprayers and Auto-washers on Saturday. Profits \$2.50 each. Particulars free. Established 30 years. Rusler Co., Johnstown, Ohio, Box C-19.

Soap Agents Wanted to sell our big line of products. Sample case furnished. Write for terms and particulars. Linro Company, Dept. 151, St. Louis, Mo.

Agents—\$6 to \$21 a day. Take orders for Aluminum Handle Cutlery Set. Brand new. We deliver and collect. Pay you daily. Sample to workers. Jennings Mfg. Co., Desk C-32, Dayton, Ohio.

New Wonderful Seller, 96c profit every dollar sales. Deliver on spot. License unnecessary. Sample Free. Mission, Factory D, 519 No. Halsted, Chicago.

Silk Fish Lines. Oiled, enameled, or casting line. 25 yds. 13 lbs. test, only 75c. Send stamp for samples. Silkline Co., Dept. G, Pekin, Ill.

Agents for best remedy, hard or soft corns, callouses, bunions, warts, etc., send 20 cents for 50 cent package and agents terms. D. A. Rippey, Birmingham, Alabama.

We Start You without a dollar—soaps, extracts, perfumes, toilet goods. Experience write for particulars. Mokane, Bll, Denver, unnecessary. Carnation Co., Dept. 216, St. Louis.

Make Big Money Easy in your spare time. Double profits. New Self-Wringing Mop. Easiway Company, 405 St. Paul, Baltimore, Md.

Agents—Three neckties boxed singly for \$1.00. Retail \$2.00, cash with order. President, 401 Searle Bldg., Rochester, N. Y.

New Novelties from Japan, Germany and France. \$20 a day easy. Write for selling plans. Sports Co., Lesueur Center, Minn.

BUSINESS OPPORTUNITIES

\$1 Hour. Write showcards for us at home. Particulars free. Kwik Showcard System, 66-L Bond, Toronto, Canada.

HELP WANTED

Detectives—Excellent opportunity. Experience unnecessary. Write, George Wagner, former Government Detective, 196SA, Broadway, N. Y.

MISCELLANEOUS

Prostatic Sufferers and men who feel old at forty—I can furnish reliable personal information concerning a treatment which promptly, materially relieved, benefited and assisted my complete recovery. My charge, \$1.00. No drugs. L. Pettigrove, Box 814, New Orleans, La.

Know Thyself—Wonderful three-page Horoscope—your talents, character, love, friends, enemies, business. Send birth date, year, specimen of handwriting and 10c. Gargilis, Box 2771-MR, Moston, Mass.

Three Practical Booklets on Health. The science of breathing, water cure and common sense diet. Price 25c each, 3 for 70c. Dependable Remedy Co., Lake Zurich, Ill.

Send for Bargain Bulletin. All makes of rebuilt motorcycles at lowest prices. Used parts half-price. Ash Motor Corporation, Rochester, N. Y.

Signs, Banners and Cards easily painted with Letter Patterns. Samples for Stamp. John F. Rahn, C2433 Greenview Ave., Chicago.

Tobacco or Snuff Habit cured or no pay. \$1.00 if cured. Remedy sent on trial. Superba Co., X10, Baltimore, Md.

Money in Pecans. Write, Blanchet Company, 347 Fifth Avenue, New York.

"Music Composed" to words. Bauer Bros., (formerly of Sousa's Band), Oshkosh, Wis.

INFORMATION

Guaranteed Information, any subject. Strictly confidential, \$1.00, Doris Chemical Laboratories, East Cleveland, Box 59A, Cleveland, Ohio.

HOME WEAVING

Earn Big Money at Home, weaving Colonial rugs, carpets, potteries, etc., from rags and waste material. Weavers are rushed with orders. Looms only \$9.90 and up. Write today for free illustrated Loom Book, telling all about the weaving business and quoting special credit terms on our low-priced, easily-operated looms. Union Loom Works, 330 Factory St., Boonville, N. Y.

TYPEWRITER SUPPLIES

Typewriter Papers—Second sheets; samples free. R. D. Elliott, 305 South Third, St. Louis.

FOR SALE

Railroad Watch, 23 jewel, cheap. G. Walker, Box 633, Cincinnati, Ohio.

BOOKS

Personal Success Books—Illustrated catalog for stamps. Phipps Library, 1014 Belmont, Chicago.

Happiness—Cone Method—send 25c—Bargain catalogue (all subjects). Phipps, 1014-A, Belmont, Chicago.

SPARK PLUGS

Special Introductory Price to car owners. Pronto Series Gap Mica Spark Plugs. Guaranteed to last life of motor. Positively shoot through oil. 100% Government test. Write quick. Pronto Sales Co., Council Bluffs, Iowa.

ORCHARD AND FARM LANDS

Pecan-Orange Groves "on the Gulf" \$10 monthly. Guaranteed care. Soon produce \$500 yearly. Suburban Orchards, Dept. K, Biloxi, Miss.

TOBACCO

Cigars: Mild, long Fillers, 50, \$2.25; 100, \$4.00. Postpaid. Satisfaction guaranteed or money refunded. Send no money. Pay when received. W. C. Rives Co., Paducah, Ky.

Buy Your Cigars and Smoking Tobacco direct. 50 Aspirations, prepaid, \$1.50. Agents wanted. Havana Smokehouse, Homeland, Ga.

Smoking Tobacco—Five lbs. genuine Havana, \$3.50; ten lbs. Kentucky Burley, \$5; ten lbs. Tennessee Red, \$3.50; ten lbs. No. 2, \$2.75; prepaid. Jim Foy, Dukedom, Tenn.

UNDERGROUND TREASURE PERSONAL

Sixth and Seventh Books of Moses, Egyptian Secrets, Black Art; other rare books. Catalog free. Star Book Co., HG, Camden, N.J.

Lucky Charms, Secrets, Lodestones, Occult Books. Catalog 4 cents. Box 55, Station I, New York.

PHOTOGRAPHS

Films Developed, Prints made. Write for price list today. R. Kocielniak, 17214 Lamont, Detroit, Mich.

MOTION PICTURE OUTFITS

Bargain Lists Free. Machines. Films, supplies for theatre or traveling shows. National Equipment Co., Duluth, Minn.

PATENT ATTORNEYS

Inventors—Patent your ideas. Send sketch or model for opinion on patentability. Information how to proceed free. Reasonable charges. Frank B. Hoffman, Patent Lawyer, Union Bank Building, Washington, D. C.

DOGS

For Sale, high class German Police Pups. Imported Stock, \$30.00 and up. Riverside Police Dog Kennels, Cooperstown, No. Dak.

Beautiful registered bull pups cheap. Bull-dogs, 501 Rockwood, Dallas, Texas.

German Police Puppies. Write Northwestern Kennels, Nora Springs, Iowa.

POULTRY

Profitable Poultry. 32 hens paid for \$3.00 home in 26 months. Booklet for stamp. Spencer, R. 1, Santa Cruz, Calif.

RADIO

Radio Advice—Any hookups, best ever—what's wrong with your set. Ask us. 10c in stamps. X-L Radio Co., 141 W. Ohio St., Chicago, Ill.

MUSICAL

Cornetists—Trombonists—Saxophonists—Clarinetists. Get "Tree Pointers." Name instrument. Virtuoso School, Concord 10 Mass.

MANUFACTURING

Patented Articles. Models, Brass Work, Machine Construction: Dies Made. Baum's Metal Specialties, Kansas City, Mo.

OLD COINS WANTED

Old Money Wanted—\$50.00 paid for Liberty 1913 nickels (not Buffalo). \$50.00 for 1894 dime S. mint, etc. Thousands old coins, bills and stamps worth big cash premiums. Get posted. Send 4c for Large Coin Circular. May mean big profit to you. Send NOW. NUMISMATIC BANK of TEXAS, Dept. 14, Fort Worth, Texas.

The good things in this world are gained largely through co-operation. Give Billy your application, you have everything to gain and nothing to lose.

"The winds blew and the floods descended". That describes the condition of this division the latter part of August causing a number of washouts, between Marion and Savanna and on the Clinton line and between Oxford Jct. and Davenport. Our neighbors the C. N.W. were completely washed out for two days, detouring their passenger trains via Tama, Cedar Rapids, and Fulton. We were fortunate in escaping derailments on account of these cloudbursts. Lineman Flint in trying to get to Teeds Grove depot to repair wires burned off by lightning was fortunate enough to secure a boat from a farmer thus enabling him to make the last three quarters of a mile by water, passing over fences without difficulty. This is the first time in history that a boat has landed at Teeds Grove and many spectators enjoyed the novelty of riding around the depot in a boat.

Operator Chas. Welch, the "old reliable" at Savanna Yard, enjoyed a week's vacation early in Sept. Harry Robinson relieving.

Among those who attended the veteran's reunion at Milwaukee from this division were Mr. and Mrs. A. J. Campbell, Mr. and Mrs. Samuel McCormac, Mr. and Mrs. Harry L. Stevens, and daughter, Walter I. Roche, Henry M. White, Steve Parmenter, Robert Widger, William Barber, Charles R. Cornelius, Mr. and Mrs. J. H. Kinsor, G. A. Kindler, and L. K. Owen. Every one had a most enjoyable time and speak in terms of highest praise of the splendid entertainment provided by Mr. W. D. Carrick and his energetic associates.

W. H. Applegate was away on a brief vacation visiting relatives at Scotch Grove and attending the county fair at Manchester.

Mr. and Mrs. George F. Hennessy and son Robert spent their vacation as guests of Mr. and Mrs. A. P. Munson near Carthage, Ills.

Mr. and Mrs. Frank Ross and children visited relatives at Hibbing, Minn. Frank's injured foot is improving rapidly.

Mr. and Mrs. Harry S. Scampton have returned to Marion from a visit with Mr. Scampton's mother at Madison, Wis.

Chief clerk Jay L. Franz, of Asst. Gen'l. Manager Bradshaw's office, Chicago and Mrs. Franz spent a week early in Sept. visiting relatives and friends in Marion. Jay always receives a welcoming smile and a warm handshake from the Marion folks whenever he is able to return to the old hometown, it is the same with Mrs. Franz and James.

Supt. Newman H. Fuller and Chief Dispr. Geo. H. Hill passed through Marion latter part of August enroute to Mobridge. Sorry we were not at home to see these good fellows.

Mr. and Mrs. L. C. Low have returned from Okoboji where they have been spending the summer months.

Mrs. George Busby is recovering slowly from a severe illness, she was taken to St. Lukes Hospital at Cedar Rapids for treatment.

Operator B. F. Haffner, of Sabula, was off duty several days account sickness. Operator M. A. Rittmeyer relieved him.

Asst. Chief Operator R. L. Taylor is taking his annual camping trip, Marl Marchant is working in "MA" office during his absence.

Glenn Lake, Asst. District Storekeeper, spent several days vacation visiting his relatives at Marion.

E. Failer and wife spent several days visiting at Mapleton, Iowa returning to Marion by auto, with a good supply of fruits and vegetables.

Mrs. Carl Oxley and son visited relatives in Chicago for a couple weeks.

Miss Alice McGuire of Marion, was around on crutches several days as a result of a fall, severely spraining her ankle.

Chicago Terminals Doings

Guy E. Sampson

Miss Luella Burke, sister of train director Jas. Burke, died in Chicago, Aug. 29th. Burial at Calvary. Sympathy of all employees extended.

Lee-Smith, Jas. Burke and G. E. Sampson all on their vacations this month. Smith autoed to Ludington, Mich., Burke spent his vacation in the city and Sampson went with his family to Wauzeka, Wisconsin where he helped thresh grain and put up hay. Oh, yes and Tessensohn also on vacation at the same time. All seem glad to get back in the game again after a rest.

Stenographer Florence Donahue accompanied by her mother visited Niagara Falls and saw the water fall.

Engineer Geo. Keller and fireman John Donahue spent a vacation at Hot Springs.

Trainmaster Wm. Springer took his wife to the Ringling Bros. Show and while trying to entertain friend wife and attend to his official duties at one and the same time had the misfortune to lose track of his Mrs. and was just at the point of offering a reward when he found her in the crowd only a short distance from where he was standing. One thing at a time Will.

Some of the boys report that switchman Geo. Hartman and Chas. Allen are getting in shape to challenge the winner of the Firpo-Wills bout. After a friendly bout it was called a draw as both boys were out of wind at the end of the first round.

"Peaches" Collins came near taking a vacation trip to Minnesota Transfer in an empty refrigerator car. While attending to his duties some car inspector closed the door and only for the timely arrival of another car man who opened the door before car was on its way Tom would have taken a side trip unintentionally.

Fireman Elmer Nummer has taken a leave of absence and we may soon hear his melodious voice shouting "Fresh Fish" on our streets as we are informed he is interested in the fish game during his leave of absence.

Mr. Butler, Agent at Bensenville, left Sat., Sept. 13th for Kenyon, Minn. where he will visit his wife and their first born, a son who was born Sept. 10th. He will remain about two weeks when he expects to bring the family home with him. Congratulations.

Yardmaster Walter Christianson and wife took an extended auto ride through Ill. and Wisconsin recently and report having had a fine trip.

We were very sorry to hear that Edna Stone of Galewood roundhouse was leaving us, and we hope we will still hear from her once in a while.

We welcome Mary Carey in her place.

We were sorry to hear of the illness of General Foreman R. J. Weber, and we hope by the time this magazine is published that he will be well again.

Mr. W. F. Ingraham our Assistant Superintendent of Terminals, spent a very pleasant vacation in and around Lake Marie, Ills. Although it was very rainy it was good for "ducks".

Miss Ruth Wetherlund, Stenographer in Mr. Ingraham's office, spent her vacation by having those pesky things (tonsils I guess they call 'em) taken out. Not so nice.

Mr. Thos. Rycroft, Chief Clerk in Mr. Cameron's office, spent his vacation in California, and Tom says: "Gee, I hated to come home". We had better watch out or Tom will turn to a Californian.

We extend our heartiest welcome to Gertrude Frantz now in Mr. Ingraham's office.

Where the West Begins

Maggie

On August 15th, chief carpenter Elmer Clothier was transferred as chief carpenter to Perry, Iowa, his old home where his first work

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation

Milwaukee

Wisconsin

ANNOUNCEMENT

Equipment is now being installed at Milwaukee which will enable us to hot roll tubes up to 5½" diameter.

GLOBE STEEL TUBES CO.

MILLS—Milwaukee

Men LIKE to Apply BOSS Lock Nuts



Piece Workers and Piece Work Inspectors prefer Boss Lock Nuts because they're so easy to apply quickly and right.

Both sides are alike. Turn the "BOSS" up with the fingers, clinch its hold with one turn of the wrench, and it's on right to stay tight.

"Write it Right"—
BOSS
Lock Nuts

American Bolt
Corporation

BOSS NUT DIVISION CHICAGO, U.S.A.

was performed for the Milwaukee. He was succeeded at Moberge by Asa Berfield, former B and B foreman on this division and for the past four years vice-chairman of the maintenance of way employees. As a testimonial of their friendship and good-will Mr. Clothier's immediate employees and associates presented him with \$50.00 in gold on his departure from Moberge. His many friends regret to see him leave the Trans-Missouri but wish for his continued success at Perry.

On September 1st a re-arrangement was made in the maintenance offices at Moberge. Chief carpenter Berfield is now located in the roadmaster's office, and engineer Rollins and his force occupy the former chief carpenter's office. Mrs. Haurigan has returned to her former position official spokesman for the dispatchers' office. Our mutual friend, the Mayor of Firesteel, Harold Mosher, is officiating in S. W. Childers' chair, in between nervous shocks, while Mr. Childers is doing the relief dispatching work during the vacation period. From divers noises emanating from the aforesaid office between the hours of 8:00 A.M. and 5:00 P.M. it is hard to say whether they come from the spokeswoman or the nervous shocks.

Brakeman Bert Doud was confined to the Moberge hospital for a week, account attack of blood poisoning. He recovered and is again on the road.

Paul Byington returned home from a sojourn at the hospital resulting from an operation for appendicitis. John Cooley is back on his run again after a stay at the hospital.

Ed Harvel has been transferred from the store department to the Moberge freight department physical culture class, which is ably presided over by agent Lewis.

On August 15th the Stork left another roadmaster at the home of Phil Richardson of Trail City, named Arthur Eugene.

Geo. Hilton, Roadmaster's Assistant at Moberge, has enjoyed innumerable pleasant meetings with old friends from the south during the past month, who were enroute west on train 17, "Comesta, Primo", Abajo here? Carrambo! ramba!

The following letter from Stephen S. Jones, Flandreau representative of the United States Field Service, in connection with the handling of three coaches of Indians eastbound from points on the Trans Missouri Division, was received by agent Lewis of Moberge: "I arrived home safely with the party of Indian school children. Thank you folks for the good accommodations. We were well treated and enjoyed the trip. Tell the chief dispatcher that we appreciated his services, the best accommodations we have had yet, and all of you, thank you. The agents from all the stations are kind to us, the McLaughlin man was fine. He always is and I want to thank you all."

Yardmaster Robert Wolfram and family of Moberge have returned from an extensive trip throughout the east, visiting points in New York, Michigan and Wisconsin.

Miss Mary Hayes of agent Lewis' forces is on her vacation. Miss Mary will visit with friends at Mahto, Fort Yates, Bullhead and other points on the Reservation.

W. A. Horn has a new car, that is it looks like a car but Walter says it acts like anything but, when he wants to start it.

Leo and Jackie have decided to take canned fish with them the next time they go fishing for it's a long time between meals when the fish don't bite.

L. F. Johnson, Freight House Foreman, again took high honors in the horse shoe contest Labor Day. Looks like he should give some one else first place soon.

"Snoose" our much loved call boy left for parts unknown to visit his lady fair. Report has it that she receives mail from him from Moberge just the same.

Business is picking up here don't know how it is with the rest of you, but I'm most too busy keeping out of the rush to devote much space to news. There's all kind of new grain coming in to our line in plentiful quantity and stock from the west, north and south. It's been too hot here too, as some one said the other day, "This is some country, during the day, we actually suffer from the intense heat and at night it's so cold have too sleep with over shoes on to be in comfort".

A little bit of iron and wood, a little spot of red But surely when you end the trip you feel like one most dead

For she wiggles and she giggles then goes jumping up and down

When going, going a little faster, damned if she don't pound

Talk about your Roundups with all your frisky bronchs

And of all your old tin lizzies with its many squeaky honks,

They surely are not in it for all their bucking trucks

And if you don't believe me, just ride the 01206.

Dubuque Shops Jingles

"Oo-sie

The Veterans' Convention which was held at Milwaukee August 25th and 26th had quite a representation of Dubuque "Vets", namely—Engineers Jno. Barker and Aug. Wienecke; Painter foreman Peter Olinger, machine shop foreman C. W. Danglemeyer, machinists Peter Hay, Louis Wiedner, Jno. Keefe, Paul Bertsch, F. Ehrlich, O. Willman, carpenter Chas. Rieger.

They liked the town

And the Veterans dear—

But mercy sakes

How they loved the b——r.

The smile that won't come off, he wears; gang foreman Sanders does; the arrival of Alvin, Jr. is the reason why, becuz.

We had two weddings just lately, and parties too numerous to state; two maids from the Store Dept. are now in that BLISSFUL state. On 8-31 our Nettie (Grings) married Mr. Robert Earle; of course they are very happy, but he took from us a pearl. Mattie Kiebler marries Mr. Geo. Chewning on 9-18 this year; we wish them a lot of happiness, but now we'll miss you Mattie, dear.

Yardmaster Kiesel and his good wife,

Are taking a wonderful trip

To Cuba and back, oh boy ain't that fine;

They'll travel by rail and by ship.

Jos. Schaetgen, a veteran machinist at Dubuque, passed out at his home on Aug. 30th, the result of a fall received while trimming a tree a few weeks ago. Mr. Schaetgen's family have the sympathy of the entire shops in their bereavement.

If you are giving a dinner—a party, or something awfully nice; tell the accounting dept. about it, (please do take my advice). For they'll furnish a water-melon, the very best to be had; oh they are regular fellows, for they sure made us feel glad. (The watermelon story is really too good to keep—the old story, to the wrong department, and for it they did natchery weep.)

Are you selling something? Just write to Pat McGough; no matter what "youthglow" you are handling; he'll buy the doggone stuff. (Art sez Barnum was right—he oughta know.)

Clarence went out driving

In his whiskey colored car;

He "toe-d" back with a buggy—

For he went in the mud too far.

Moral:—Stick to the main road.

Iowa Division

Ruby Eckman

E. E. Clothier, the new Chief Carpenter for the Iowa Division was given a welcome when

he came back to Perry on August 15th. Mr. Clothier took the place of E. Collings who resigned and who will take life easy from now on. Elmer has been at Moberge for several years but the move means coming back home to him.

Engineer Wm. Leaf's wife and daughter of Marmouth, N.D. spent their vacation in Perry with relatives.

August 23rd was a big day for the railroad folks in Perry. It was the date of the Iowa division's picnic and everything went off fine. There were a large number of visitors from Atkins, Manilla and Council Bluffs. Perry won the base ball game from the Atkins team but the visitors carried off their share of prizes in the athletic events. A big dinner was served at 6 o'clock and the day's program concluded with a dance. All concerned expressed themselves as having had a wonderful time.

Engineer Wm. Higgins went up to Fairmont, Minn. in August to play a few games of base ball with the Fairmont team.

Travelling engineer John Lutze has been off duty several weeks on account of sickness.

James Garrity and wife came down from Portage to spend their vacation with roadmaster John Garrity and wife, at Perry.

Engineer Frank Banyard's wife has been quite ill in an Omaha hospital for several weeks.

M. A. DeVoe, who has been agent at Bouton, has been appointed agent at Bayard to take the place of G. L. Arrsmith who passed away a few weeks ago. Harry Buswell, who held Manning second trick, bid in the Bouton Agency in Mr. DeVoe's place. Mart was in Perry for several weeks doing extra work as a train dispatcher.

Clarence Anderson, Clerk at Perry roundhouse, deserted the ranks of the bachelors and on August 20th was married to Miss Nadonna Burke of Des Moines. The young people took a wedding trip to Chicago and upon their return went to housekeeping in an apartment in Perry.

Machinist Arthur Yates took a vacation in August and with his family drove to Minnesota to spend the time with relatives.

Machinist Elmer Swanson, wife and daughter and Miss Irene Stapleton of the Asst. Supt's office at Perry, drove to Breckenridge, Minn. in September and had a very pleasant trip.

Engineer Gus Koch's daughter has been very sick at her home in Perry, suffering with the typhoid fever.

Engineer Sprague who has been holding a job on the branch line has taken a pool on the middle division.

The fore part of September the Iowa division handled three fast express trains with shipments which had been received by boat. The handling of all three trains was satisfactory to the management.

Conductor John Evans, one of Perry's best whist players, attended a tournament at Clear Lake the latter part of August coming home with several honors

Engineer Lon Morgan and wife spent a week in September visiting in Denver.

Hugh Jones, Cashier at Perry, went to Colorado to spend a couple weeks in September visiting with relatives.

The west division employees had a lot of laughs the latter part of August at the expense of fireman George Hanney. George is built for endurance and not for speed but showed a little of both at the same time. He was firing for engineer John Heinzeleman. John's main object is to get over the road with as few delays as possible and when he gets a new fireman he tries to let them know his habits. George was a new man with him and in an endeavor to help out, got down off the engine at Manilla to line a switch for the brakeman. It would have been all right had the engine not stopped on a bridge but when George got down from the engine he kept going until he struck the bottom of

the Botney River. Fortunately there was only a few feet of water in the stream at the time and George was able to get to shore where he made his presence known and had assistance to get out. It was a warm night so the drenching he got did not hurt him but he says he knows now all about the beauty clay which the ladies use.

Herbert Langdon, Clerk at the Perry roundhouse, spent his vacation in New York and on a trip to Canada.

September 16th was a big day with roundhouse foreman Guy Abell as it was the opening of the hunting season at Perry and Guy and Fred Dollarhide the assistant foremen are two of Perry's most ardent hunters. Guy has two boats and all sorts of hunting equipment. The last few weeks he has been practicing on some wooden ducks which he placed in the pond at the roundhouse and the fellows said he was in good trim for the opening of the season.

Lee Varnadore was called to his home in Robert Lee, Texas in September by the serious illness of his father.

Train dispatcher F. E. Jackson and family returned September 1st from Long Beach, where they had spent three months with relatives.

Engineer Charles Warner returned to work the 1st of September after a several months' lay off on account of injuries.

Conductor Thos. Costello and wife were called to Mt. Carroll, Ill. by the death of Robert Larry, a relative. Mr. Larry was for many years in the engineering department on the Iowa division.

West I. and D. Inklings Doll

On account of being away on my vacation last month I failed to send in any news items from this end of the division. Had a lovely time and hope everyone else did likewise on their vacation. It is strange how much good a vacation does one, but they are surely appreciated by us all I am sure.

Our local forces did their share toward attending fairs in the past few weeks. A. J. Guthrie, Sr. and wife took in the Iowa Fair at Des Moines and the Minnesota State Fair. Mr. Guthrie is a boilermaker helper. Roundhouse laborer Fred Farris and wife are at Huron enjoying the South Dakota State Fair this week. Machinist John Guthrie and wife and family and helper Lafayette Burke attended the Iowa State Fair also, and also visited at Perry, Ia. with friends and relatives.

Engineer Jim Johnston, having tired of the work on the west end came down yesterday and will work out of Murdo for awhile. Glad to see Merry once more with his smile and good word.

I understand that the boilermaker foreman at Mitchell is contemplating buying an airplane, as roundhouse foreman C. H. Bradberry has a new Essex and Ed finds himself required to take C.H.B.'s dust. By the way Mr. Ricks R.H.F. at this point has also purchased a new 1925 Essex balloon tires 'n everything. We hear that Mr. Ricks' car only registers up as far as 90 miles per and when she gets that far he just keeps on stepping on the gas, but doesn't know just how fast he is going.

Supt. Christoffer and freight and passenger agent Cody were business visitors here last week, making a trip to the end of the division at Rapid City.

Traveling engineer Johnston motored through on his way home from the hills, where he with his wife and daughter spent their vacation. He was driving his Hudson and we are informed that the said car will pass anything but a filling station.

Mah Jongg is being talked of all over but where's sweet papa.

'A skin you'd love to touch'—the skin flint.

Aberdeen Division R.G.H.

Hunting season has arrived. Dogs have been trained, hunting passes leased, guns put in shape and shells bought; in fact the "gang" seems all ready to go. Something seems to tell us that we are going to see our old friend Harry Gibson around here pretty soon. Hunting on the Aberdeen Division would not be complete with out Harry.

Chief clerk W. O. Hiddleston and family have just recently returned from a short tour through Minnesota and points in Wisconsin. Outside of three or four friendly arguments with that many traffic cops, Bill reports a fine trip. You have to hand it to Bill, when it comes to traffic cops, he is a good diplomat.

Miss Matilda Cully, Stenographer to the General Car Foreman, spent the week-end in Minneapolis.

Most of the fellows in the Superintendent's office have invested in green eye shades. You know these new diamonds are very hard on the eyes, but as long as it's Vi we'll put up with almost anything.

Speaking of diamonds Mark Mentzer has done a little business along that line himself. We haven't met the girl yet but from all reports, she is the very last word in fiancées.

The store department is just recuperating from a two weeks spell of "inventoryitis". We are all glad they only get these spells once a year.

Vacation season is just about over. Most everyone has "been" and are now back on the job ready for another year of good honest toil. Here is a list of where some of them went and what they did.

Ray Dodds—Walker, Minn.—Fishing, and listening to Ted Buechler.

Helen Warner—Kansas City—Getting her hair shingled.

Ray Hoefs—Los Angeles, Cal.—Everything he could do in a week.

Ed Holts—Big Stone Lake—Getting a coat of tan and a few fish.

Frank Parsch—Niagara Falls—Second honeymoon.

R. P. Kauppi—Northern Minnesota and Wisconsin.

Neva Ross—Tacoma Park, Getting rested up for inventory.

Jack Seiler—Osakis, Minn.—Fishing.

Joe Johann—Chicago—He wouldn't tell us just what he did.

Joe Kain paid us a visit the other day. Joe and his wife are on their vacation, they expect to spend a few days in Aberdeen and Fargo before returning to Chicago.

Leo Lutgan, Cashier in the freight house, seems to have become more or less interested in the dry goods business lately. Just how much he is interested in the dry goods itself we can not say but most of his time is spent walking up and down the street looking in the Sherman windows and doors.

Mr. and Mrs. A. F. Mashke are visiting in Minneapolis. They will attend the Legion Convention and also purchase some prepared food for their dog.

Mrs. Howard Martin, formerly Doris Healy of the claim department, will brighten Aberdeen by paying us a visit during October.

We understand that Ed Hotz is visiting the automobile scrap piles daily in an effort to pick up a Ford suitable for hunting parties for about 25 bucks.

Ed Thompson got cold feet and failed to attend the reception for the Public School Teachers last Friday evening. Never mind Ed we'll get you a pair of in soles for the next Society Event.

Claude Williams, the jovial little operator in the dispatcher's office, has moved into town from Columbia.

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H.W.G.

Mr. J. J. Hennessey returned from North Dakota, Aug. 16th, among other diversified farming schemes up there is turkey raising, one young house wife raised a flock of over 500 which at say \$5.00 each is no small account and better than dollar wheat.

The V.E.A. annual meeting is a thing of the past, and is well written up in the Sept. magazine. We had hoped that Mr. Byram and Mr. Underwood would be with us, but pressure of business prevented either from attending.

Mr. Bilty returned from lines west Aug. 27th.

It seems that veteran Jno. Horan has lost his pipe tooth which necessitates moving the pipe 11 degrees farther around. It also appears that Moran and O'Neil use the same set of false teeth between them with the result that O'Neil happened to have them first, the night of the VEA banquet so Horan failed to get away with a good steak.

"H.A.S." passed the cigars the 5th "little girl."

Young Guschl passed the cigars not long before H.A.S. did same occasion.

Fresco painter Chas. Rintelmann is in California for a three or four weeks visit.

The "Omaha Chicago Limited" of the Milwaukee Road appears as a watch add in the "Santa Fe magazine" for September.

The Master Mechanics staff meeting at the shops Sept. 10th, 11th and 12th was the best one yet with the largest attendance, and the official including the Chicago bunch remained to the very last hour. If this keeps up we will have to lengthen our assembly room. No mistake was made in installing a moving picture machine, the old one from Chicago, and putting on the lantern slides. Mr. Byram and Mr. Gillick were there an hour the opening day and made short addresses before the boys. We regretted that Frank Rusch could not be with us but as he is on the road to recovery of his full strength, we hope he will be with us next year and sooner.

"Looking West on Grand Ave, Milwaukee", picture on front cover of the September magazine shows that this city can show up some mighty fine looking places, and this is only about one of a hundred of similar Milwaukee views.

Someone hands us a copy of the C. & N.W. magazine. The only way it comes up to ours is in a little better quality of paper which show off the half tones a little better.

S. M. P. Office

Hawshaw

After numerous vain attempts we have finally succeeded in getting a little "goods" on Miss Emily T. Katzer and from all indications Mr. Bjorkholm will be looking for a new sennographer soon because Miss Katzer will be acquiring a new "Boss". Have you seen the new watch on her wrist? It's a beauty. An' that ain't all! Hawshaw reports that Miss Katzer has been visiting the depot quite regularly of late. We have seen the picture in her desk but just who is this "most wonderful man in the world"? Anyway, Miss Emily, we wish you a lot of good luck.

The ball game is still the popular topic and if there are any better players than our boys, we're from Missouri.

Earl Williams has been hobbling along with one of his father's No. 12 slippers on his foot. Just what did you do in Joe Macht's cellar, Earl, that made you walk in your sleep? Got any more of it, Joe?

Another mystery solved! Hawshaw has discovered that the bouquets which have been gracing Miss Katzer's desk all summer are from one other than Mr. Krueger. Henry, don't you think that's a bit dangerous now?

Al Krause has forsaken the S. M. P. office

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GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

to learn the gentle (?) art of dentistry in Oshkosh, and Ed Lang is occupying his chair.

Frank Klug, Louis Bednar, Ed Flood and Frank Benes have returned from their vacations and claim they had a very good time.

Joe Macht claims he can drive his new Ford on two wheels around a corner. Who is going to ride with him and make him prove it?

By the way, Otto Moeller, what do you carry in those bottles every day?

Cupid certainly is working overtime in the S.M.P. office during the last couple of months—Manilla Voelkel and Walter Hanneman, Ada Kufalk and Ray Tellier, Emily Katzer and (C'mon fellows, let's get his name).

Harvey Trevillion spent two weeks on the long, lone trails around Crandon. He says the pictures he had taken with the "big fish" he caught were all spoiled. We'll have to ask Esther and Winnie about that, brother Harv. That sounds too much like a big fish story.

Ramona, unless you satisfy our curiosity, we'll have to put Hawshaw on the trail of "Lumber-jack". We would like a little advance notice, Ramona, so we can save our pennies.

Idaho Division R.E.P.

Now that we have all had our vacations and the evenings are getting long, let's see if we can't get a few items for our magazine. If every person on this division would drop me a note of every happening that would be of interest we will be very glad to send the items in. Other divisions and old friends you may be sure, glance through the pages of our magazine to learn of the doings on our division.

They want to know so let's tell 'em.

Our side-kick M. F. Whalen, Yardmaster at Othello, has been under care of a specialist in Spokane for last few days having the cause of his terrible headaches removed. It was necessary to chisel a bone in the nose and also drill to allow the accumulation caused by a bad cold to drain out. Yard foreman D. C. Clark is in charge during Mr. Whalen's absence and Perry Williams is Yard Foreman.

Vance Caswell, Store Dept. Clerk, St. Maries and Miss Bernardine Tobias, daughter of Roundhouse Clerk, St. Maries, were married in Coeur D'Alene, Sept. 8th. We wish them a happy life.

Gus Meyers told us some time ago that agent C. H. Burt and Mrs. Kate Miller, both of St. Maries were married in that city at 8:00 P.M. on July 3rd. Now since Gus is quite a kiddie I hesitated to announce this until had some confirmation of it; cigars from Mr. Burt for instance. But as yet have seen no smokes passed around and July 3rd is a long time past so—believe it or not.

Conductor Kittleson from Coast Division has taken 27 and 28, night passenger run between St. Maries and Marengo.

Talk about native sons; not long ago when the therm. registered 122 in the shade at Othello, and was also very hot at other points, some booster laid the thermometer on ice until No. 16 drove in, then hung it up. Some passengers got off there to see how hot it really was and the thermometer registered 72.

C. E. Potter of "S.N." Office, has a new sport Durant Sedan. Mrs. Potter has become quite an expert at driving since they purchased it.

Conductor Geo. Stilz who was rushed to St. Maries hospital from Avery recently and underwent a very serious operation on his stomach, is now on the log pick-up job on the St. Maries branch feeling as fit as though nothing had happened to him. All credit is due the attending physicians at the Company Hospital, St. Maries.

Alma Kester of the Supt's. office is away on a two month's leave.

Dispatcher G. A. Rossbach is away on vacation and when he returns it will wind up the vacations for the dispatchers this year. The others having taken theirs. Mr. Rollin of Mal-

den relay office, has been the relief dispatcher in the Spokane office.

F. J. Washburn of Malden, went east on No. 18, last week bound for points in Wisconsin. He stopped off at St. Maries to say hello to Gus Meyers and Bess Rocek, busted in with a "Why how do you do?" Mr. Hogan at Freddie. Gus said that Fred was very much embarrassed as he hadn't the pleasure of an acquaintance with Bess.

Don't any one ever tell Mr. Hogan, whoever he is or he may get sore at Bess.

Lineman Oscar Olsen of Malden, cut out tobacco in all forms a few months ago and hates himself as cordially as ever.

Mr. William O'Reilly, formerly Supt's. chief clerk at Deer Lodge, has been appointed to the same position at Spokane. Mr. Jack Clark, who was holding the position at Spokane temporarily is quite seriously ill in a Spokane hospital.

Mr. E. J. Murray, formerly Chief Timekeeper, Spokane, has been promoted to position of traveling timekeeper with headquarters at Miles City.

Our old friend Jack Wiklund is again with us. He was recently appointed roundhouse foreman, St. Maries. Jack is so gosh darn awful busy that he hasn't time to say hello at us.

Ray Shook, of Supt's office, is making a trip to Japan and China as assistant freight clerk on the President Jefferson of the Admiral Line which sailed from Seattle, Sept. 14th. Ray is bent on seeing the world.

Cecil Johnson, Roadmaster's Clerk, St. Maries, has recovered from an illness which required her going to the hospital.

Robt. Woodward, B.&B. Foreman, went east the other morning on a three month's vacation.

Old Line "Line 'O Type"

Hazel E. Whitty

The old line has had a pile driver and a weed burner operating over it at the same time. Wonders will never cease.

Mrs. L. Chambers, Operator, has returned from her western trip.

C. Wolfrom, Conductor, has a brand new way of winning blankets and other prizes at the different stands. He flourishes a large roll of money before the stand, and acts real innocent, whereupon the auctioneer becomes interested and sees to it that Charlie gets a blanket the first couple rounds. Charlie then shoulders his blanket and walks off. He says it never fails and all who want a blanket at little cost just let Charlie know.

We hope that Mr. Peck will enjoy some peace of mind now that the Horicon emergency stock is gone.

Wm. Yerk, Carpenter Foreman, sings for us nearly every day. We think he does just fine.

When conductor Wolfrom is not betting on the ball games he is fighting about them.

Understand Don Pierce is profiteering, gathering wild grapes and elder berries.

The annual hunt is over and as far as we have been able to learn everyone came back alive. From the stories that are going the rounds everyone had a good time. A few watches had to be repaired but there seemed to be nothing wrong but that there was a little water in them. Mr. W. Zimmerman might have got a few more ducks but daylight was pretty early and Bill says the ducks wouldn't wait.

Listen:

People refined

Don't say "them kind."

"Be sure and come"

Is very bum.

"Quite a few"

Is rotten too.

"Looks as if"

Makes us sniff.

Do girls close their eyes when kissing? As the question has come up and is being quite seriously debated among some of the young fel-

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INDEX BRISTOLS

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lows on this division, I wish all the girls would undergo this trying experience and let me know.

Miss Marcella Stiles, popular Bill Clerk at Waupun, we understand is making frequent trips to Milwaukee. Go to, Marcella, you will soon get fed up on that town.

Milwaukee Lodge No. 128 of the Brotherhood of R.R.Y. Trainmen held a special meeting at Horicon, September 12th. Chairman W. P. Kennedy attended the meeting. The meeting was held at Horicon for the benefit of employees on the Northern who are unable to get to Milwaukee for the meetings. After the meeting, a dance was held, and oh, boy, did we have some time. Washington Lodge No. 296 Ladies Auxiliary to the B. R. T. had their drill team in attendance and gave some very fine drills. Refreshments were served and every one tripped the light fantastic until the wee sma' hours. The trainmen are to be congratulated upon putting on a dance of this kind and providing such excellent entertainment at the same time maintaining excellent order throughout the entire evening. It was perhaps one of the most successful dances that has been held at Horicon for some time and the wish has been expressed that the trainmen take this matter in hand and provide some more of these high class dances for the public as well as for themselves.

Favorite expressions—

Conductor A. Schroeder—"Well, I won't argue over it."

Conductor D. Manning—"Well, I do say."

A. F. Carlson—"My car is the best car made."

Jed Taylor—"I'll never try anything like that again."

Our editor wants some pictures of the Northern division kiddies. If you have a cute picture of the little tots, please send it to me.

Just to show how great minds will run—

At the Dells on one of the recent excursions we find one of our head liners asking "What makes the water so dark?" The other—"Why did they put it so near the shore?"

Mechanical Department

Chicago G. O.

Well at last we are settled in our new offices on the eight floor and as soon as chief clerk King returns and puts the finishing touches on the arrangement the work will start sprouting out as of yore.

In order to make the general office cheerful during the dull spell Miss Haselman took a day off and a helpmate on, having been married on Labor Day. A humdinger of a floor lamp was the wedding gift from the office force and Miss Haselman expressed her appreciation with a five pound box of well known sweets.

The next number on the program is the well known Olive Beywer, who is joyfully displaying a diamond ring, the meaning of which needs no comment, and all are looking forward to the day.

Mr. Martin's "Blue Moon" the car which so much has been written about by the manufacturers, was parked on Adams Street last week and received a thorough inspection by our engineer of design, Mr. K. F. Nystrom as well as Mr. Winters our lubricating engineer, who pronounced the construction and lubricating features as being perfect and above reproach. No they didn't try it out, using their imagination and taking Mr. Martin's word for it that it sure can "Step along pretty."

Mary Dugger, our efficient File Clerk, will soon depart for New York on her annual tour of "Seeing America First." We know she will get a good rise out of the east and we can assure her she will not bake along the coast during October. She certainly has more crust than a good many other girls, as she will travel alone, and as we knead the dough we will have to await her return before starting to purchase the new styles which she probably will see, and only bread in New York.

We don't know why it is everyone mentions the name Dorothy unless to see Bill Geil blush. Must be something to it but instead of shocking us too much we ought to know whether it will come off anywhere near the time Olive takes a mate unto herself. You know pay days only come twice a month, and Christmas will soon be here. I'll bet there is a Santa Claus, isn't there George?

No all of the girls haven't their hair bobbed yet, but we haven't lost hope of seeing the remainder bob around some morning with the favorite rats discarded and the cute little locks shorn, as the mechanical department secured another victim.

Harold Mittag returned from his vacation after the moving was over, having spent a pleasant two weeks "Down on the Farm" with the folks.

Art is looking forward with pleasure to the director's special, when he will have an opportunity to catch up on sleep in the early hours of the morning as well as catch up on work in the late hours of the day without being disturbed so much by peddlers.

Splinters From the Wooden Shoe

Brownie

George Le Fevere, better known as the "Old Reliable" is back on the job as Assistant Superintendent Peterson's Clerk. George is now trying his luck at tickling the keys and is getting along in tip top shape. Only complaint he has is that he now hasn't as much money to spend on St. Paul Stock.

Donald Blarjeske has left for points in the west and Frank Hagendorn has taken his place in Superintendent's office as trainmen's time-keeper.

Carlton Matthews is now battling with roadmasters Dunn and Neugent and Carly sure made a clean sweep of the roadmaster's files.

Assistant Superintendent Peterson is taking a well earned ten days vacation.

Trainmaster Sullivan was in Green Bay a few days ago and made a short visit. He was also to be short one box of candy but he isn't.

We all extend our sympathy to conductor A. L. Jeffers who recently lost his mother.

Agent E. H. Buswell of Kiel, passed away after an illness of several months. Our sympathy is extended to his family.

Operator H. M. Buswell is the happy parent of a baby girl. Congratulations, Harold.

Pete Maierle is again back on the side wire job in the dispatcher's office, Green Bay, after being relief dispatcher for a few months.

Maggie B. has returned from a two weeks vacation visiting relatives in Missouri. She reports a hot time.

Car clerk Winnekins has also returned from a vacation and reports a good time.

Oh yes! we must not forget that dispatcher Dinwoodie caught the largest fish the Northern Lakes of Wisconsin while on his vacation. He claims he left the largest one at Channing, but we will have to see dispatcher Freiss about that.

Conductor O'Malley is now holding down the yardmaster's job in the Iron River district. Leave it to Frank to pick the soft ones.

The Superior division C. M. & St. P. Bowling League rolls its first games Monday the 29th. They have now increased their league from eight to ten teams and from all indications it is going to be an exciting year.

The On Time Line—Kansas City Div.

H.F.B.

Although the town of Williamsburg can only boast of a population of about 1200 they recently entertained about 400 ministers, delegates and teachers attending the thirtieth convention of

the Iowa-Missouri Synod of the Evangelical Lutheran Church.

Reverend T. Wolfrom, president of the Synod, in a statement given to the press pronounced that the convention was the most successful in the history of the church and states that the brand of hospitality and entertainment given the visitors has never been exceeded at any previous convention.

The Williamsburg Journal-Tribune issued a special edition exclusively devoted to the convention, which was held in the beautiful new Lutheran church recently dedicated at Williamsburg. Free entertainment was accorded all delegates.

The Sunday services which were held in the city park drew the largest attendance ever held at a church function in Iowa County. The event simply furnishes an example of what a town of 1200 people can do with the help of the surrounding community in the role of host.

About 350 of the 400 visitors used Milwaukee service to and from Williamsburg and agent Gallaher advises that they received no complaints although there were a great many commendable remarks made relative to the service afforded them.

Roadmaster F. M. Barnoske accompanied by Mrs. Barnoske, son Francis and Mr. Edward Dornsife left recently for Buffalo, N. Y. to attend the roadmasters' convention and intend to visit several other eastern cities on the trip.

Chief clerk J. W. Sowder and family spent their vacation in a trip to Missouri overland.

Business on the Kansas City Division is increasing every year. During the summer and fall of 1922 and 1923 we thought that we were doing a wonderful business but at the present time we are doing a heavier business than in the two previous years and hardly think anything about it. So far this month over last year we have handled 46 more trains with an average of 222 tons per train more than last year thus making a very good showing for increase in business also in the tonnage handled per train.

We were very glad to hear of Mr. Gruber's permanent appointment as trainmaster on the Kansas City Division and hope that he will now remain with us for awhile.

Chief carpenter's clerk P. R. Haseltine is spending his vacation attending the National Legion Convention at St. Paul. Pete has done pretty well so far as he has only missed out on one convention so far.

Chief dispatcher E. J. Klahn just recently returned from spending two weeks in fishing and visiting his brother in the northern part of Minnesota. Although Mr. Klahn states that fishing was good he had no unusual fish stories to put out.

We wish to extend to Mr. L. H. Wilson, Second Trick Dispatcher and family, our most sincere sympathy in their recent bereavement in the death of Mr. Wilson's father.

After taking his annual three months summer vacation conductor P. C. Cunningham is back on his run 3 and 8 between Davenport and Kansas City.

Don't forget to speak to that friend or merchant about using our line when traveling or shipping and keep the business on the Kansas City Division steadily on the increase as it has been during the past two years. The business is all ours to get, let's get it.

Musselshell Minutes H.K.

The local Kiwanis Club fellows royally entertained the railroad gang known as the "car toads" at a big feed laid in the Milwaukee Park one beautiful night a few weeks ago. Food fit for kings were served them, 'tis said. We suppose the toads 'naturally' brought their 'hops' along with them. Anyhow, after the 'smoke had cleared away' there were water melon rinds enough to kill another regiment and not a dead

soldier to be seen. Felix Wagner's touching music, as he rendered "Lard" on the piano, brought tears to the eyes of some of the hard-hearted ones (we know they are, because we girls dwelt feelingly upon the subject of "How hungry we are for melons" for days beforehand and—would you believe it? we're still hungry). Arden Raynor sang a little ditty entitled "When these shoes wear out I'll be on my feet again", and Mr. Bill Ross favored them with his favorite air—"How Dry I Am", which is always appropriate, and C. D. Jones followed with that refreshing refrain, "It Ain't Gonna Rain No More." Conclusion drawn by the hundreds of envious eyes which roamed in the direction of the park that night is, that a "splendid time was had by all."

Roadmaster Olson wearing the biggest smile in town passed around the cigars—and candy—here a few days ago and announced himself the proud father of the champion lightweight of the country. They named the lad "Robert Harold". Congratulations, and many thanks for the candy.

Ann Mumedy spent her vacation with 'home folks' in Ekalaka and says she had a wonderful time. Wonder if her dad was saying "Annie, come upstairs", every night about 9 o'clock.

Dispatcher Kohlhasse and family returned from a pleasant vacation spent on the lakes in Minnesota. We haven't space here to print the big fish story Al promised us, but you'll get it later.

Mr. and Mrs. A. C. Bowen spent a few days in Missoula recently. Mr. N. H. Fuller accompanied them on the trip.

Mrs. Charlotte Parker is taking a leave of absence on account of her mother's poor health. Mr. Richey is back at work after a few month's absence and will take Mrs. Parker's desk in the Superintendent's office.

Keith Burns, son of Mr. and Mrs. P. J. returned from Spokane, where he spent the summer visiting relatives. He leaves soon for Missoula to enter the university.

Dame rumor visited our office yesterday and whispered that somebody is trying to darkparlor our storckeeper's chief clerk into the idea that two can feed as cheap as one—but we haven't seen him bringing home the bacon yet—and until then we're not going to mention it—pretty considerate of us too.

Did you hear about that poor, little lonesome ant, who landed suddenly in, on or around Mars? Well, it's just this way—he was crawling along minding his own business, hurrying home with a small, round crumb of nice white bread from the bakery, and as he passed across the cement walk in front of 1409 Palmer, something hard hit him a whack in the side of the head (behind his left ear) and he has been going ever since. He radio-ed back last night to find out if it was safe to come home and asked if a certain fellow by the name of J. Wandell was still swinging his wicked club. If any of you non-golfers doubt that a bread crumb could possibly be mistaken for a golf ball—try chasing those elusive little fellers around for a spell and you'll find that they begin to look smaller and smaller and occasionally disappear altogether.

"I met a golf beginner's ball;
It was eight weeks old, it said;
Its face was sad, with many a gash
That clustered 'round its head.
It had a hacked and battered air,
And it was stained with mud
Its shape was such I felt despair
And pity stirred my blood."

It looks as if our railroad 'pasture pool' championship is held by a feller called Cliff Alderman. He has all the earmarks of his caveman ancestors—besides wielding a wicked s-AX, he swings a 'wickeder' club.

Mr. J. J. Foley's friends are glad to see him back among them in the old office, rather in the 'new' office at the 'old' job.

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River Division News

M.M.

Won't someone tell me what's happening on the division or I will have to change the heading of this column. Surely lots of folks have gone hunting—I know for a fact that John Ferrier is going or gone—for it's quite a task to get these news items together and in on time. Would like to hear from some of these brakemen.

Mr. H. P. Seyfried is taking treatment at a hospital at Minneapolis. His many friends hope for a speedy recovery.

Now there will be no left over cars on the C. V. Division as engineer M. Wheeler is manipulating the throttle of a nice new engine just arrived from Minneapolis.

Roadmaster C. Carlson and family have just returned from an auto trip to the Iron Range and Duluth. From all reports Mr. Carlson and family had an enjoyable trip and we will venture to say that it was a much needed vacation for Mr. Carlson. Wonder if there were any speed

cops out that way? Of course we will never hear from Charlie.

Wm. Trabert of Milwaukee Terminals, spent a few days vacation visiting his grandmother at Wabasha and renewing acquaintances.

District boiler inspector H. J. Wandberg accompanied by Mr. Hurney called at Wabasha to make inspection of engines at that point. Always pleased to have Messrs. Turney and Wandberg call, come again.

Lineman W. W. Dinnels and wife just returned from a very pleasant motor trip to Kansas City. Dinny says the roads were fine, the Hup certainly did spin and all the folks said "Howdy".

Just as we thought the world was going all right along comes Margaret with her hair bobbed. Now the office is 100%—but sometimes it is and sometimes it isn't.

Engineer Fritz Marine of the Menomonee Line is enjoying a vacation I presume he is exploring new land and waters where fish are plentiful.

Engineer Fred Wilson and wife are enjoying a month's vacation and have gone to spend it at Seattle and other western points.

Mr. Beck who had charge of the Merchants Hotel at Wabasha has moved out and Wm. H. Rafferty, son of the late Wm. Rafferty, has charge. Owing to the fact that there was no house available at present it was necessary for Mr. Beck to move to Hastings until such a time that he could find a house to rent.

The many friends of traveling engineer W. C. Blase are glad to see him making his trips over the division.

Roundhouse foreman John Fleming attended the wedding of his brother, Louis Fleming, which occurred recently at St. Paul.

Trainmaster J. W. Blossingham has been having a real serious time of late trying to dodge invitations to go hunting. But, believe he will get the ducks just the same.

Night Hostler W. H. Reed has been testing out all the highways with his new Chevrolet equipped with balloon tires.

Tacoma Shops Notes

"Andy"

Mr. G. W. Taylor, our popular material router, is a real hustler when it comes to picking up business for our railroad, this month he has secured two passengers for New York and 2 for Chicago and return—Atta boy, G.W.

It is reported that our well known chief operator at Tacoma Junction, aside from railroading, substationing, etc., is also interested in mining, who would of ever think it, however, after further perusal of the historic records in the royal archives, we note with dismay that it is kalsomining, in which capacity we understand that he swings a wicked brush.

Now we will tell one—It seems that Messrs Bilty and Kinser, on their last visit to Tacoma, as the story goes, were induced by Mr. J. A. Wright to accompany him on a little fishing trip on the Puget Sound, which resulted in Mr. Bilty landing a salmon of enormous dimensions. We do not have the figures available as to the exact weight, however, from reports received, understand that after said salmon was landed, the waters of the sound receded to such an extent, the alarmed natives thought the tide had unexpectedly gone out. Next!

Mrs. M. E. Harvey, Comptometer Operator, is filling vacancy in shop accountant's office left by Rose Richmond, who is on an extended leave of absence.

Oh, yes, we must not forget to report that Stella Johnson, the charming 1722 clerk in the store department, has returned from her vacation, and reports having had a very enjoyable time.

Mr. E. T. Brewster, the well-known Store Accountant at Tacoma, has also returned from his vacation which was spent in the mountains east of Cle Elum.

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*She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
And She Won't Break if You Drop Her*

The picture is a reproduction from an actual photograph, but it really doesn't show you how desirable "Mary Jane" is. She is the ideal dolly for a little girl: She is over a foot tall and when you hold her arm she can walk.

Really:—Steps right out in a lifelike way that brings a cry of glee from every little girl who has seen her. "Mary Jane" has real hair and she cries sometimes, like a regular baby: When you lay her down, she closes her eyes and goes to sleep: She is dressed in a cute little Romper Suit, with stockings and patent leather slippers: On her head she wears a cunning toque just like you see in the picture.

You Can Have Her Without Cost

That's the best part of this whole story: You can get this exceptional doll for your little girl without spending any of your own money: All I want you to do now, is clip the coupon below; fill in your name and address and mail to me: I will then tell you of the unique plan I have devised whereby you can get "Mary Jane" without one cent of actual cost.

NOW PLEASE DON'T DELAY: I have sent thousands of these dolls out to little girls all over the United States: You too—can get one—easily: The first step is to clip and mail the coupon: **DO IT NOW.**



"My name is Mary Jane. I can walk, too, and close my eyes and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want a home with a little girl and Cousin Carrie tells all about how to get me free. Won't you send for me? I'd like to come to you."

Get your Scissors—Clip the Coupon NOW

Cousin Carrie, Dept. 3385
149 W. Ohio St., Chicago, Illinois.

Please send me particulars about Mary Jane. Tell me how I can get her for my very own without one cent of cost to me.

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P. O. State

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A very liberal reward will be offered for a feasible plan, plot, scheme, formula, or any method that would enable us to develop a more taciturn disposition in our messenger boy.

Frank Buchanan, has returned from his vacation which was spent in the wilds of British Columbia at Harrison Lake.

Sigurd Johnson, our tall and handsome stenographer, we are sorry to relate, is leaving us high and dry on September 15th, to attend college at Pullman, where he intends to take up engineering. Yes he pilots a Ford, and I guess he wants to learn all he can about mechanics. Good luck to you Bill, and we hope that your efforts along your chosen line, will be crowned with success.

Ho hum!—here's another fish story, which has all the ear marks of being fishy, but it is not. Robert Carson, Machinist, a fishing went in the Puget Sound, and landed a 50 pound Salmon, ja get that, 50 pounds,—some fish—some fisherman, too.

Ann Howland, popular Clerk in the Car Department, has returned after spending a three weeks vacation visiting relatives and friends in Iowa, Minnesota and Idaho. Enroute home she spent Labor Day at Spokane.

The office of W. L. Delany, General Car Foreman, is now located in the building occupied by the Asst. Master Car Builder. The space vacated by Mr. Delany's office, is now used by the Lion-Tamer's Club, where they discuss their business topics at noon.

Elmer H. Butterfield, Upholsterer, passed away at his home August 30th, after a lingering illness. Our deepest sympathy is hereby extended.

Mr. and Mrs. A. D. Browning motored to Vancouver, B. C. to spend Labor Day. Enroute they visited friends in Bellingham.

C. N. Arendt, Wood Mill Foreman, spent several days of his vacation at Seaside, Oregon.

Elon R. Packard, who was formerly located at the shops, is now stationed at Hoquiam, Wash.

Hayden Medley, Asst. Foreman at Tacoma Coach Yard, together with his family, spent part of his vacation on the ranch of Clyde Medley, at Gig Harbor. Mr. Medley reports the fishing very good.

Mr. K. G. Densmore, Coach Yard Foreman, spent his vacation in Tacoma and supervised the construction of a garage for his nee Chrysler.

Mr. Wm. Seaman, Night Watchman, has acquired an attractive pet in the form of a black cat. How about it, Bill?

Matt A. Sievert, formerly at Hillsdale, is now at the shops taking the place of our former wheel inspector P. A. Garrison, who is on leave of absence.

We understand Russel Wilson, Asst. Foreman, is contemplating the purchase of a new car. He does not know just yet whether it will be a Chrysler, Rolls Royce, or a Buick.

Thanks Hi for the Car Department news, that is what I have been trying to get out of the other departments around here, but it's a dentist's job, like pulling teeth.

Illinois Division M.J.S.

"Better Late Than Never"—to correct the error made in last month's issue of the Magazine, regarding the recent marriage of Miss Eleanor Wehrle and engineer Wm. Wolf which occurred June 18th at Elgin. The item read "Brakeman John Wolf". Upon the return of the young couple from their honeymoon trip to California, took up their residence at Chicago. Many years of happy wedded life is the wish of their many friends on the division.

Welcome Home—E.D.C. Mr. Cook was formerly chief dispatcher at Joliet for the C.M.&G. and with the change of service, returned to Savanna, and is again at his old post of night chief dispatcher, with "Hotch" back on third trick dispatching. Some game of checkers—R. D. Fields also made a move, and went to Davis Junction as second trick operator.

Doris Calehan, File Clerk, Supt's Office, had her vacation the later part of August and spent a few days in Sioux City visiting with Mr. and Mrs. Glen Rowley.

Yes, there was quite a party of "Vets" from Savanna attending the convention and all give a great deal of praise for this year's cordiality and delightful time.

We really thought we would have a chance to "paddle our own canoe" from our homes to the office a few mornings for it rained incessantly—so much so that the boys at the office donned hip-boots when looking for basement records. "Happy" says he went "wading for time slips", but—"Tain't goin' to rain no more", Happy!

Mrs. J. Novak and daughter Marie of Joliet, Ill., spent a few days in Savanna visiting their son and brother Anthony Novak, Clerk in Supt's office. "Tony" went back with them and spent a week of his vacation.

Bill Wires, Clerk Chief Carpenter's Office, spent a week of his vacation "tinkering" in a Savanna garage. Bill says it was a week profitably spent anyhow.

(Chief dispatcher's office) Viola's old friend "Hay Fever" arrived to help her while the time away!

Elmer, the apples from the farm were so good they didn't get around to all of the office inmates!

Congratulations are extended to brakeman J. Netman and wife, on their recent marriage which occurred at Itasca, Ill. Mr. and Mrs. Netman will reside at Itasca.

The only echo we can glean from the mechanical department office is that timekeeper Walter Getz has been off duty account illness—



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ptomaine poisoning. We offer our sympathy, and U must B careful, Walter.

Engineer M. W. Stark and wife spent their vacation at Minneapolis and Lake Minnetonka the last part of August.

July 1st at 9:30 P.M. ten rooms of the Savanna Ice House were destroyed by fire, caused either from a spark of an engine or spontaneous combustion. The fire department assisted by volunteers saved the surrounding ice houses and power plant, but the loss is quite heavy.

Mrs. Anna Bahne, Enginemen's Timekeeper, left Sept. 13th for Orlando, Florida, where she will spend her vacation.

The Misses Delia and Clara Cush, Clerks Supt's. Office, went to Chicago, Sept. 13th, where they attended the wedding of a relative, Saturday evening.

Wednesday, Sept. 10th, we handled over the Iowa and Illinois Divisions 35 cars of silk in three trains, bound from Japan to New York. Two trains of 12 cars each, and one of 11 cars, the run from Council Bluffs to Chicago—487 miles being made in the fast time of 11 hours: Council Bluffs to Atkins 6 hours, where crews and engines were changed; Atkins to Savanna, two hours; Savanna to Western Avenue, two hours and forty-five minutes. Each train was equipped with a coach for train crews and other employees who accompanied the shipment. Every department worked their part of the movement out in good shape so that everything went along very smoothly, and the shipment was delivered to the N.Y.C. in Chicago for New York in very good time.

Trainmaster A. J. Elder and wife of Milwaukee were in Savanna for a few days and we must congratulate them on their robust daughter, who paid us a visit. Janet and her daddy were all smiles.

Iowa & Minnesota Division D.M.W.

Well the wedding bells are still ringing around Austin; Gussie Sprague the well known individual in the master mechanic's office, Austin, has decided that life is not worth living alone. Gussie had all arrangements made for August 16th, we do not know who the guy is she has picked out but assume it's Bert Cullen. We don't know what Gussie will do without the railroad or we do not know what the railroad will do without her. Anyway the boys on the I.&M., and girls too, wish them much success and happiness. We will have to give her credit for getting there sooner than the fair sex in the S.M. Superintendent's office.

Gust Johnson, B.&B. Carpenter, has also entered the ranks of matrimony. He was married to Miss Ella Marie Frederickson of St. Paul, at 7:30 P.M., August 30th. The occasion was well prearranged and was witnessed by a large gathering of relatives and friends, the house being prettily decorated with flowers and ferns and the marriage took place under an improvised bower of Autumn foliage. The bride was gowned in white and carried bridal roses and the groom in blue serge, possibly the last new suit Gust will wear for some time. They were attended by Miss Verna Frederickson, sister of the bride and Oscar Johnson, brother of the groom. The happy couple left for points in Northern Minnesota for a short honeymoon after which they will be at home, 2011 E. Minnehaha Str., St. Paul.

The freight depot at Kasota has been moved to the top of the hill and is now being converted into a passenger and freight depot and by the looks of the changes now completed the depot will be as nice as any on the Mankato Line. B.&B. foreman A. C. Stid is in charge of the work.

Miss Francis Barlow, daughter of agent Barlow, Lansing, Mich., was suddenly stricken with appendicitis on August 10th. She was operated upon immediately and at present she is getting

along very nicely. She is at the St. Olaf Hospital, Austin.

Fullerton Avenue Building J. T. Griffin

The employees, auditor of expenditure's office were all glad to see J. W. Strasman and Thos. Hughes on their recent visit to the office.

Delores Sturch, Auditor of Expenditure's Office, left Sept. 20th to be married. Her future home is to be in Palm Beach, Fla.

Announcements have been received in auditor of expenditure's office of the marriage of Miss Mary Emma Parrish and Mr. Frederick F. Grabenstein, on September 11th. Mr. and Mrs. Grabenstein will be at home after November 1st at 2530 Argle St., Chicago. Congratulations and good luck.

Madaline Jahn, Car Accountant's Office, had the best luck of any girl that we have heard of

thus far, she returned from her vacation wearing a diamond ring. Her vacation was a lucky day for her.

Myrtle Berg, Florence Talbot and Eliz. Porter, Car Accountant's Office, have returned from a two weeks trip out west.

Marie Seipp, Ticket Auditor's Office, has returned from her vacation and is still talking about the wonderful Quaker chap she met in Philadelphia.

Misses Kaveney, Wilson and Farrell, "The Three Graces" of the ticket auditor's office, have gone to Denver to spend their vacation.

Cordie Cassill, Ticket Auditor's Office, has returned from Seattle after a two weeks vacation and is telling of the wonderful time she had.

The prize of the best "Fish Story" goes to Tony Naatz of the Ticket Auditor's Office, who tells us that he caught one weighing 23 lbs.—

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.

50 inches long (see picture on another page). Draw your own conclusions and don't tell anyone what you think. However, it is a true story and Tony tells me he sent the fish to his folks-in-law.

We understand that while E. Lukes, Ticket Auditor's Office, was spending his vacation at Middle Inlet, Wis. he became interested in Botany. Do ferns bloom at night Elmer?

Art Baumgartner, Ticket Auditor's Office, spent his vacation in the east hobnobbing with the Prince of Wales. Did you show him how to stay on the topside of a horse, Art?

The ticket auditor's office have organized a basket ball team and are now ready to meet all comers. The lineup is as follows:

Leo. Santosky, L.F.
T. J. Martin, R.F.
W. J. Williams, C.
L. Linly, L.G.
M. Bloomberg, R.G.
Art. Freitag, Substitute.

On Aug. 26, 1924, Art Freitag, Ticket Auditor's Office, reported the arrival at his home of an eight pound boy. Congratulations, Art.

The engagement of Ethel Peterson, Local Accounts Bureau, Freight Auditor's Office to Mr. Edw. Hanson a former employee of this office is announced. Ethel is all smiles and is wearing a diamond ring.

Joe Carey, Freight Auditor's Office, the "Hook Ball Artist" is advised not throw his new Russian Cap on the floor when he goes by a single and spare.

Somewhere on the north west side, a beautiful bungalow has just been completed, and all that is needed to make the place complete is a good housewife. Girls cast your eyes toward J. Y. Erickson of the Freight Auditor's Office, who is the owner of the bungalow and is in a receptive mood as leap year is not yet over.

Mr. F. E. Miller, Freight Auditor's Office, is going to Washington in the near future where he has an engagement to shake hands with President Coolidge at the Washington Monument.

When Emily Cluerer and Stella Marx, Freight Auditor's Office, returned from their vacation spent at Yellowstone Park, they were so impressed with what they saw out there, that they kept telling their co-workers all about it and so Beatrice Jacobson and Mabel Pearson followed, and now all agreed that it was most wonderful.

On the afternoon of Sunday, August 17th, Albert Konzyck, Freight Auditor's Office, met a sudden death while playing ball a few miles from Chicago. Albert as he was popularly known here had joined a party of friends and had left home in the best of health to spend a day in the country. His pleasing manner won him many friends and our heartfelt sympathy is extended to his parents, brothers and sisters.

M. J. Kossack, Freight Auditor's Office, is nursing a sore foot. Maurice tells us he hurt it while in bathing at one of the beaches. However, we are of the opinion that he was trying to avoid the Flivver Squad.

Sick room bouquets were sent to the following employees by the Fullerton Ave. Employee Association:

F. A. Wagner, Auditor Overcharge Claim's Office.
Hazel Chalmers, Freight Auditor's Office.
Edna Baasch, Freight Auditor's Office.
H. H. Sylvester, Assistant Comptroller's Office.
Jessie Lindholm Car Accountant's Office.
The officers and employees extend sympathy to S. E. Green, Auditor of Overcharge Claim's Office, death of daughter.

M. K. Samp, Auditor of Expenditure's Office, death of mother.

Rose Hoffman, Auditor Station Account's Office, death of mother.

Erna Ruzicka, Car Accountant's Office, death of father.

C. & M. Division Notes

Eleanor

Our train master Mr. Bannon, has been quite a busy man this past month—socially. He was appointed chairman of the entertainment committee for the Vet's Convention and from all accounts, they chose wisely, as a grand and glorious time was had by all at all the doings. He was also entertained with the rest of the committee at a dinner tendered by Gimbel Brothers at their Grill Room, where they had a regular feed, to hear Mr. Bannon tell it. Those present were Mr. Regan, Mr. Cavanaugh, Mr. Davis, Mr. E. E. Ross, Mr. Carrick, Mr. Lauk and our Trainmaster.

The dance especially, made quite a hit and I hear from good authority, that Mr. Thurber and Mr. Bannon were right there when it came to the light fantastic. The report is that Mr. Thurber can sure step off a quadrille with the best of them.

We had the pleasure of a visit from Mr. Mallum, former Trainmaster on the Northern Division, during the Vet's Convention and we were all more than glad to see him.

We hear that engineer Dwyer is quite some runner but he failed to carry off the prize for the fat man's race. Sorry, Burly, maybe next time.

Our friend Louis put in two weeks as hachlor and while he claimed he was some cook, he sure had a hungry look by the end of the second week. I'll bet his wife wasn't welcome home!

Mr. Marquardt, our Accountant, sure forgot to put his horse-shoe in his grip when he started off on his vacation this year as he had a bad two weeks, and then some.

Lillian Brander, of the Superintendent's Office, has been on the bad order list for the last week, as she met with an accident when getting off the street car last Saturday. Sounds bad, Lill, better give us all the details.

Some of the dispatchers are still going on vacations and it sure makes the rest of us envious. Mr. Larson and Mr. Guyott just returned from their vacations with the usual fish stories and Mr. Babcock has just left on his which he is spending in the east. Some class, Bab. Mr. Hammond is taking his place and is full of pep as he just returned from his vacation.

I hear Mr. Erickson has been carrying around quite a blistered hand which he got trying to crank his machine. Better hurry with that garage, Eric, it will be safer and saner.

Engineer West has deserted freight service and is going to work on the Elkhorn Milk Run.

We hear conductor Polzin cleaned out Moose Lake while he was up there vacationing. Must have worked overtime, I guess.

Engineer Gleissner has left on a two weeks vacation which I suppose he will spend up north hunting, as that seems to be the style right now.

Speaking of hunting, I hear that fireman Ed. Burg, Terry Weber and Irve Kennedy are some hunters. Saw some pictures of bears they caught and they sure are there with the gun.

Bill Zimmerman has left on a hunting trip. Hope he has better luck than last time. Better stay close to the ground, Zimmie, feels safer.

We have a visitor with us right now learning the railroad game, by name Mr. Ho of China. I'm afraid that another two weeks with our gang will make a regular rail of him in every way.

Norman Bennett and his wife spent Labor Day looking over Washington, D. C. They sure must have worked overtime looking as they hadn't much time.

What's the attraction down at Washington, I wonder. We heard that Mrs. Bush also ran down to Washington with her mother over Labor Day and from all reports they sure stepped right along every minute. Nothing like it. C.L.B.

Brakeman George Mies tells me he is all prepared for the snow balls. Don't be such a pessimist, George.

Our roadmaster Mr. Dougherty, has left on his vacation but he didn't let us in on where he was going. Pretty wise, B.C.D.

There's an old saying, the truth will out. What I want to know from Herb and Fred of the Terminals is how they know so much about Hickey's mosquitoes. That's the time they gave it away. Been keeping something from us, Mary?

Dubuque Division

J. J. Rellihan

We are just coming to the close of a summerless summer in this vicinity.

Operator V. G. Drumb of the Marquette passenger station, who has been under a physician's care for several months, has returned to his position, which is pleasing news to Vic's many friends.

Trainmaster W. J. Whalen of Joliet, took a couple weeks' vacation, and spent part of the time renewing old Dubuque Division acquaintances and friends.

Agent Peter Ott of Preston, Minn., is taking his annual vacation and visiting in the Dakotas.

Train baggageman Cecil Gust attended Soldiers' Encampment at Camp Douglas, Wisc. during the month of August.

Supt. Thurber took a short vacation, and together with Mrs. Thurber they enjoyed a week's outing in and around Denver.

P. F. Welsh, one of our old time Conductors, now located at Montevideo, spent a few days among old friends on the Dubuque Division on his way to the Vet's Convention at Milwaukee last month.

Agent H. A. McKinney of Lansing, was among vacationists this month, taking in the Minnesota State Fair, and visiting relatives at Davenport. Joe Robertson had charge of the station during Mac's absence.

Conductor Paddy Handley has given up the time freight and is now in charge of the south end way freight.

Agent Lambert of Zwingle, suffered a paralytic stroke last month, and his condition is quite serious. The position is bulletined as a temporary vacancy.

Conductor "Scotty" Muir made an auto trip last month to Chicago and Elgin.

Geo. Childs who has been on sick leave for several months returned last month from California and has resumed work as agent at Mabel.

Conductor Walter Graham has taken the north end way freight run which was vacated on account of conductor Kearney taking a passenger run.

On account of the continued illness of agent Charlie Petters of Guttenberg, and hard telling when he will be able to resume work, that station was bulletined temporary on Sept. 1st.

Agent Tom Hogan of McGregor, took a well earned week's vacation last month and between storms visited relatives in Waukon and Harper's Ferry.

Conductor V. K. Clark is on passenger run just at present, relieving conductor Charles Merwin who is out taking in the sights.

Operator W. H. Martin, who has been working first trick at Marquette during the absence of Vic Drumb, has taken second trick at Lansing.

Martin Whalen's extra gang who have been on the Preston Line for the past month or more were moved to Bellevue, Sept. 15th.

Relief agent Harold G. Gerlin is in charge of the station at LaCrescent while Ed Hurley is spending a few weeks with North Dakota relatives.

The following Dubuque Division employees attended the meeting of the Veteran Employees Association at Milwaukee last month—J. M. Cassidy, W. A. Cutting, J. D. Welsh, Frank Barker, Gus Kineke, John J. Barker, Louis Wiedner and Charles Dengelmier.

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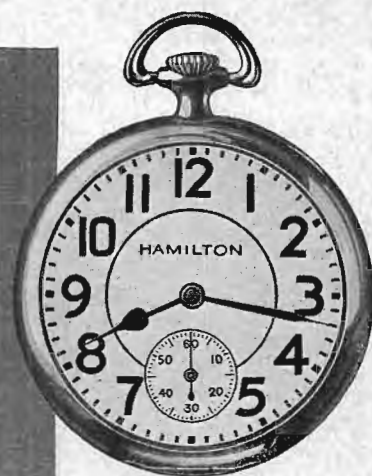
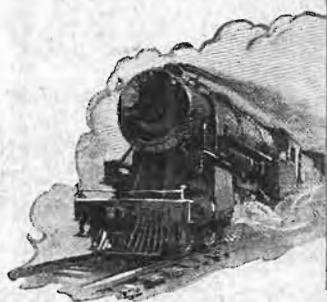
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