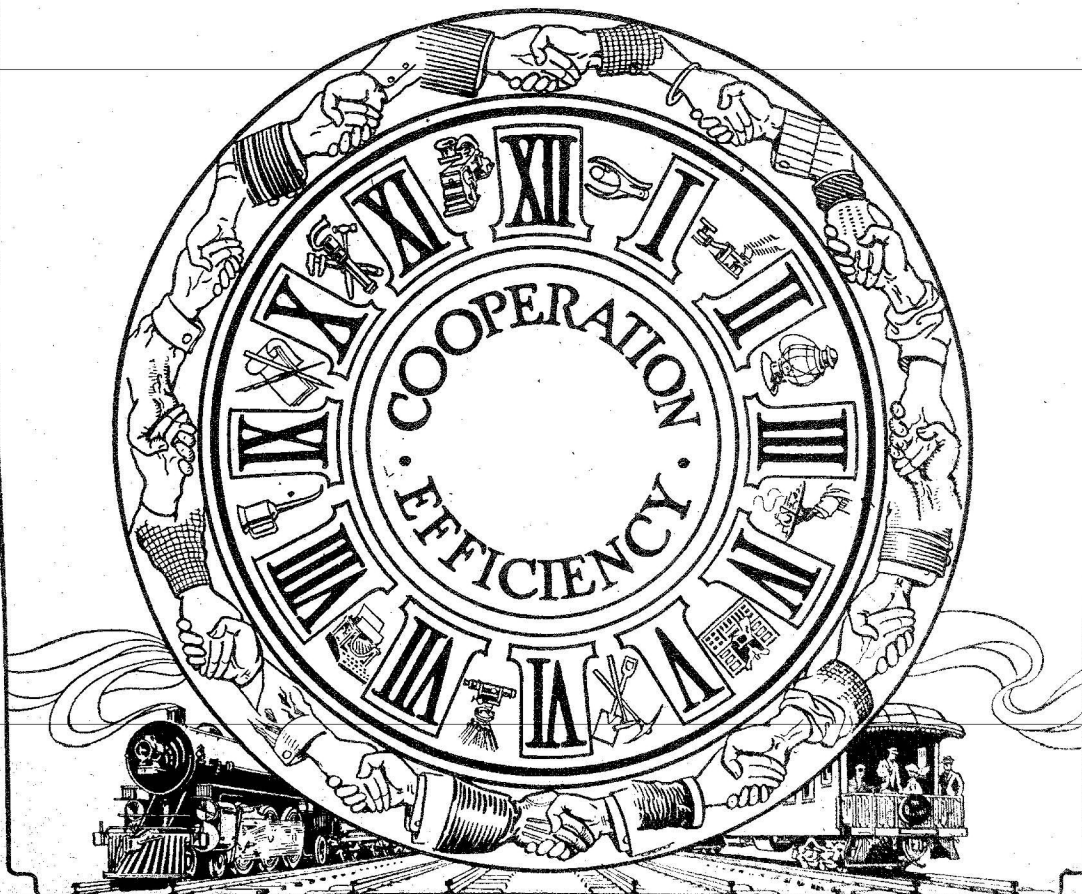


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

August

1914



VOLUME 2.

No. 5.

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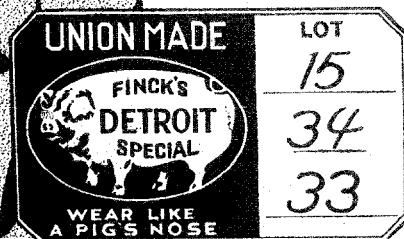
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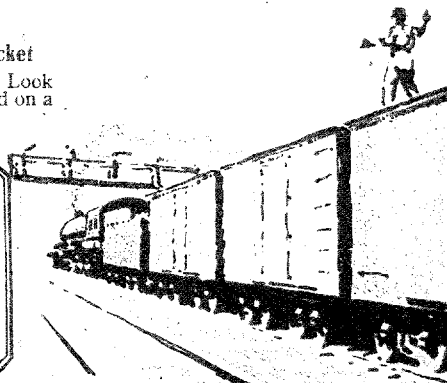
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33



## CONTENTS

	Author	Page
Observations, Wise and Otherwise.....	E. W. Dutcher.....	5
The Chicago, Milwaukee & St. Paul.....	Chas. C. Carter.....	7
That Old Engine No. 71.....	H. W. Griggs.....	11
Play Time.....	E. K. Stedman.....	12
Higher Education for Shopmen.....	Porter P. Lowry.....	14
The Face Outside the Window.....	Silas B. McManus.....	15
Harmony and Efficiency.....	Oliver Brown.....	16
Yellowstone Park at the San Francisco Exposition.....		17
A Few Plain Facts.....	A Southern Minnesota Agent.....	18
Station Records and Correspondence.....	M. P. Graven.....	19
The Great Falls Celebration.....		20
Construction Work on the Big Sioux River.....	Jens Nielsen.....	21
Charles Drown.....		22
C. L. Sherwood.....		22
Frank Reed.....		23
C. & C. B. Iowa Middle and West News.....		23
At Home.....	Anna M. Scott.....	24
Mechanical Department.....		27
Safety First.....		30
The I. & W. N. Ry.....	W. F. Gray.....	36
Get Together.....		38
Special Commendation.....		42
On the Steel Trail.....		44

## INDEX TO OUR ADVERTISERS

American Casulty Co.....	52	Mass. Bonding & Ins. Co.....	40
Ayer and Lord Tie Co.....	63	Merchants National Bank.....	51
Basch & Co.....	Inside Back Cover	Midland Casualty Co.....	45
Bates & Rogers Const. Co.....	56	Montgomery Ward Co.....	33
Buckeye Steel Castings Co.....	63	Murphy-Maclay Hardware Co.....	56
Bush & McDermott.....	39	Murphy Varnish Co.....	63
Central Trust Co.....	64	National City Bank, Seattle.....	58
Chicago Car Heating Co.....	63	New England National Bank.....	50
Chicago Wilm. & Verm. Coal Co.....	62	Northwestern National Bank of Minneapolis.....	54
Church, Rollin, S.....	37	Old National Bank of Spokane.....	55
Clark, W. A. & Bro.....	50	Olson, A. J. & Co.....	59
Coleman, Watson E.....	56	Pacific Mutual Life Ins. Co.....	53
Continental Casualty Co.....	51	Pacific States Lumber Co.....	62
Cropley-Phillips Co.....	57	P. & M. Co.....	29
Daly Bank & Trust Co.....	59	Parker Brothers.....	60
Dearborn Chemical Co.....	63	Puget Sound Sav. & Loan Assn.....	53
Detroit Overall Co.....	35	Pyle National Headlight Co.....	62
Dexter Horton National Bank.....	48	Q. & C. Co.....	61
Dietz, R. E. Co.....	61	Rail Joint Co.....	61
Durand Steel Locker Co.....	63	Samuelson, Ben. Co.....	59
Excelsior Motor Mfg. & Sply Co.....	41	Sloan, Geo. S. & Sons.....	61
Fairmont Machine Co.....	.....	South Bend Watch Co.....	47
.....	Inside Front Cover	Spiegel, May, Stern Co.....	31
Finck Overall Co.....	1	Spokane & Eastern Trust Co.....	58
First National Bank, Missoula.....	52	Square Deal Miller.....	4
First National Bank, Lewistown.....	55	Standard Accid. Ins. Co.....	40
First National Bank, Hoquiam.....	52	Standard Improved Truck Co.....	53
First National Bank, Harlowton.....	50	State National Bank, Miles City.....	58
Flint Varnish Works.....	59	Stifel, J. L. & Sons.....	3
Galena Signal Oil Co.....	62	Sweet-Orr Co.....	45
Hammersmith, H.....	37	Travelers Ins. Co.....	57
Hamilton Carhartt Co.....	.....	Union Savings & Trust Co.....	58
.....	Outside Back Cover	Watch Inspectors.....	37
Hayes & Hayes, Bankers.....	54	Williams, G. B. & Co.....	49
Hirsch, James H. & Co.....	48	Wisconsin Hotel.....	54
Hunt, H. W. & Co.....	56	Wood, Guilford S.....	63
International Corres. Schools.....	3	Zufedi Cigarette, U. S. Distr. Co.....	48
Larable Brothers, Deer Lodge.....	52		

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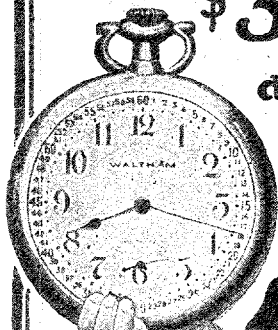


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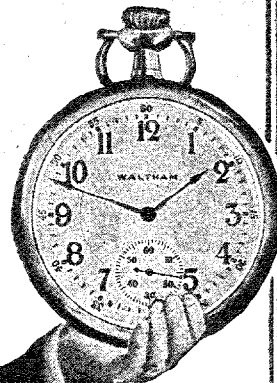
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# The Milwaukee Railway System Employes' Magazine

Railway Exchange Bldg., Chicago

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

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VOLUME II

AUGUST, 1914

NUMBER 5

## Observations, Wise and Otherwise

*E. W. Dutcher.*

"Perhaps it may turn out a song,  
Perhaps turn out a sermon."

A great many years ago a man wrote this in a book: "Rejoice, O young man, in thy youth. Wisdom is better than strength."

Do we love our work? But two answers are possible, "Yes," "No." If yes, we should be happy in the occupation we have chosen. If no, we do not apprehend or comprehend the object of our existence. Labor is worship, containing in the very act that divinest of all prayers, "Give us this day our daily bread." In its broadest meaning, all the necessary things for our welfare. Unless our labor is a pleasure we are not worthy to receive, and probably will not receive our full share unless our palms show the sign manual that we have earned it. When a gang of workmen come in to sign the pay roll and draw their monthly stipend, do not scoff at the soiled page from the grime of their hands. This was the ancient signature of toilers when man earned his bread literally by the sweat of his brow, and above the touching of a king's scepter. If we love our work we will be loyal, and the trust reposed in us will not be misplaced.

RIGHT is the doctrine you and I want to work by and live by, and it will no doubt help some when we close the

key with "30," or shove in the throttle at the end of the run.

Someone once distinguished himself by remarking: "I'd rather be right than president." Also it has been written in the pages of our magazine to the effect that we can't all be presidents or general managers. But we can—not of the entire system but of the sphere in which we are placed. The enjoyment of life is in action—doing things and to some purpose, being possessed of some of the many accomplishments that go to make living worth while. Good health is a prime asset for the enjoyment of our work, and this comes from right living. Every man is allotted three score and ten years in which to make a rounded and worthy record.

The Milwaukee family is composed largely of young men, and just at this time the outlook is propitious, never so flattering for grand achievements. Idleness and dissipation will take their toll unless safeguarded by a stern will. Every man ought to have a place in the community in which he lives, where, in his occupation, he may fill the measure of his usefulness. There is no one but has some talent that may be cultivated for his own enjoyment as well as that of others; and whatever that may be, if rightly directed, adds to our equipment for better work in the interest of those we serve. The lover of books may find

some hour in his treasure house, or there may come from the pen of another words woven into sentences that charm and delight with phrase and suggestion.

Whatever we do, if rightly directed, is largely for the benefit of others. I once stood in a gallery which a sculptor had peopled with the creatures of his genius. There was a senseless block of marble that meant nothing to me, but there was one standing near whose prophetic vision saw in it beauty and grace and loveliness. His chisel fell upon that block. His genius traced the outlines of his intended creation, and later, as I walked that way, behold, the marble block had vanished and in its place a beautiful statue. It may have been my imagination, but I thought the filmy lace across the breast rose and fell with every respiration, and about the face flitted a smile and the lips moved as if to speak, so perfect was the sculptor's art! He gave of his abundance to others who had not.

Ambition is commendable and the high places inviting, but we ought not to shun the stepping stones that help us on. There are good people who are possessed of the idea that the only real object and aim in life is to reach heaven, at the end. With this view they are liable to miss a lot of fine scenery along the way. Let us not trample under foot the choice flowers in the garden of life in our eagerness to reach the conservatory of heaven!

Some of our highest officials are not above writing about economy in little things. It is not impossible to save

enough pins to purchase a box car. Are we noting and taking advantage of the opportunities as they come our way? To some, not a few, the time has passed when much is hoped for in the way of achievement, but if these can look back and realize that a few things that count for good have not been missed, there must be some satisfaction in the contemplation, however small in comparison with others.

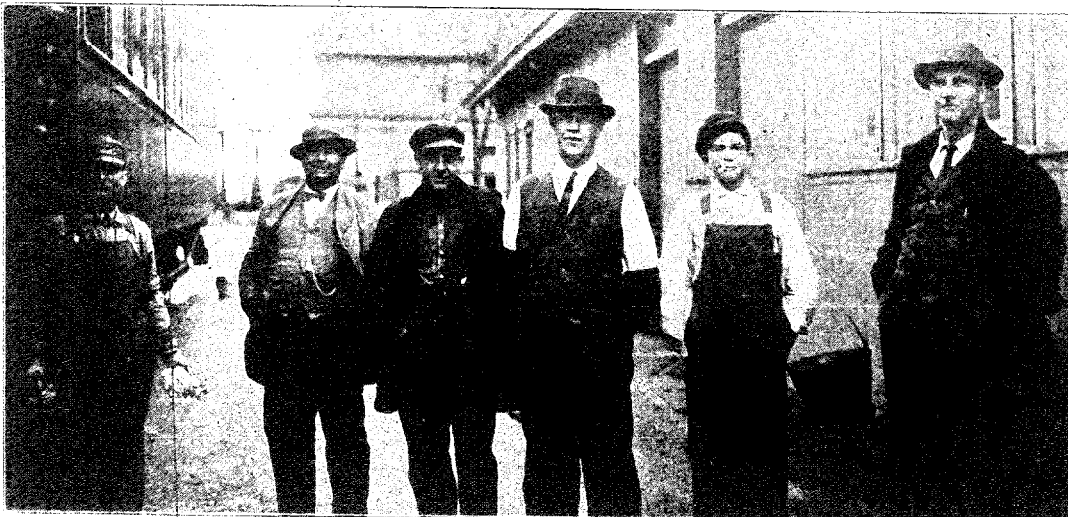
I mentioned the love of work. Love is life and laughter. Hate is Hades. "Right," our doctrine, always improves. Wrong is getting there the worst way! My co-laborer, while I keep my pick sharp, you keep your shovel bright and so we shall always be ready for inspection.

A newspaper clipping says: "W. W. Slater, known as the dean of signal engineers, has retired on a pension after fifty years' service with the Southern Pacific railroad. He is credited with the invention of the principle of the automatic block signal."

The little semaphore goes through the manual of arms in his honor at every passing train. A long step from the tallow dip.

Have you noticed that our little magazine is a great educator?

The "deberse curbs," as our old section foreman used to call the letter "S" track, have been eliminated and made straight, much to our advantage, by the able pens of its contributors.



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## The Chicago, Milwaukee & St. Paul

By Charles Frederick Carter.

Reprinted from Wells Fargo Messenger.

"Every little bit added to what you have makes a little bit more," might have been adopted by its originators as the motto of the Chicago, Milwaukee & St. Paul Railway. At least it has been the guiding principle by which a great system, aggregating the day this was written, 9,424 miles, has been built up. Tomorrow the mileage, ever developing according to the principle enunciated in the first sentence, will be larger; the next day larger yet, and so on to the end of the chapter, unless the land available for building shall sooner give out. To be sure, the history of the "Milwaukee," as it is known among railroad men in its own country, or the "St. Paul," as it is dubbed in Wall Street, is identical in this respect with that of many of the other great railroad systems in America. The Milwaukee differs from other railroads only in having been made from a larger number of smaller pieces than any of the others.

As for dating back, this Wisconsin railroad comes near dating farther back than the territory which gave it a start in life. Assuredly it is a pioneer railroad. In 1833 the Indians relinquished by treaty their title to Southern Wisconsin, then still a part of Michigan territory. Two years later a few scattered pioneers settled where Milwaukee, Racine and Kenosha now stand. These few pioneers hardly waited to finish the roofs on their log cabins before they began to talk about building a railroad. A little more than a year after the first potato patches had been grubbed out, or on Sept. 17, 1836, to be exact, a railroad meeting was held at the hotel in Milwaukee—for the future metropolis already boasted a hotel of several rooms. This meeting ultimately resulted in the building of the first fragment of what is now the Milwaukee system, chronologically speaking, though on no less authority than John W. Cary, once president, and long general counsel of the Milwaukee, the organization of the company is founded upon and

grows out of the La Crosse & Milwaukee Railroad, which was not chartered until 1852. It may as well be understood right here that any attempt to follow out the history of all the more than a hundred petty railroads ultimately melted down to form the great Milwaukee system through all their legal mazes could only result in brainstorms, so no such attempt will be made.

But to get back to that meeting, of which Byron Kilbourn, afterwards president of this earliest ancestor of the Milwaukee, was secretary; it decided to petition the legislature to incorporate a railroad to run from Milwaukee to the Mississippi river. A committee of fifteen was appointed to correspond with settlers in other parts of the territory about the matter. The local paper for that week published an exuberant account of the meeting, in the course of which the casual statement was made that it had been "favorably noticed abroad"—meaning in New York and Philadelphia. As the telegraph had not then been invented, and as weeks were required to get mails through from the seaboard, this prompt intelligence regarding the railroad boosting meeting may be a little mystifying until it is explained that the editor, following the custom of the times, took his pen in hand and wrote a few lines to the publisher of a New York paper; then, without waiting for his communication to appear in print, and without mentioning that it was a communication to the editor, he quoted his own panegyric, simply crediting it to the New York paper. But little things like this went down with our unsophisticated granddaddies.

An unsympathetic legislature refused to charter this particular railroad scheme, though it authorized the Belmont & Duquette Railroad, whereupon B. H. Edgerton, a member of the legislature's committee on internal improvements, proposed a memorial to Congress praying for a railroad. Then, as now, people looked to the law-makers as the source



of all blessings. If they needed money to pay the rent, or if blackleg broke out among the cattle, the people went straight to Congress about it, just like they do in these unenlightened days. Edgerton figured out a most convincing prospectus to support his request for a railroad. Lead mines then were being worked in Wisconsin. To get the lead from the mines to the Mississippi river cost thirty-one cents a hundred pounds, and it cost another \$1.25 for the haul from the river landing to New York. Edgerton demonstrated on paper that if the railroad was built lead could be hauled to Milwaukee cheaper than to the Mississippi, and from Milwaukee via the Lakes and the Erie Canal to New York for only forty-two cents instead of \$1.25. On an annual output of 14,000,000 pounds of lead the saving at that rate would be \$110,000. Besides, the consignees would get their lead three months earlier than by the old route, and the interest on the cost of the lead at seven per cent would amount to \$12,813; total net profit on lead if the railroad was built, \$122,813.48½. That statement was so convincing that Congress appropriated \$2,000 for a survey. In due time an engineer actually appeared and began the survey; but after floundering through the brush and swamps for twenty miles he gave up in disgust and made an adverse report. This was in 1841, five years after the railroad idea was first hatched. This report had such depressing effect on the railroad enthusiasts that men stopped talking about a great trunk line across the Mississippi and over the Rocky Mountains, which would make China an annex of Milwaukee. If they could only get a railroad to Beloit, or even to Waukesha, twenty miles away, they would be humbly grateful.

There was nothing doing in the railroad line in Wisconsin for the next four years. Then Asa Whitney, that pioneer zealot who devoted his life and fortune to a premature effort to build a transcontinental railroad, came along on a prospecting tour. Whitney's visit to Wisconsin stirred the people to a frenzy on the subject of railroads.

The legislature of 1847 chartered four railroads, only one of which, the Milwaukee & Waukesha, later the Milwau-

kee & Mississippi, and by a process of evolution, ultimately a part of the C., M. & St. P., was ever built. Nov. 23, 1847, the commissioners named in the charter of the Milwaukee & Waukesha Railroad met at the City Hotel in Milwaukee and elected Dr. L. W. Weeks, president, and A. W. Randall, afterwards governor, secretary. Books for subscriptions to the capital stock were opened, but fourteen months elapsed before \$100,000 had been subscribed and \$5,000 paid in, thus permitting the organization of the railroad company.

The first board of directors was elected May 19, 1849, Byron Kilbourn being chosen president, B. H. Edgerton, the statistical hypnotist, secretary, and Walter P. Flanders, treasurer. Alex Mitchell, afterwards president of the C., M. & St. P., was a member of that first board of directors. The Milwaukee, Waukesha & Mississippi, as it was then called, reported a plan of operation which showed that the directors realized at last that neither Congress nor Providence in any other guise could be expected to rain down money to finance their scheme; and that if they wanted a railroad they would have to build it themselves. To quote from the plan of operation:

"We believe, and we lay it down as a first and fundamental maxim, that the people of Wisconsin who are, or will be, directly interested in the construction of a railroad from Milwaukee to Waukesha are able, within and of themselves, to construct it. And we believe, and lay it down as a second proposition, that being able to do it, the true policy of the country is to be consulted by the accomplishment of this great enterprise from our own resources. But many of our citizens, and even persons of intelligence, are deficient in faith as to our ability, and will remain so until facts or sound reasons are presented to convince their judgment. Want of faith produces a corresponding want of action; and it therefore becomes necessary to convince the community that they have strength sufficient, when properly applied, by putting their own shoulders to the wheel and calling on Jupiter to roll forward the car of this enterprise."

Here follows some taffy for the delectation of the citizens of Wisconsin about

their grit and enterprise, the logical deduction being that every man should become a stockholder in the railroad.

Ideas of the equipment were extremely modest. The directors figured on buying second-hand strap rails from Eastern roads that were putting down the newly invented T rails. This iron, they thought, could be bought at a very low price and paid for in stock or bought on time. One locomotive and a few cars, they thought, might also be bought on the same terms. Then Wisconsin would have a real railroad.

Even so unassuming an enterprise as this could not be put through till the city of Milwaukee lent its credit. Not till Feb. 25, 1851, was the first section of what is now the Chicago, Milwaukee & St. Paul Railway opened from Milwaukee to Waukesha with a grand excursion culminating in a dinner, followed by a ball in the "car house" at Waukesha.

Having made a beginning the new railroad contrived to keep going. It was extended from Waukesha to Eagle, thirty-four miles from Milwaukee that same year. Early in 1852 Edward H. Brodhead, then an engineer of some distinction in the East, was appointed chief engineer. The road was extended to Milton in Rock County that year. Another

company was formed to build eight miles from Milton to Janesville, the first train reaching the latter town in January, 1853. In 1856 the road was put through to Prairie du Chien on the Mississippi, giving the Milwaukee & Mississippi Railroad a grand total of 234 miles of main line and branches, which was not so very bad, considering the humble beginning.

Although the population of Wisconsin had grown in the twenty years since a railroad was first proposed, from the scant 12,000 to more than 500,000, the promoters of that early day were driven to the most desperate extremities to put their projects through. The year that the rails reached the Mississippi, Congress made its first land grant to Wisconsin in aid of railroads. Meanwhile, of course, a number of other railroads had been chartered. When the legislature assembled to apportion this first land grant the representatives of these railroads descended upon the lawmakers like hungry trout after an angle worm. When it was all over the La Crosse & Milwaukee, the stock upon which the present Milwaukee system was grafted, was found to have the share that its rival north and south lines had indicated that they had wanted.

Building a pioneer railroad was merely



Broadway Yard Car Department, Kansas City.

a prelude to a long period of litigation. Two years after the La Crosse & Milwaukee obtained its coveted land grant it was unable to meet the interest on its mortgage, which was promptly foreclosed, and then the trouble began. For more than ten years there was a bewildering maze of suits and motions and things that only a lawyer could follow and that no lawyer would unless well paid therefor. The legal and financial history of the La Crosse & Milwaukee was duplicated in a great number of the toy railroads which afterwards became parts of the present Milwaukee system. Railroads in new countries do not have much traffic at first, as a rule, and without traffic there can be no income.

Gradually a real railroad began to take shape in this fog of bankruptcy and litigation. The Milwaukee & St. Paul was organized May 5, 1863, to take over the La Crosse & Milwaukee and a job lot of other railroads that had been merged therewith and some other mergers and combinations. These little Wisconsin railroads had begun to attract the attention of the stock market, and money began to be available. Russell Sage was one of the capitalists who foreclosed on the little railroad which was merged with the new Milwaukee & St. Paul in 1863.

Somebody nosing around the Milwaukee & St. Paul shops in Milwaukee in December, 1871, discovered some pumpkin-yellow coaches newly built and lettered "Chicago, Milwaukee & St. Paul Railway." Nobody had ever heard of any such road at that time, though this discovery may be taken as circumstantial evidence that somebody had been thinking about it. Corroboration was furnished April 1, 1872, by Sherburn S. Merrill, John W. Cary, Hans Crocker, Sanford B. Perry, E. S. Wadsworth and Anthony G. Van Shaick, who on that date organized the Chicago, Milwaukee & St. Paul Railway Company, though the name of the Milwaukee & St. Paul company was not changed by vote of the stockholders till Feb. 7, 1874. Since then the "Milwaukee" has sawed wood and paid dividends with a regularity most refreshing to those lucky enough to hold its stock.

By the end of 1875 the Milwaukee system aggregated 1,400 miles in Wisconsin,

Minnesota, Illinois and Iowa. The line from Milwaukee to Chicago had been opened for business two years previously. In 1879 the rails of the company crossed the Sioux river into Dakota at Canton. In 1882 the line was finished to Council Bluffs.

In the ten years ending with 1885 the company built or bought 3,506 miles of railroad, or an average of almost a mile a day for the decade, bringing the total mileage up to 4,906 miles. Two years later the first trains entered Kansas City over the company's own rails.

The Milwaukee has always been a pioneer from every point of view. Along in the '70s President Mitchell used to mention in an off-hand sort of way, with monotonous regularity, that no passengers had been killed or injured on the system during the year, thus reading into the official record a leadership in "Safety First" which it has since maintained. The Milwaukee rarely figures in the news columns of the daily papers.

The Milwaukee has also done some interesting pioneer work in providing cheap transportation. In 1865 the company, or rather its ancestors, received an average of 4.11 cents per ton per mile for hauling freight. By 1874 this average shrunk to 2.38 cents per ton per mile, a fact of which the Wisconsin legislature was reminded when that body discovered that it could regulate railroads. In 1913 the average revenue per ton per mile was only .793 of a cent.



Freight Office Force, Aberdeen, Wash.

It was the Milwaukee, also, that introduced the traveling public to the delights of the berth lamp. This was in 1890, the year the general offices were removed to Chicago. In the same year the company took over permanently the ownership and operation of its own sleeping cars.

The latest important extension was built under the name of the "Chicago, Milwaukee & Puget Sound Railway," and merged into the parent company January 1, 1913. The final location was completed during the winter of 1905-1906, and in the following spring the first shovelful of earth was turned at Glenham, S. D. As usual since the first part of the system was proposed, much of the line was through unsettled country, though under the aggressive colonization campaign adopted immigration preceded construction. In July, 1909, through freight traffic was established from Lake Michigan to the Pacific coast, over a line forty miles shorter, and with lower grades, than any of the other transcontinental lines.

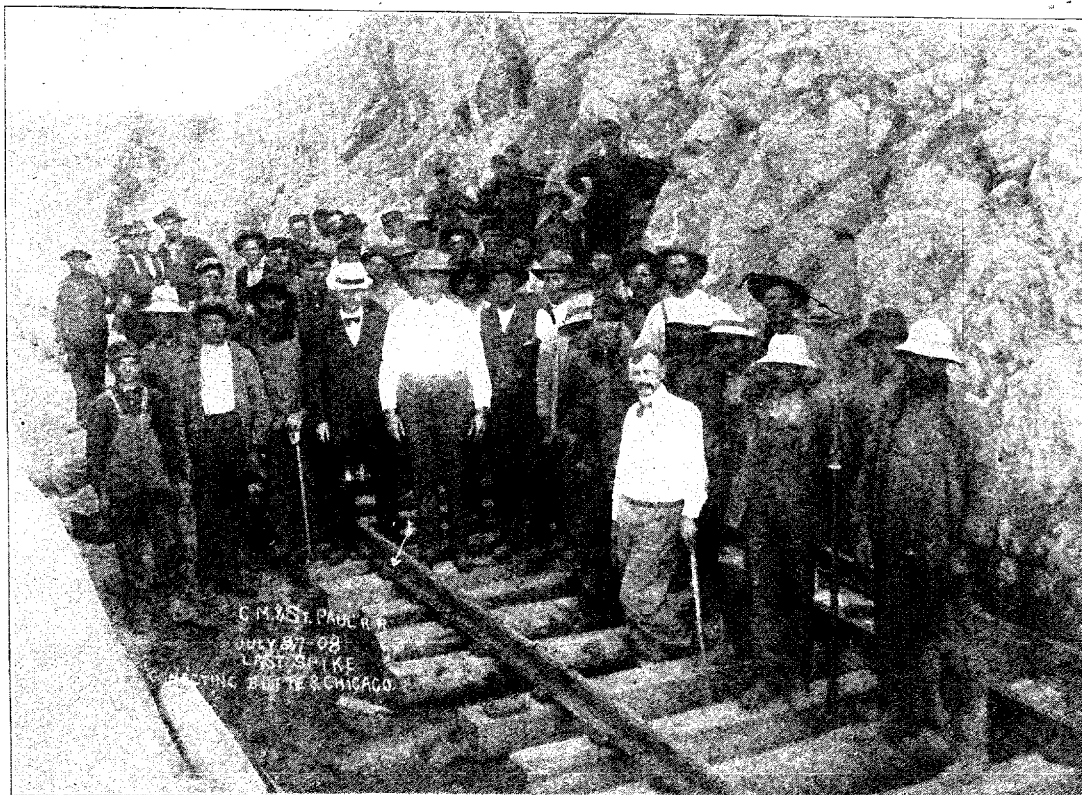
## That Old Engine No. 71.

The Wells-Fargo Messenger unconsciously stirred up something when it reproduced the picture of Engine 71, but the following letter explains some questions raised by our correspondent of last month with reference to the original engine:

Dear Editor: The article "Old Days With the Old Boys" in the July number of the Employees' Magazine referring to engine old 71 (No. 1) is apparently from a high railway official whom we all recognize. The picture mentioned is undoubtedly minus the part that nearly all the publications leave off, viz., the descriptive matter on the lower margin wherein is mentioned the "parts in photo not original," drivers, side rods, engine truck, cab, headlight, brackets, smoke stack, pilot beam and tender complete.

It will be seen by this that all of the old engine remaining shown in the picture is the boiler with its cupola dome, cylinders, guides and guide yoke and possibly bell stand and sand box. The old "71" (No. 1) did have as a modern equipment all that is shown in the photograph in the September issue of the Magazine, with letter press in the November issue. Possibly this is not the photo from which the "Wells Fargo Messenger" got theirs. This photo now is one of our greatest relics, and hangs in my office, was taken in 1882, has been loaned to many mechanical societies and other roads, particularly the P. R. R. and has gone the rounds of about all the railway journals in the country more, I believe, than any other similar photo.

Yours truly,  
H. W. CRIGGS.



W. H. Peafield and "Dan" McIntosh and Crew "Connecting Butte and Chicago."





Fishing in the St. Joe Country.

## Play Time

E. K. Stedman, Malden, Wash.

In 1653 Isaak Walton discovered angling, and to him, no doubt, also belongs the first association of Ananias with fishing. Any word in angling literature nowadays seems to require a grain of salt for proper assimilation, so if you have the saline properties at hand, we will attempt, in our stumbling way, to spin a fishing yarn.

In order to enjoy fishing there are a few requisites necessary: time, price and inclination; given these we have left: when to go, where to go, how to get there, and what to take. As our space is limited we will get down to business and answer the when, where, how, and what of it, in order named.

*When To Go.* Whenever you can grab time between April first and November first.

*Where To Go.* Most Chicago ticket agents will advise Wisconsin lakes and streams because they are handy for week end trips and because they (the ticket agents) have formed the Wisconsin habit. For a limited trip, on short time, this is a good tip. The Milwaukee reaches the most famous of these waters. But for real fishing where you can depend on fish being on hand and willing to do their part, for a genuine fishing pilgrimage, allow me to mention the St. Joe River for your consideration. Ben

King versified the beauties of the St. Joe, but that was a Michigan stream. Could he have seen and fished my St. Joe, he would have written a volume. This St. Joe River starts at the junction of the North and South Forks at Avery, Idaho, and follows a mountain valley fifty-six winding miles, where it joins the waters of Lake Chatcolett a few miles below Ramsdell, Idaho. Formed at the western foot of the Bitter Root mountains of Idaho, this merry stream goes singing, laughing, romping down the valley, while on each side modest pine covered mountains add charm to the scenic beauties. The cream of the sport is found between Avery and St. Maries, Idaho. One can leave St. Maries on the Columbian at 8:45 in the morning, drop off at Calder, Herrick, Pocono, Ethelton or Avery, fish the river proper for big ones, or take side trips up Fish Hook, Marble, Slate, Big or Mica creeks, and return to St. Maries on the Columbian, arriving there at 8:15 in the evening with a creel full of trout. There is no fiction in this. If you are a tyro, you may not have as good luck as the experienced angler, but former experience is not necessary to catch fish here, and they are FISH, too. No doubt some of you have spent hard dollars following a beaten path along some Adirondack stream catching fin-

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gerlings; I have, and thought it good sport, too, but I know better now; pounders are common and there are two-pounders with the fingerlings few and far between. You do catch a little one once in a while, which adds novelty to the quest. Good accommodations, at moderate prices, can be secured at Avery, St. Joe or St. Maries. From these points you can fish many streams, for instance the St. Maries River, but we will write of that another time; if you are a curious angler you will want to learn more about the St. Maries River.

*How To Get There.* Via CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, the only line touching these waters and its steel rails and steel trains follow the stream its entire length. You may think probably the stream is crowded with anglers, but you will not meet five other disciples in a day's excursion.

*What To Take.* A fish pole, reel, fish line and some fish hooks.

*The Pole.* A fly rod, two if you can stand the expense. The principal rod should be at least ten feet long and weigh about eight ounces, not too whippy and with backbone enough to lift a fly readily from these swift waters and manipulate a long cast handily, as the stream is of goodly proportions; this rod can also be used to good advantage where dry fly angling is practicable. The other rod

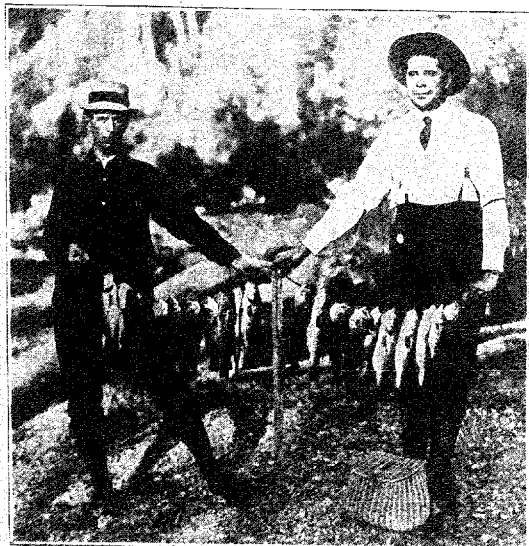
should measure eight or eight and one-half feet, weigh five or five and one-half ounces, to be used on the smaller creeks, but the latter is not necessary unless you have been initiated. The material may be split cane or bamboo, lancewood, green heart, steel or whatever your individual fancy desires. Personally, I prefer the split bamboo pattern, as it possesses a life and action not to be found in rods constructed of other materials; for rough and ready use the steel rod seems a favorite, although it becomes heavy and tires the hand on an all day casting jaunt.

*The Reel.* A light rubber click with metal protections is good. I use one. Many prefer one of the various patterns of automatics; in fact, I believe the automatics are in the majority, it again being a matter of personal preference. If you have no decisive views on the subject be guided by the salesman from whom you purchase your outfit.

*The Line.* Should be enameled silk, tapered or level, as suits your taste, but buy the best you can, as a cheap line is an abomination and the cause of much vexation, especially when it parts company while trying to land a big one. Would recommend size D.

*Fish Hooks.* Get the kind with feathers, gilt and tinsel on them, called flies; they come in all sizes and patterns, but for this particular stream would advise sizes eight and six on snells and the following patterns: Coachman, Royal Coachman, Grey Hackle, McGinty, Jungle Cock and Professor. This is not a large selection of patterns, but fully large enough for this stream. Be sure you have a good supply of each pattern mentioned and know that your hooks are sound and strong. As to the many other patterns the obliging salesman will show you, if you have a long enough pocket-book go the limit, the o. s. will not care and it is lots of fun.

*Miscellanies.* A supply of three-foot gut leaders, creel, fly book, landing net, and rubber boots if you do not care to wade in shoes. I think that is all. Oh, yes, may the spirit of Walton abide with you as you wade this favored stream.



A Two Hours' Catch in the St. Joe Country.

## Higher Education For Shop Men

By Porter P. Lowry.

According to the Saturday Evening Post of December 27, 1913, one of the largest railroads in the southwestern part of the United States takes almost the entire number of the engineering graduates from one of the schools in the territory through which it passes.

Our own road, like every other large road, is in need of men who have both practical and theoretical knowledge of engineering subjects. This statement is proved by the fact that in the motive power department alone there are a considerable number of employes who, either through the medium of a college education, or a process of "self-education," have obtained the theoretical knowledge, and by means of hard work in the shops or on the road have gained their practical education. Among these men are W. W. Alexander, district master mechanic at Milwaukee, who was graduated from the University of Wisconsin in 1897; Mr. George P. Kempf, who was graduated from the Iowa State College in 1903, and who is now in the mechanical engineer's office; Mr. Wm. F. Lynaugh, our engineer of tests, who received the degree of Mechanical Engineer from Cornell University in 1911, and has served as an apprentice in eastern machine shops; Mr. George N. Prentice, our chief chemist, who is a graduate of Sheffield Scientific School of Yale University; Mr. J. F. DeVoy, assistant superintendent of motive power, and Mr. H. S. C. MacMillan, district master mechanic at Minneapolis, who hold degrees from Cornell University and the University of Wisconsin, respectively.

In the case of the road referred to at the beginning of this article, the men had received their education in the theory of engineering before they had obtained any practical knowledge. Now, what is to prevent a man who has already served an apprenticeship, or otherwise obtained a practical knowledge, from reversing the process by gaining his theoretical knowledge last and so applying himself to even greater advantage?

For the young man who has served several years in the service of the company and who desires to promote his interests by means of a college education, the smaller college undoubtedly offers the better advantages. This young man is probably somewhat "rusty" with regard to his preparatory education because of the fact that he has had little occasion to make use of it during his apprenticeship. In a large school but few men become personally acquainted with any of the faculty during the first two years of their course, and it is in this period that the personal help of the instructor is of the greatest value. In the small college, however, he receives the direct attention of the faculty members and the crossing of the rough places is thereby greatly facilitated.

The following is the curriculum of the Mechanical Engineering Department of one of the smaller colleges where thorough courses in Mechanical, Electrical and Civil Engineering are given:

### SOPHOMORE YEAR.

#### First Semester.

Calculus, Mathematics VII.....  
Physics V.....  
Mechanical Drawing II.....  
Geology I.....  
Shopwork, chipping and filing.....  
Addresses to Engineering Students.....  
Electric Circuit.....

#### Second Semester.

Calculus, Mathematics VII.....  
English III.....  
Descriptive Geometry.....  
Geology I.....  
Shopwork, Machine.....  
Mechanical Drawing II.....  
Addresses to Engineering Students.....  
Physics V.....

### JUNIOR YEAR.

#### First Semester.

Mechanics of Engineering.....  
Electrical Engineering II.....  
Steam Engineering, Mechanical Engineering VIII.....  
Kinematics, Mechanical Engineering IV.....  
Shopwork, Machine.....  
Journal Club.....  
Journal Club.....

#### Second Semester.

Mechanics of Engineering.....  
Electrical Engineering II.....  
Steam Engineering, Mechanical Engineering VIII.....  
Machine Design, Mechanical Drawing III.....  
Shopwork, Machine.....  
Journal Club.....  
Testing Laboratory.....

**SENIOR YEAR.**

**First Semester.**

- Gas and Oil Engines.....
- Power Plant Design.....
- Mechanical Refrigeration.....
- Hydraulics.....
- Specifications and Contracts.....
- Mechanical Laboratory.....

**Second Semester.**

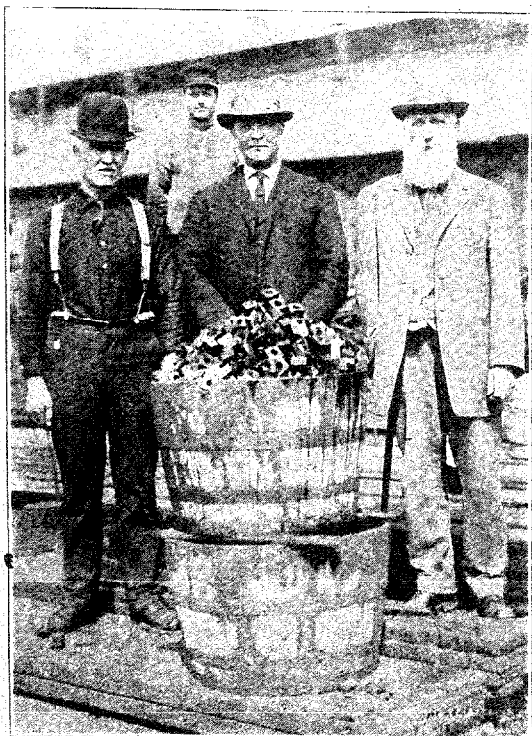
- Heating and Ventilating.....
- Mechanical Engineering Seminar.....
- Pneumatics.....
- Mechanical Laboratory.....
- Thesis.....
- Journal Club.....

This school gives credit in shopwork to men who have served apprenticeships, and some credit in mechanical drawing to men who have taken advantage of the opportunity to serve a portion of their apprenticeship in the drafting room.

Approximately \$300 is the amount required for the actual expenses during a nine months' term, and it is easily possible to finish the term on that amount.

With the never-failing demand for trained men and the low cost of attending a technical school ever before the young men of the shops and round houses, it is remarkable that more of them do not attempt to obtain a college education, or at least to accomplish the same results by the uphill process of self-education.

Mr. Lowry's text did not include the Fresh-



Arthur Bennet, William Lusted, Dan Mulholland, Milwaukee Shop Foremen.

man Year, but undoubtedly he will be glad to furnish the same on application, and the Magazine will forward any such requests to him.—Editor.

**The Face Outside the Window.**

*By Silas B. McManus.*

When Day is gone—like a hero dead,  
 And Night as a widow in sable weeds,  
 Has over her king a black pall spread,  
 And the quivering train through the deep  
 dark speeds,  
 Counting cities and towns as a monk his  
 beads,  
 I glance through the window out into the  
 rain,  
 And I see a face through the burnished  
 pane,  
 Ever speeding along with the hurrying  
 train—  
 A face outside of the window.

No matter how fast the train may go,  
 No matter how quickly a mile is tread,  
 The face outside which I seem to know,  
 Still hurries along as by magic sped.  
 And I look when lo, it turns its head,  
 Looking at me with its phantom eyes,  
 And I look and stare in sad surprise:  
 Tho, I knew all the time 'twas my shadow  
 there  
 I could but gaze with a sorrowing stare—  
 At the face outside of the window.

There are lines in that face, how came they  
 there?  
 Why furrowed? And when? One may  
 scarcely know.  
 They are traces perchance of sin and care,  
 Or a sweet dead joy or a living woe.  
 O, face at the window, why furrowed so?  
 The hair on the forehead is streaked with  
 white,  
 And the eyes have only a failing light;  
 And I sigh and wipe a tear away,  
 And some one too wipes another, that way,  
 From the face outside of the window.

Phantom of Self that follows on,  
 And on and on through the black, wet  
 night!  
 'Tis a weary watch for the struggling dawn,  
 For the day with its glory of blaze and  
 light.  
 With my soul and myself 'tis a weary  
 night.  
 Have you done your best, O Soul, been  
 true?  
 Have you done your best, O Self, have  
 you?  
 Why traces of care, why furrows of sin,  
 Why a sad regret of a Might Have Been  
 On the face outside of the window?

Marsh Brook, Place, January, 1914.



## Harmony and Efficiency

*Oliver Brown.*

I would like to contribute something to our prosperous little Magazine, if I only could find something beneficial to the numerous readers and to the country in general.

Being a railroad employe myself, my subject should be of mutual benefit and interest both to employer and employes. I have been a mechanic for over 55 years after I served my apprenticeship in Marine Service, and have been a railroad machinist since 1871, or a period of over 43 years, 42 years of which I have constantly served the Chicago, Milwaukee & St. Paul Railway Company in different capacities; for the most part as foreman in different places. During this time I have been able to gather a few facts that possibly might be of benefit and interest to our readers, if they see it in the light I do.

During this time there have been a great many changes, both in the motive department and traffic department for the benefit of the public, both in size of power and of the modern equipment in all branches and of which the C., M. & St. P., in my estimation, can be favorably compared with the best of them.

This has cost the company enormous sums of money, and it always will, to maintain it in proper shape as the law and the public demand. Now, the question arises, are we, the employes, fully trained in an intelligent, scientific, practical and, most of all, in a harmonious way to fill the needs under present conditions that are required of us to maintain this modern equipment, so as to make it possible for the railroad company to keep up financially under present conditions, making a reasonable dividend to their stockholders and paying fair wages to their employes, who are depending on the company's success?

It seems to me a very serious question. Of course, we have a good trade, but there is plenty of room to better ourselves, so let the many years of experience of one of you advise you to be sociable, honest, industrious and practical in your respective lines of business and

the result will be a greater harmony in all things; and without doubt will better ourselves so that we can at present and in future cope with progressive conditions and with all that is required of us in any emergency.

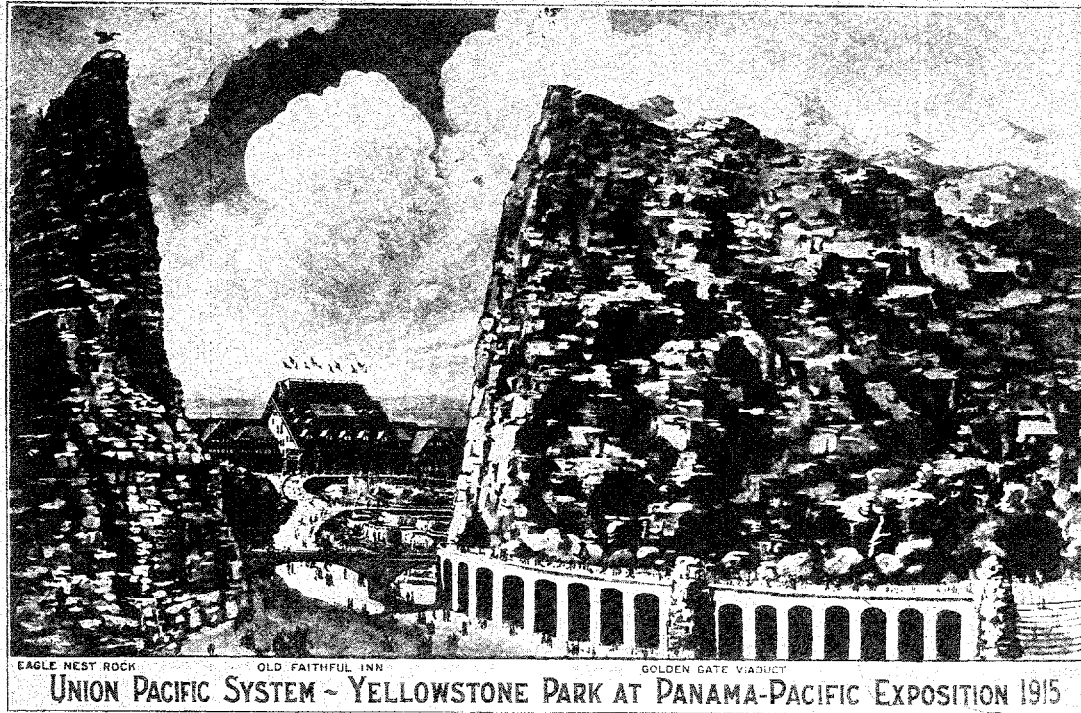
Now, I ask, is the company doing its part to protect their interests for future emergencies in the lines pointed out? If so, well and good.

To commence with, would say that the mechanical power is most important and we need the very best and most skilled mechanics to build and maintain that power. Have we got them? or are we thinking of preparing them for future emergencies? We shall need them in a near future and we cannot get too many.

A good start in this line would, in my estimation, be having apprentices educated properly in all first-class shops, by first-class trainers, both morally and intellectually, courses of diversified practical work and evening schooling in technical, with drawing and such branches of mathematics most used in construction lines. Of course, apprentices should have a good school education and be of good habits, and such, in my opinion, will turn out to be proper men for advancement, and when those men have been raised to the required efficiency, should we not make it worth while for them to stay with us? We surely will be benefited thereby..

I would also like to say a few words about the co-operation and harmony that should exist between all departments. Pleasant words and words of encouragement will promote this very much more than harsh criticism, and if our men do good work, we can bring about a greater efficiency, perhaps, by telling them that we appreciate their good services. In a like manner, when we, as employes, no matter what our position may be, give the company the best service of which we are capable, we all like to have that word of encouragement said to us. So I say to one and all, "A soft answer turneth away wrath, but grievous words stir up anger."

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## Yellowstone Park at the San Francisco Exposition

The San Francisco Exposition next year is to have a lot of thrills and not the least of these will be a reproduction on no very diminutive scale of Yellowstone Park. Anyone who has visited the Park will find it difficult to realize how such an exhibit can be made at all representative—but money—lots of it—and “Joe” Kathrens, the moving spirit behind this mountain moving project, will have accomplished the apparently impossible before the gates of the Panama-Pacific Exposition swing open to admit all the world and his wife. The Union Pacific Railway is sponsor for the unique and remarkably mimicry, wherein all the notable features of the Park are to be imaged faithfully. The geysers, the mountains, the canyons, the waterfalls and lakes will appear true to the life. Old Faithful Inn will be there, and within its walls, hospitality equal in every respect to that dispensed back in the famous hotel beside the great geyser will greet the visitor.

The space granted to the Union Pacific Railway for this concession is over four

acres, and the Park exhibit in its entirety will represent an expenditure of over half a million dollars. They're dealing in millions of dollars out there now and the Exposition itself is to cost a little matter of seventy-five or eighty millions (I may have the amount too low) and all of its exhibits will be on a scale of grandeur never before equaled.

Yellowstone Park will be located at the right of the main entrance gate on the city side, so you can't miss it; and its entrance represents that deep canyon pass between Bunsen Peak and Terrace Mountain that is known as Golden Gate. Eagle Nest Rock is there, too, and the Hot Springs Terraces and the Great Falls of the Yellowstone pouring its torrent over a lofty precipice.

In a great amphitheatre in the center is Old Faithful Geyser, and just as it regularly occurs in the Park itself, this wonderful spectacle is to “perform.” Great spouts of boiling water will be thrown in the air, and upon this immense stream searchlights will play, reflecting

the atmospheric and light effects with remarkable fidelity.

There will also be a fine topographical map showing the location of the important geyser formations, the hot springs, lakes, roads, the Grand Canyon and Falls, etc. This is an educational feature of great value, as it will help to fix in the minds of those who have never visited the Park a definite idea of the wonders of the place—while it will recall to the hundreds of thousands who have been fortunate enough to have made the trip the kaleidoscopic aggregation of wonders and thrilling spectacles that constitute our greatest National Park.

### A Few Plain Facts

#### *A Southern Minnesota Agent.*

Much has been said in our valuable magazine relative to economy, etc., but we are of the opinion the ground has not all been covered yet. It seems to me, in the face of adverse legislation which our great railway systems are facing today, and which has cut down their revenue to a point where it is a question on which side of the ledger the balance will be, it is now up to the employes to do something, and they have it within their power to do so if they were so inclined. Allow me to make this statement: If every employe would work for the Milwaukee system and look after their interests as they would if they were his own, for the next six months, the saving that would be made would amount to thousands and thousands of dollars every month. Each and every employe reading the above statement knows it is the plain truth. The property of a great railway system covers so much territory that there cannot be a superintendent or a roadmaster standing at each employe's side every moment to see that he does his work well and earns, to some extent, the salary paid him; they have to trust each employe to do this. The saving that could be made in claims alone, to say nothing about many other things, were each employe to do his utmost for the company to which he looks for his bread and butter, would mount into the thousands of dollars each month. Nearly one-half of the local shipments of flour, syrups in tin pails, oils, paints, eggs, sugar loaded into cars that have recently

had coal in them without being cleaned out, and many other things we could mention on which there are claims paid, would have been unnecessary had the employe handling this freight had the company's interests at heart.

The manner in which way freight is handled at transfer points and other places is often reckless, reaching destination all broken up when there is no cause for it whatever. It is just as easy for an employe to handle freight as it should be done, and as he would handle his own property—placing it in the car where it will reach destination safely—as it is to throw it into the car any old way. I am sorry to state that there are too many employes working for our great railway systems today who have not their company's interest at heart, more than merely to do enough to keep from getting fired and sign the payroll. I am of the opinion that were it possible to hold monthly meetings at different points on each division between officers and employes where heart-to-heart talks could be had would be of great benefit. One kind word from an officer to an employe, although he may deserve a sound reprimand, is worth more than a dozen harsh words. We are pleased to state that our superintendent, division freight agent and other officers of this division are up-to-the-minute railroad men and are accomplishing good work among employes. Let us one and all put our shoulder to the wheel for the next six months at least, and watch results.



M. A. Hodges' Outfit, Bovill, Idaho.

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## Station Records and Correspondence

*M. P. Graven.*

There is probably nothing of more importance at a local Freight Office than good records.

There is also a law now requiring all station records be kept for a given period, and as all know, we are at any time liable to be called on by representatives of the Interstate Commerce Commission to produce them for inspection and checking. General Offices require more detail and better information than ever before, particularly the Claim Department.

Time spent in making good records and putting them up in such shape that they may be properly preserved and readily found when needed, therefore, is time well spent, and will be saved many times over later, when called on to furnish certain information; and it is a great relief to know that you not only have it but that you know just where to find it.

Railroad companies now provide better, larger and more thoroughly equipped record rooms for storing records. In the past this was apparently, something unknown to the architect who planned freight depots and offices, consequently, most of the old stations have very poor facilities for storage records, no matter how good they otherwise may be.

Many railroads, now I believe, furnish binders to all stations or have, what are known as, traveling binding machines, allotted to each Division, which travel on a regular schedule, a given time being allotted to each station for doing its binding, which arrangement is giving good satisfaction, and it certainly facilitates the safekeeping of important records.

The matter of filing correspondence, so that it may be found when needed, is another great problem, to be overcome at a Local Station, without an elaborate index system, which is expensive.

We have inaugurated a system which we find is very good, and can be used in any office without any great loss of time or additional help, therefore no extra expense.

We make more than 600 files per month and can refer to any one of them in an instant, and when the file is produced, it contains all the correspondence pertaining to that particular subject.

A scratch sheet is kept convenient to all in the office, on which a record is kept, showing the next file number to be used, or taken when one is needed for a new subject.

For instance, we all very frequently have a case as follows: A carload of fruit arrives and is unloaded. Some months later a claim is filed at point of origin by the shipper.

The Claim Department of the originating line requests that we furnish complete, and detailed report, giving date and time of arrival; time set for unloading; time consignees were notified; position of plugs, vents and seals; amount of ice on arrival, temperature, etc.

In order to get all this information together it will take considerable time and be necessary to go to nearly all your records. Some weeks or perhaps months later, the same man will again call on you for the same information, stating that suit has been started, and now wants the name of the party who made the records, that he may be called on as a witness, if necessary.

Not long after this our own Claim Department also calls for the same details.

In making up the first report you have used a file number, of course, and recorded same on every record used in getting the information together, thus leaving your tracks, or index, to file covering and a carbon copy of the letter retained which is in your office file.

When the second, third or fourth request reaches you, from any source, the first record you look up gives you the file number, and the rest is easy for you will find in your file all the information already there, which can be duplicated without any great amount of work or loss of time.

It will soon become understood that if a file has ever been started that there is one particular record, at least, where file



number will always be shown, although it may be shown on a great many of your station records, such as Pro-Book, Car Book, Way Bill Impression Book, or any of the various books used, and such books therefore, become your index.

If only one series is used for the entire office, it will not matter if every Clerk or department, has at some time had occasion to correspond on a particular shipment, a copy of each letter will be found in your file, and all together, when completed, as you will understand that a copy of each letter written is attached to the original office file as made.

Files may be kept in ordinary letter files, which we find hold 100 nicely, and are not expensive, or they may be kept in drawers or pigeonholes, large enough to hold a set of 100 each.

You will be surprised to find what a great help this file will be to you and how many uses it can be put to if once started.

### Great Falls Celebration

Montana will celebrate in Great Falls, beginning Monday, August 10, and The Milwaukee will at the same time celebrate the approaching completion of its Lewistown-Great Falls Line. Many dates have been set for the opening of this important piece of track, but the unusually wet spring and summer has retarded the work so that the date of final completion and turning over of the line to the company has not been definitely decided upon. However, the work is so far advanced that special trains will be run each day into Great Falls, to accommodate the people who live along the line. As it is a well settled country, this "near-opening" promises to be a festive occasion for all of that section of Montana.

Great Falls has waited patiently for us, and now that our headlights are looming over the hills, the city puts on gala attire and welcomes us with a special program on a day all our own. This will be on the 14th. There will be military maneuvers and folk-dancing on the courthouse lawn in the afternoon; concerts by two orchestras and an address by Vice-President Sewall. The evening



J. H. Ginet, Jr., "The Busiest Man on the Railroad."

will be a blaze of glory with fireworks eclipsing any similar exhibition west of the Mississippi River. The earlier part of the week, the days will be dedicated to Good Roads; to Machinery and the Inter-Mountain Good Roads Congress; to the Great Northern Railroad, the only other railroad into Great Falls, and the last day belongs to All-Montana.

It will be a festive occasion and everyone who can go, should do so, to help swell the crowd and to "boost" for The Milwaukee.

### Robert M. Boyd

Robert M. Boyd, for sixteen years general agent of this company in Seattle, died at his home in that city on July 6, after a long and painful illness. Mr. Boyd was a genial gentleman and a popular and efficient employe. His funeral was largely attended, those present including the entire official force and many employes of the Seattle General Offices, and representatives from every other railroad office in the city.

Mrs. Allen, wife of Conductor Chas. Allen of Portage, died at her home in Portage July 11. Charley has the sympathy of all his co-workers in his bereavement.

Conductor Fay Ramsey was called to Kilbourn June 17 to bury his grandmother, Mrs. W. A. Ramsey, an aged resident of Kilbourn. Fay has the sympathy of his associates.

Night Yardmaster Wm. Stafford of Portage was absent from duty a few nights recently on account of the death of an aged aunt who lived at Portage.



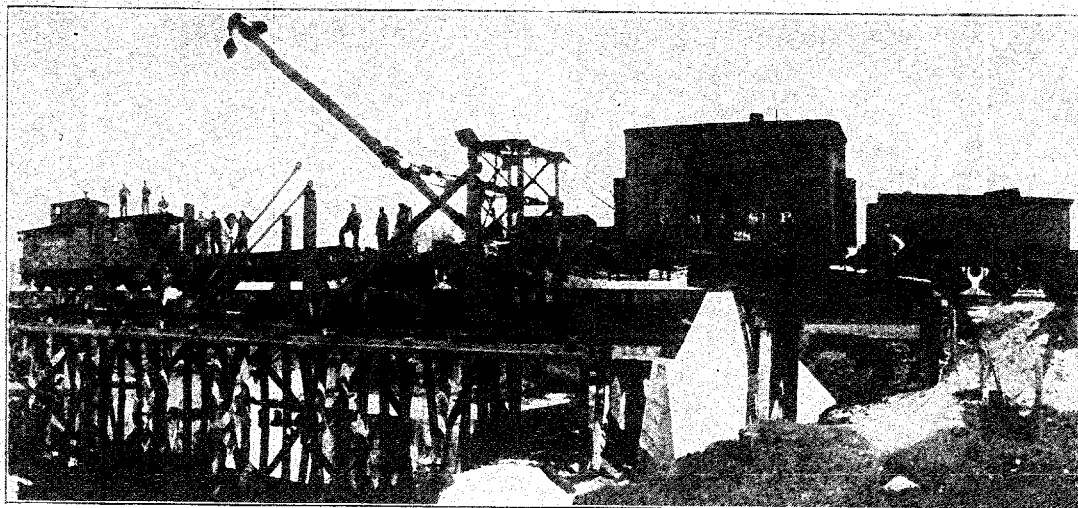
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Building the 125-Foot Span Across Big Sioux River, Two Miles East of Trent.

## [Construction Work on the Big Sioux River

*Jens Nielsen, Section Foreman.*

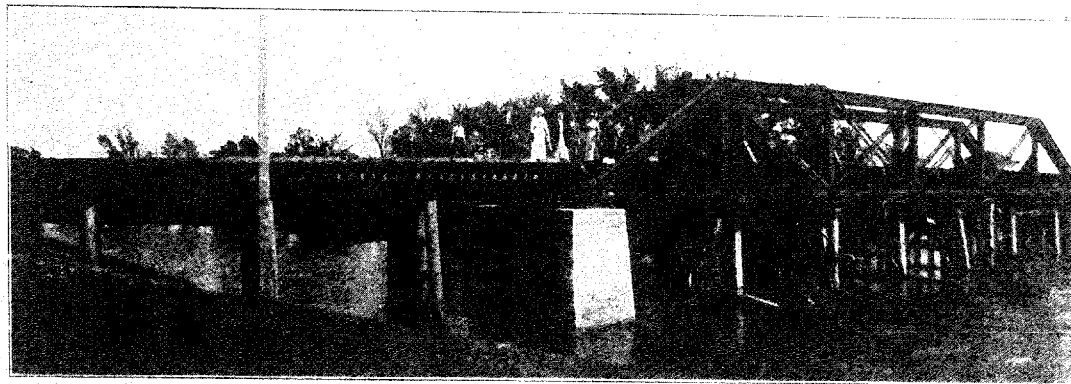
The pictures I am sending to The Magazine will show that we are trying to keep in line on the S., C. & D. Division. These pictures show two new 100 and 123 foot pony spans across the Big Sioux River. This will be a great improvement, preventing ice gorges and the accumulation of rubbish against the bridges and allowing a free passage underneath.

We, out here, are all trying our best to keep up with the great Safety First idea, and we like our magazine very much because it puts us in closer touch with one another—and gives us valuable information as to what is being done all over the System. I read The Magazine from cover to cover, every month,

but do not often find anything from our track department; especially from our Section Foremen. Let us all try to make The Magazine as interesting as possible by telling what improvements are being made and the work that is being done on our sections.

We have had a lot of rain in this part of Dakota this summer, making at times a soft track, so that with the heavy rolling stock our crews are busy all the time—but Safety First is our slogan, so we manage to keep the trains going regularly and the track in good condition.

We have, gradually, been eliminating pile bridges across this river, and there is now but one near Austin Iowa, which is to be rebuilt this fall. This completes a work of much importance, as we cross the Big Sioux fifteen times and this stream has always been troublesome in high water.—Editor.



The New 105-Foot Span Across Big Sioux River, 2.7 Miles East of Egan.



Charles Drown.

Charlie Drown has the distinction of being the oldest laboring man on the I. & D. Division who is still working steadily—active and energetic. He will be seventy-seven years old in September, 1914.

Mr. Drown came to Iowa in 1865 at the close of the civil war. Then the I. & M. Division only ran as far as Conover, but some time in 1866 it connected up with the Minnesota Central between Adams and Austin, Minn. In 1867 he commenced work for the Milwaukee Company, on a construction train at LeRoy, Minn., with Conductor L. L. Cadwell, who now lives in Decorah, Iowa. After this work was finished he began braking for Conductor Cadwell, and later did the same work in the yards at North McGregor, remaining there three years. Having lost a part of his left hand in an accident, he became night crossing flagman, which position he held for seven years, after which he went to work in the North McGregor roundhouse, where he has been steadily for twenty-nine years.

A dear little 4-year-old had a large piece of hard red candy. After several minutes of enjoyment she laid it down and it disappeared. She searched all around for it and then said to her sister:

"Evie tane find her tandy. Mamma eat it, think?"

### C. L. Sherwood.

Veteran Ticket Agent.

I commenced work at Darien, Wis., in 1873 and worked as extra telegrapher from 1873 to 1874, relieving at many of the stations along the line until June 1874, when I was given the night office at Beloit, Wis. There I worked as night operator until July, 1877. I was but 14 years of age when I went to Beloit. I was appointed day operator at Clinton Junction, Wis., July, 1877; agent at Davis, Ill., June, 1880; agent at Clinton Junction, Wis., October, 1880, where I worked until June, 1890. I was appointed agent at Yankton, S. D., in June, 1890; agent at Sioux City, Ia., in March, 1891, remaining until 1897. I then became city passenger and ticket agent at Cedar Rapids, Ia., in December, 1897, which position I have held up to the present time.

You will note from the above that I have been in continuous service for forty-one years, and have worked under five different general passenger agents—Fred Wild, A. V. H. Carpenter, George H. Heafford, F. A. Miller and George B. Haynes.

When I commenced railroading Darien, Wis., was located on what was then the Western Union railroad, running from Racine to Rock Island, with a branch line from Elkhorn to Eagle. D. A. Olin was our superintendent, and in those early days the superintendent was the whole works—he was a grand old man.

During my long service with our company I have seen it grow from a small railroad to the grand system it now is.

Wood was used principally for fuel, and the Armstrong brakes were in vogue.

What I prize most highly is my extensive acquaintance with (and I trust the good will of) the officials and employes of our company. Most of the officials, both in the operating and traffic departments, I have seen go up from the ranks, and I feel that they are my friends. My railroad work is my life and I enjoy it. My work is a pleasure to me. I have every reason to be loyal to the company for which I work.

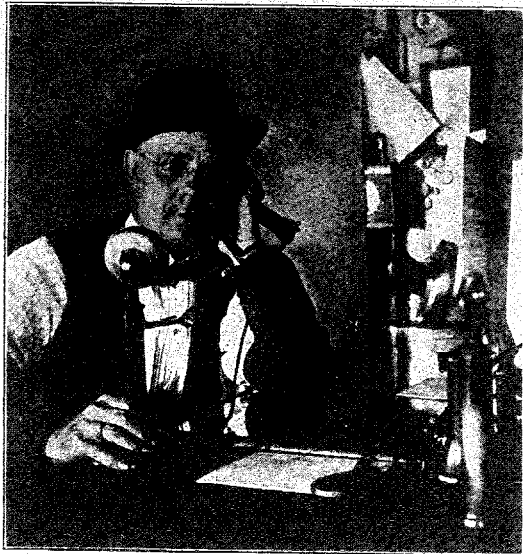
During my forty years of service I have seen the days of adversity come in the way of sickness and trouble, but our big-hearted officials carried me through until good health returned again and my hope in life is to now be able to stay in the harness as an employe of the greatest and best railroad on earth until the good Lord wills it otherwise.

Mr. Sherwood's picture appeared in The Magazine last year, from which it is difficult to realize that he has been in harness over forty years. Certainly he must have been a "youngster" when he started.—Editor.

Two of the stenographers employed in the General Offices were passing Point No Point lighthouse on Puget Sound.

Ellen: Jane, let's get a position at the lighthouse.

Jane: And do light housekeeping?



**Frank Reed.**  
A Stand-By of the K. C. Terminal.  
*W. L. Richards.*

One of our standbys, also a very important cog in the wheel in the Kansas City Terminals, is Mr. E. F. Reed, chief yard clerk, by whom we set our timepieces and regulate our programs.

He became a resident of Kansas City in 1883, entered the service in his present capacity with the company in 1903. He has railroaded thirty-seven years, and is a live wire as well as a bureau of information every day from 6 a. m. until he checks his records with the night yard clerk and knows that the service is assured in all its details until he can return. This is his schedule 365 days of the year. He has had six weeks' vacation in eleven years.

He holds a record of answering 506 calls in one day. They vary from a call from a patron for records on cars arriving and departing, "How the board is marked up," "Who is first out," "When will Bill be in," "How about those eggs and butter," messages to the yard men, hustling the call-boy, "Are the checks here and when can I get them?" special requests from shippers, whether the passenger trains are on time, "Can I lay off tomorrow," the sweetheart asking that he deliver a message to Jack just as soon as he leaves the way car, calls on the sick, telling everybody the ball scores.

Always a pleasant answer for all, the first to start a petition or subscription for flowers, a wedding present, the funeral arrangements, a present for some departing employe with a long clean record, the day not ending until the sick are called upon and their needs looked after.

As president of the National Union he has held offices in Modern Woodmen, A. O. U. W. and Masonic lodges. Never misses a dance, hot or cold, rain or shine, supervises making of the hot soup, coffee and toast at noon lunch. Has five husky sons and

one grandson. You will observe the snapshot shows him engaged as usual and good for many years to come.

The company has no more loyal, hard worker at any of its important offices where such are indispensable. Everybody in Kansas City knows Frank Reed and that they can get any information that is worth calling for.

#### C. & C. E. Iowa Middle and West Notes.

*Ruby Eckman.*

Operator A. W. Callahan of Manilla station has taken a short lay off and has gone to Chicago and points east, making a trip from Chicago on the lakes. His place at Manilla is being filled by Operator Buswell.

Operator Rose of Herndon station has been working extra in the dispatcher's office at Perry the last month. Operator Hopkinson of Cambridge has been relieving Rose at Herndon.

On account of the extensive work connected with the gravel service on the western division, a new telegraph office has been opened at a point one mile east of Dedham. The office has been named Webb, and three operators have been placed there.

Trainmaster Richards of Savanna spent Sunday, July 19, in Perry visiting with relatives and friends.

Miss Amy Emery, who has been employed as record clerk at Manilla yard, has left the service of the company and taken a position more to her liking as the head of a little home in Nebraska. The fortunate young man to win her affections came from Nebraska. Her sister, Miss Verna Emery, relieved her in the office.

Wm., Thos. and Francis Cummings, switchmen in Perry yard, went to Bradford, Pa., the latter part of June with the remains of a relative, Mr. Wm. McCartan, a chief dispatcher on the D. & R. G., who had died at their home in Perry.

On account of the change in grade in Perry yard, two extra switch crews have been put to work and a temporary telegraph office established at the east end of the old yard. The office is known as Summitt, and continuous telegraph service is maintained account using single track through Perry yard.

Homer Lyons, who has been acting as night agent's helper at Maxwell, has gone to Savanna to take a position as yard clerk.

F. L. Richards, who was recently transferred from chief dispatcher at Perry to trainmaster at Savanna, has now moved his family to their new home.

Engineer and Mrs. Harry Julian welcomed a baby into their home the fore part of July, the little one being the second girl in the family.

Telephone Maintainer R. J. Coker of Marion was in Perry the fore part of July assisting in some work on the telephone system.

Roundhouse Foreman Yates of Council Bluffs was in Perry the fore part of July. He spent part of his vacation with relatives in Savanna and then went on to Denver to attend the Elks' convention.

Dispatcher A. J. Krohnke and wife were in attendance at the Elks' convention at Denver in July. Mr. Krohnke was the delegate from the Perry lodge.

Engineer Jack Ahern, one of the oldest employes on the C. B. Iowa Division has been in the hospital at Perry for a couple of weeks on account of a surgical operation. His friends are all glad to learn of his rapid recovery, as it does not seem right to see another face on the engine on 3 and 26, that run having been filled by Mr. Ahern for a number of years.

Dispatcher H. L. Hill and wife had a very enjoyable vacation the first two weeks of July. They took an overland trip to the eastern part of the state in their touring car.

A. M. Lawrence, roundhouse foreman at Madison, S. D., was in Perry the fore part of July for a short visit with friends.



## At Home

*Anna M. Scott, Editor.*



Laura McKay, One-Year-Old Daughter of Geo. B. McKay, Fireman C. & C. B. (Ill.) Savanna.

### The Changing Styles.

Changeful are fashion's decrees. Every week a Paris letter or a pronouncement of some fashionable coutourier indicates that we are in the transition stage. Truly the universal uplift would seem to be reaching toward the really serious matter of a more reasonable and tolerable clothing of women.

Now the full, loose kimono blouse is passing and narrow skirts are widening, both of which are indications of a complete change of line. The opening wedge was the long Russian tunic, flaring generously and ending a few inches above the bottom of the skirt. This is really a smart style and it has achieved deserved popularity. There is seemingly no end to the possible variations of the tunic. You can have it cut like the erstwhile favorite circular skirt; it can be plain in front but plaited in the back, gathered front and back or plaited all around. You can, thus, cut your tunic to fit your figure and be sure of being correctly gowned as far as your overskirt goes.

The waist line is being lengthened, too, and the newest models show very few of the old short waists—but to avoid a seemingly abrupt transition, which is objectionable to most women, the designers have contrived their long-waisted bodices to drop

in a straight line from the neck to the wide sash which decorates almost every gown that is seen at the present time. The straight line, of course, makes a young figure and that is a necessary qualification if a designer would be popular. It cannot be said that this new modified basque is altogether satisfying or beautiful, but, as I said before, we are in a process of evolution, and probably before winter there will be a bodice sufficiently attractive to accompany the really admirable new skirts.

A Pretty Gown for the Young Miss, which particularly took my fancy as being girlish and not too difficult for the home dress-maker, was of flowered organdy. The front and back yoke of the waist was cut in one piece, with a Japanese collar and shield of allover lace, finished with a wide hem. The short sleeves were set in and finished with cuffs of lace, having the same wide hem. The waist line for girls still remains high, and the waist was attached to a moderately narrow two-piece skirt having three circular ruffles. These particular ruffles came well up on the skirt, but of course in general the width should be proportioned to the length of the skirt and somewhat to one's taste. With this very pretty frock, there was a sash of flowered ribbon, folded softly around the waist and finished in a smart butterfly bow at the back, its loops well outspread and caught up slightly toward the shoulders.

A frock of this simple style can be made more dainty and individual by a bit of handwork on collar, cuffs and shield. Fagoting, hemstitching, outline stitch around the hems, and embroidery of all kinds are all much used on summer gowns and add that touch of quality so much to be desired in women's wear.

### Simple Models for the Children.

Soft white voile or batiste is very pretty made into one-piece frocks gathered at the neck in front and with long or short sleeves. Linens also in white or blue make serviceable and pretty dresses. These can be made with a box plait in front and wide tucks over the shoulders. White or colored leather belts make an excellent finish for such dresses.

### A Front Porch Vacation.

*Ethel Kapy.*

For the great majority of us, a wishing carpet on our own front porch must be our summer vacation. This, though, is not to be despised; you can go far afield with a good book. Who can resist a good, entertainingly written travel book? The names of out-away places always have a magic ring in our ears.

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"In the Strange South Seas," by Beatrice Grimshaw, fits all requirements. It is well written, humorous and most entertaining. Mangaia, the island of the stairs, Samoa, Tahiti, all are there for us to explore. It is well worth your while.

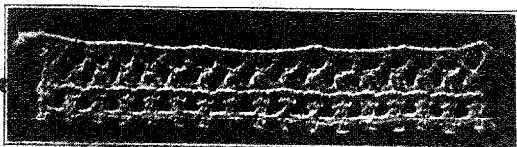
With the Williamson books, the whole world is laid before you. "The Golden Silence," a fascinating story of Egypt and the Desert of Sahara; "The Heather Moon," an automobile ride through Scotland, with the purple of the heather on the moors; and their latest one, "It Happened in Egypt," a trip down the Nile and through the temple country.

For a good, all-around story to make you forget the heat, there is "The Fortunate Youth," by William J. Locke, with the scene laid in England and his same charming characters. It is one of those satisfactory tales that ends "happily ever after." "T. Tembaron," by Mrs. Frances Burnett, is another well-written story of New York and England. T. Tembaron is a marvel of slang, which really makes him the more likable.

A new writer with the graphic style of Kipling, Talbot Munday, has written "Rung Ho!" an East Indian story of an uprising of the natives. It is very well written and you live with the story to the last word. There are a lot of good books written about that side of the world. "The Way of an Eagle," by Ethel M. Dell; "Routledge Rides Alone," a story of a war correspondent during the Russo-Japanese war, by Will Levington Comfort, a war correspondent himself. All of his books are well worth reading—"The Road of Living Men," a South American story, full of adventure and impossible situations, but nevertheless entertaining.

There is a never-ending list—"Quced," by Henry Sidnor Harrison; "Sandy," by Crockett; "The Wood Carver of Lympus," by Mary Waller, and her new book, "From an Island Outpost, Nantucket," a book of every-day philosophy, all hold your attention. All of these books I can personally recommend for I have read them myself. Try substituting a library card for a railroad ticket and you will find you can travel round the world.

From the Book of Fancy Work Designs.



No. 12. Towel Edge.

Double across end of towel.—Turn.

Second Row—Five chains.—fasten in every third double.—Repeat across.—Turn.

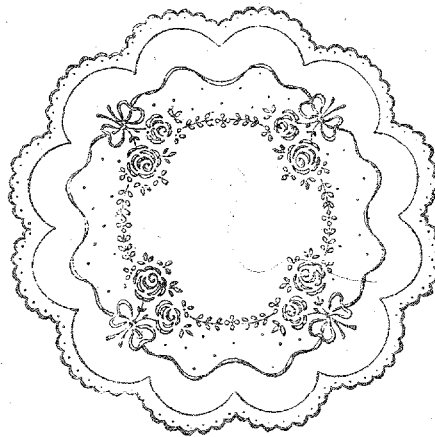
Third Row—Two chains.—two trebles.—fasten into the center stitch of the five chains.—three trebles in the center stitch

of the five chains.—Repeat across.—Turn.

Fourth row—Two chains.—one treble in the next stitch leaving two loops on the hook.—treble into next stitch, casting the last loop through the preceding loops.—two chains.—one treble into next stitch leaving two loops on the hook.—treble into next stitch leaving one loop.—treble into the next leave a loop.—cast off the four loops and to each cluster should be three trebles with four loops on the hook.—fasten the four loops together and start out with two chains.

Repeat treble cluster.—Turn.

Fifth Row—Over the two chains make three doubles with a picot over the top of the cluster of trebles.



A Very Pretty Centerpiece.

This centerpiece design is very attractive, with dotted scallop edge and inner scalloped borders, all of which are buttonholed. The roses, bow-knots and dots are worked solid. Leaves in eyelet stitch.

#### Good Things to Eat.

*Strawberry Jam.*—Take measure for measure of strawberries and sugar, cooking forty minutes, without adding any water. Put this into glasses and place in the sun for two hours. This preserves the flavor of the fruit and the strawberry is also kept whole.—E. K.

*Orange Marmalade.*—Shave one orange, one lemon and one grapefruit very thin, rejecting all seeds and cores. Measure the fruit and add three times the quantity of water. Let it stand in an earthen dish over night, and in the morning boil just ten minutes. Let stand another night and the second morning add pint for pint of sugar. Boil until it jellies into a limpid mass with the strips of fruit well defined. Stir as little as possible. The cooking will take about two hours. This will fill twelve glasses.—E. K.

*Oatmeal Cookies.*—One cup of sugar, three-fourths cup of butter, two eggs, two cups of flour, two cups of oatmeal, two spoonfuls of cinnamon, one spoonful of cloves, pinch of salt, one cup of nuts, one-half box of raisins, one teaspoon of soda in one tablespoon of milk.

Mix the butter and sugar together, then add the eggs, stirring in the milk, then the rest of the ingredients. Drop with spoon onto greased paper and cook in a quick oven.—E. K.

*Bran Gems.*—One pint of bran, one-half pint flour, one pint of milk, six tablespoons molasses, one teaspoonful soda, and one of salt. Mix bran, flour and soda together, then molasses and milk. Put all into gem pans and bake well. This quantity makes fourteen gems.—S. I. R., Chicago.

*Devil's Food Cake.*—Cook to a cream, but do not boil, one square of chocolate (or one-half cocoa) one half cup sweet milk, one yolk of egg well beaten, add tablespoon shortening, when cool add one cup sugar, one-half cup sweet milk, one-half teaspoon soda dissolved in milk, one teaspoon baking powder, sifted in one-half cup flour.

*Blackberry Pudding.*—Three cups flour, one cup molasses, one-half cup milk, teaspoon salt, pinch of cloves and cinnamon, teaspoon soda dissolved in a little of the milk. Stir in a quart of berries, floured, and steam in a well buttered mold two hours. When cold turn out and serve in slices with cream.—A. R. H., Waukesha.

*Bean Salad.*—Three cups prepared beans, one cup of crisp, finely minced celery, one tablespoon of minced onion boiled; salad dressing as needed. Use boiled and drained cold wax beans. Mix all ingredients lightly with two forks, then season with salt and paprika to suit taste. Heap on dish lined with lettuce leaves or garnish with some of the ends of the celery.

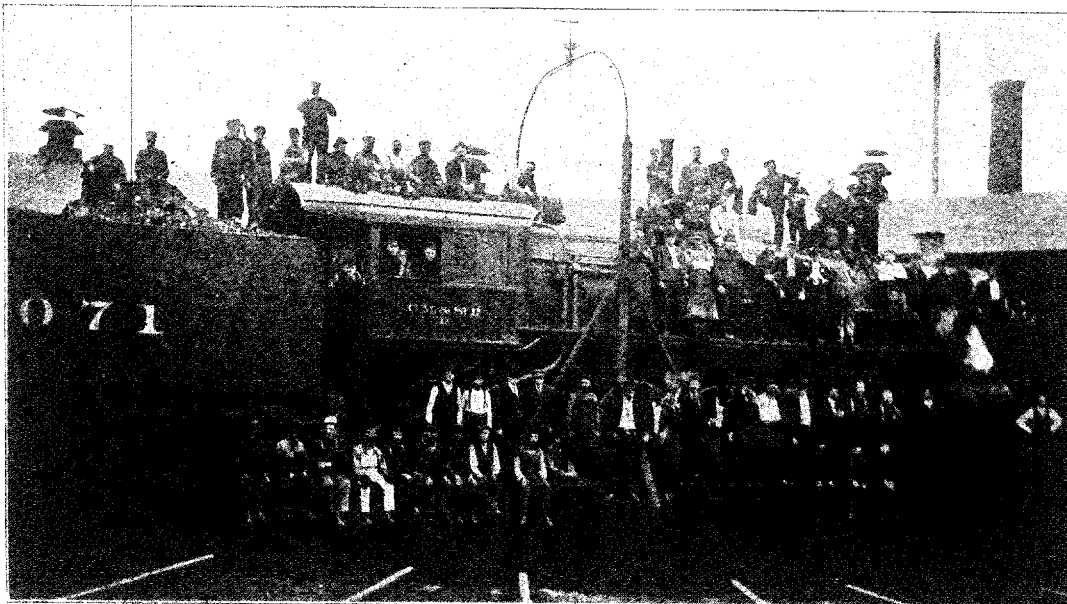
*Cinnamon Buns.*—Set the sponge of following ingredients the night before, or very early in the morning: One cup milk, three-eighths cup sugar, one egg, one-fourth teaspoon salt, one-fourth yeast cake at night (or one-half if in the morning) one-fourth cup luke warm

water, two cups flour. When this sponge mixture is very light add flour to make a stiff dough, knead until it becomes elastic, and let rise until very light again, then work down until all gas bubbles are broken, roll out one-fourth inch thick and spread with following mixture. One-half cup butter (softened), one cup cleaned currants, two tablespoons cinnamon, one cup brown sugar. Roll up as in making jelly roll, cut in slices one inch thick and place in greased muffin tins with cut ends up and down. When light bake in oven for forty-five minutes. (Very good.)

*Graham Bread.*—One quart of graham flour, one quart of white flour, one yeast cake, one and one-half teaspoonfuls salt, one-fourth cup brown sugar and one quart of milk. Scald the milk and pour it over the sugar and salt; when luke warm stir in the flour and the yeast, which has been dissolved in warm water. Beat hard and let rise in the pan till spongy. This is a dough which does not stiffen enough to knead. It simply requires a thorough stirring and beating. Put into greased pans to raise and bake in an oven which is hot at first, but cool during the later part of the baking process. (Very good.)

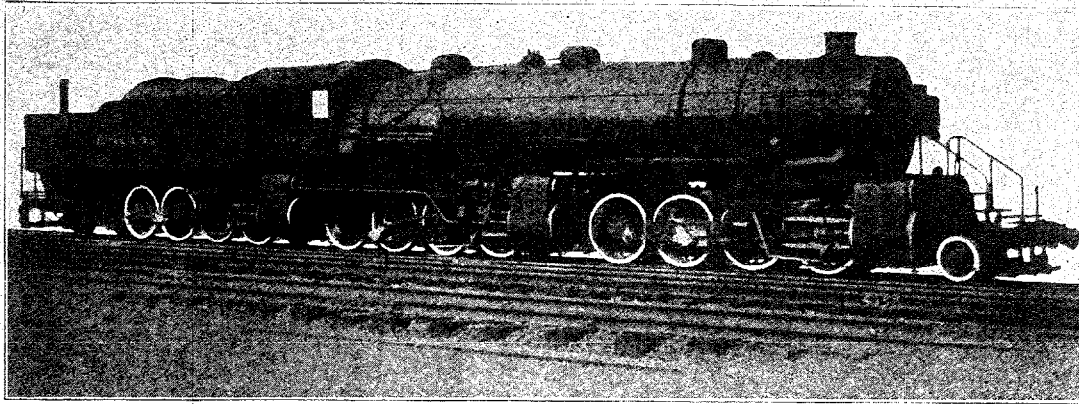
*Luncheon Rolls.*—Two cups of sifted flour, one-half cup milk, one tablespoonful of butter, one teaspoonful of salt, two of sugar and one yeast cake. Dissolve yeast in lukewarm milk, add sugar and salt, then add butter, melted. Stir milk into flour gradually. Give the dough a hard kneading, adding sufficient flour to make it soft. Cut and form into rolls; place in buttered pans. Set in warm place to rise and bake in brisk oven.

*Lemon and Raisin Pie.*—One cupful chopped raisins, juice and rind of one lemon, one cupful sugar, one teaspoonful corn starch. Boil mixture ten minutes, bake between double crusts.



Round-House Force, La Crosse, Wis.

## Mechanical Department



The Most Powerful Pusher Locomotive Ever Built.

### Triplex Articulated Locomotive, Erie R. R.

The Erie Railroad has just installed a new monster pusher engine on its Susquehanna, Pa., grade, and the following descriptive article, together with a picture of the Matt H. Shay, is reprinted from the *Railway Review*:

The Baldwin Locomotive Works has recently completed, for the Erie R. R., a locomotive for pusher service, which develops a tractive force of 160,000 pounds, and is by far the most powerful unit yet built. This capacity is secured, not by using excessive wheel-loads or a rigid wheel-base of unusual length, but by placing driving-wheels under the tender and thus making the weight of the latter available for adhesion. In heavy grade work especially, the weight of the tender detracts materially from the net hauling capacity of a locomotive of the usual type; while in this case, the tender is used as a means for increasing the hauling capacity.

The wheel arrangement is 2-8-8-8-2, the third group of driving-wheels and the rear truck being placed under the tender section. The six cylinders are all of the same size, two acting as high pressure and four as low pressure. The two high pressure cylinders drive the middle group of wheels. The right-hand high-pressure cylinder exhausts into the two front cylinders, and the left-hand high-pressure cylinder exhausts into the two rear cylinders. This arrangement is therefore equivalent to a compound engine having a ratio of cylinder volumes of one to two.

The boiler has a conical connection in the middle of the barrel, and is fitted with the Gaines type of furnace. The firebox has a total length of 13 ft. 6 in., and of this the grates occupy 10 ft. A combustion chamber 54 in. long extends forward into the boiler barrel, and the tubes have a length of 24 ft. 0 in. The brick arch is supported on six  $3\frac{1}{2}$  in. tubes; and heated

air is delivered under the arch by seven 3 in. pipes which are placed vertically in the bridge wall. There are two fire-doors, placed  $32\frac{1}{2}$  in. between centers, and a Street mechanical stoker is applied.

The barrel of this boiler measures 94 in. in diameter at the front end and  $102\frac{1}{8}$  in. at the dome ring. The center line is placed 10 ft. 7 in. above the rail. The circumferential seams are triple riveted, while the longitudinal seams have sextuple riveted butt joints, which are welded at the ends, and have an efficiency equal to 90 per cent of the solid plate. The dome is of pressed steel, 33 in. in diameter and 13 in. high. It contains a Chambers' throttle, which is connected with the superheater header, in the usual manner, by an internal dry pipe. The superheater is composed of 53 elements, and is the largest ever applied to a locomotive, the superheating surface being 1,584 sq. ft. The header is divided, separate castings being used for the saturated and superheated steam sections. The front end contains a single exhaust nozzle, with a ring blower. The size of the nozzle can be varied by a simple adjusting device placed outside the smoke box. The stack is 22 in. in diameter, and it has an internal section which extends down to the center line of the boiler.

The superheated steam is conveyed to the high-pressure cylinders through outside pipes, and the high-pressure distribution is controlled by 16 in. piston valves, arranged for inside admission. Similar valves are applied to the low pressure cylinders. These valves are all driven by Baker gears and the three sets of motions are controlled simultaneously by the Ragonet power reverse mechanism. All six cylinders are cast from the same pattern, and the valve motion and driving gear details used with the three groups of wheels are as far as possible interchangeable. A large number of these details also interchange with those of the heavy Mikado



type locomotives in service on this road.

The pipes connecting the high and low pressure cylinders are constructed like the flexible pipes in a Mallet locomotive. The high pressure cylinder saddle has cored in it two passages, one of which conveys the exhaust from the right-hand cylinder to the front receiver pipe, while the other conveys the exhaust from the left-hand cylinder to the back receiver pipe. The front cylinders exhaust up the stack in the usual manner, while the exhaust from the rear cylinders is discharged up a pipe placed at the back end of the tank. Between the rear cylinders and the exhaust pipe is placed a feed-water heater, through which the exhaust steam passes. The heater consists of a long drum, traversed by small tubes. The drum has connection with the tank through a suitable valve, and the exhaust steam passes through the tubes. The hot feed from the drum is forced into the boiler by two pumps, which are driven from the cross-heads of the high pressure engine. Two injectors are also used, and they draw cold feed-water from the front end of the tank. The pump and injector checks are placed on the top center line of the boiler near the front end.

The trial trip of this locomotive was made over the Baltimore & Ohio Railroad, from Baltimore to Philadelphia, with a train of 55 coal cars, containing 4,012 tons. She left Baltimore at 6:10 a. m., arriving in Philadelphia at 4:30 p. m. She has since been delivered to the Erie for regular pusher

#### Train Handling.

*Hugh Ross, Engineer, T. M. Div.*

I have seen nothing, as yet, in The Magazine, in regard to train handling, or any hints as to handling a long freight train successfully. So I thought I might get the other fellows' ideas by writing a little myself. I have been experimenting along that line for some time and I find that the old school of braking does not work out successfully on those long trains, so I have been going contrary to the old way; for instance, when going down grade, or slowing up for a rough spot in the track or just braking a train down a hill, I find by working steam a little so as not to have my engine or tender brake set at all that I have the best results.

I got that idea from a conductor pulling the air from the caboose. When working right along as usual on an up-grade or on the level he will not pull out a drawbar or break a knuckle in the train once in a great many times. I don't mean to state that a drawbar can't be pulled out by using this method of braking, but I believe it will lessen the number of break-in-twos and will cause fewer jerks and severe shocks. The

principle in this is to keep the train stretched out all the time until the brakes are set throughout the train; for where there is no slack there is no jerk. I find I can slow a seventy-car train down enough to let the brakeman get on after closing a switch behind him, and he will not have to be a foot-racer, either. Don't try this way when you are on short time, or in a passenger train's way.

The engine I am working on has two-way cocks, one on the engine and one on the tender, in place of the spring bleed cocks, and it has the New York 03 brake.

I would like to hear from someone else along this line.



At the annual convention of the American Railway Master Mechanics and Master Car Builders Associations, held at Atlantic City, from June 10 to 17, the staff artist of the Railway Age Gazette snapped Assistant Superintendent of Motive Power J. F. De Voy on the street in Atlantic City, and caught Master Car Builder J. J. Hennessey

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on the boat with Mr. M. K. Barnum, general mechanical inspector of the Baltimore & Ohio Railroad.

#### The Locomotive.

Steel of steel, whose wondrous might  
Hurls us onward through the night,  
Swifter than the eagle's flight,  
May the Master guide thee right.

Though with care, thy parts are wrought  
From the past, our lessons taught—  
Paid in lives, and dearly bought,  
Patiently thy ills are sought.

Many times thy pistons turning,  
As the miles thy heels are spurning,  
Space and time are with thee burning,  
Gone forever—ne'er returning.

Faster, faster, show thy might,  
Madly rushing through the night,  
Signal tower and beacon bright  
Set to guard thee in thy flight,  
May thy Master guide thee right.

—Contributed to *The Magazine* by H. K. A.

#### A Railway Employees' Club at Montevideo.

About three hundred employes of the H. & D. Division have organized a Railroad Men's Club for the purpose of further cooperation between employes and company. The following from the agent at Montevideo, a veteran in the service, relative to the purpose of the new organization, and

the widespread and growing influence of *The Magazine* will be read with interest:

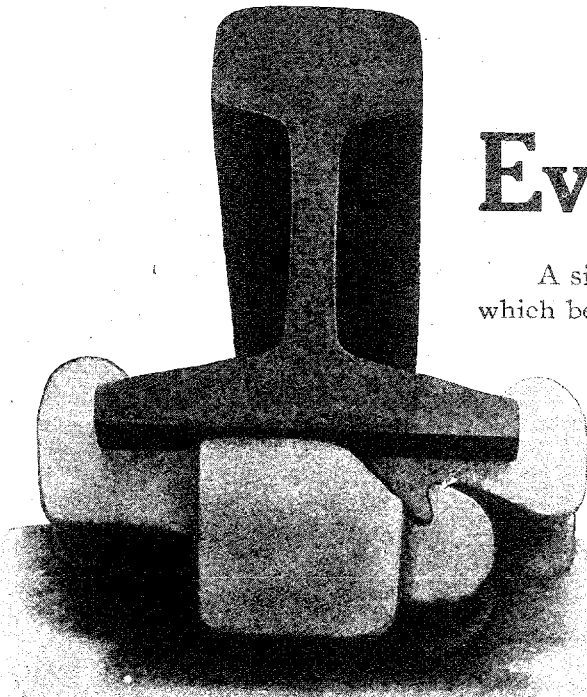
In reading the Milwaukee Railway System Employees' Magazine one cannot but be impressed with the spirit of loyalty, co-operation and fidelity to mutual interests which seem to prevail.

During thirty-one years' service with the company I have never seen employes in general taking so much interest in questions affecting the earning power of railroads as at the present time. This, I believe, is due to the "Get-Together" spirit promoted by the Safety First and Get Together meetings inaugurated on the Milwaukee System and largely by the generous circulation of the Milwaukee Railway Employees' Magazine. As an outgrowth of these conditions the Railway Employees' Club of Montevideo has been organized with over two hundred names on the membership lists, and a prospective membership of about three hundred.

Some of the objects of this club are to promote a more cordial feeling by the public at large towards public service corporations by extending every courtesy due them as our patrons, and to improve ourselves in the knowledge of all rules and regulations governing the service and by judicial action endeavoring to give our united support to fair-minded men who are candidates for public office.

This all has been accomplished in one month's time, the move being entirely voluntary on the part of the men and approved by our local officials on the division.

Our organization has already attracted attention and it is our opinion that a firm and steadfast movement along these lines by all railroad employes can not but result in better conditions. The Railway Employees' Magazine is read with much interest by all employes on the H. & D. Division, and we would like to have you publish the proceedings of our club meeting.



## In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.

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**COMPANY**

New York, Chicago, Denver,  
San Francisco, Montreal

**P. & M. Rail Anti-Creepers**

# Safety First

*A. W. Smallen, General Chairman.*

## Items From the Safety Bureau

The Chicago, Milwaukee & St. Paul Ry. Safety First Bureau is pleased to announce that there was almost a 16 per cent reduction in injuries in the month of May, 1914, over the corresponding month of 1913, and if every employe will lend all the assistance possible and practice Safety First continually, there is no reason why we can't show a much larger reduction in the ensuing months.

Do not lean beyond the line of cab or car without exercising care to avoid being struck.

Do not sit or stand between the cab of an engine and apron or chute of coal dock while coaling an engine.

Tenders of engines must not be loaded so that coal will roll off.

Do not let the squirt hose hang out of the engine cab.

Do not start injector when liable to scald someone.

Trucks on station platforms must be properly secured or locked and with handles hooked up.

Do not stand within swing of tools in the hands of other workman, or in front of rivets, nuts or bolts being chiseled off.

See that gang planks are in good condition and secured, so that they will not skip in trucking over them.

The American Railway Safety Association meeting at the Bismarck Hotel in Chicago, July 16, 1914, was held for the purpose of electing permanent officers and transacting whatever safety news there was to be brought before that organization. The members who answered present at roll call were:

- A. A. Krause, Missouri, Kansas & Texas.
- Isaiah Hale, Santa Fe.
- M. A. Dow, New York Central.
- H. A. Rowe, Del., Lack. & Western.
- J. D. M. Hamilton, Santa Fe.
- J. L. Nichols, B. & O. Chicago Terminal.
- E. R. Scoville, B. & O.
- C. H. Blakemore, Norfolk & Western.
- E. M. Switzer, C., B. & Q. Ry.
- J. M. Guild, Union Pacific.
- N. D. Ballantine, C., R. I. & P.
- C. J. Wymer, Chi. Belt & C. & W. I.
- R. S. McKeough, Elgin, Joliet & Western.
- L. F. Shedd, C., R. I. & P.
- H. F. Lane, Rep. Railway Age Gazette.
- A. W. Smallen, C., M. & St. P. Ry.

The permanent officers elected for the ensuing year were:

- A. W. Smallen, chairman.
- Isaiah Hale, vice chairman.
- L. F. Shedd, secretary and treasurer.

Those appointed on the Executive Committee were:

- J. D. M. Hamilton, chairman.
- N. D. Ballantine.
- W. L. Wilson.
- A. A. Krause.
- E. R. Scoville.

Those appointed on the Publicity and Entertainment Committee were:

- J. M. Guild, chairman.
- R. S. McKeough.
- Isaiah Hale.
- M. A. Dow.
- C. H. Blakemore.

Meetings are to be held semi-annually on the second Tuesday of May and the second Tuesday of November, the next meeting to be held in Chicago.

The organization at present has a membership of thirty-one, made up of the largest railroads of the United States, and also has several applications from smaller roads for membership.

Mr. J. D. M. Hamilton of the Santa Fe and also a member of the Executive Committee, addressed the meeting in his typical and characteristically convincing manner, touching pointedly upon the importance of officials seeing that all applicants for employment come up to a certain proper standard. He advocated careful scrutiny of the applicant and careful watching over him after he became employed, that he fulfill his every obligation and be able to perform the services required of him, and for which he is compensated.

The Interstate Commerce Commission has issued accident bulletin No. 50 regarding collisions, derailments and other accidents resulting in injury to persons, equipment or roadbed, arising from the operation of railways used in Interstate Commerce. This bulletin covers the last quarter of 1913, and clearly indicates the results which have been obtained in the now universal "Safety First" movement, which began active work only a few years ago. The statements of the killed and injured are taken from the monthly reports made by the railroad companies under oath to the Interstate Commerce Commission. None of the employes involved in any of these accidents was on duty contrary to the provisions of the hours-of-service law.

All kinds of accidents to passengers are reported, but accidents to employes resulting in slight injuries which do not prevent them from performing their accustomed services for more than three days in the aggregate during the ten days immediately following the accidents, and accidents to "other persons" resulting in slight injuries by which they are not incapacitated (or

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so injured as to be prevented from following their customary vocations) for more than one day, are not reported.

The total number of persons killed the last quarter of last year was 2,792, which compares favorably with the statement of the third quarter of last year and the corresponding (last quarter) of 1912, when the total casualties were 3,173 and 2,967 persons respectively. Total injuries during the last quarter of last year numbered 50,776 persons.

Accidents to persons resulting in immediate death, or in death within twenty-four hours from the time the accident occurred, are reported as "killed." All other accidents to persons, including those resulting in death of the persons injured after an interval of more than twenty-four hours from the time the accident occurred, are reported as "injured." Accidents are not required to be reported if they do not cause either death or injury to any person or damage to property in excess of \$150, including cost of clearing wrecks.

In certain tables of the commission's bulletin passengers are assigned among three classes, of which Class A includes all ordinary passengers; Class B, passengers traveling on freight trains, and Class BB, persons who are customarily carried on trains under special arrangements, such as postal clerks and express messengers, employes on Pullman cars, newsboys, livestock tenders and men in charge of freight.

Copies of the report may be obtained by addressing George B. McGinty, secretary Inter-State Commerce Commission, Washington, D. C.

On May 30, 1914, the Missoula Division Safety Committee and the Deer Lodge Shop Committee met in the office of Supt. F. E. Willard, the following members being present:

- F. E. Willard, superintendent.
- J. P. Phelan, chief dispatcher.
- H. M. Grimes, roadmaster.
- H. M. Geelhart, roadmaster.
- H. F. Achenbach, carpenter.
- G. E. Davenport, conductor.
- Martin Carrol, brakeman.
- L. W. Pratt, fireman.
- W. H. Glover, operator.
- P. J. Cummins, section foreman.

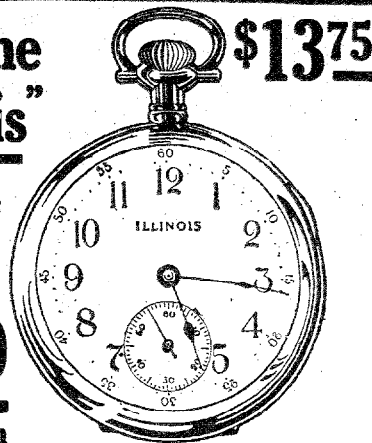
After Supt. Willard read the minutes of the previous meeting, the attention of the employes operating gasoline track cars was called to the danger where dogs were liable to come out and get on the track in front of such cars, causing a derailment. That extra care should be taken, all agents, section and extra gang foremen who have dogs, were instructed to keep them chained or dispose of them.

Baggage and expressmen were notified to be more careful in throwing off large packages, supplies, etc. The matter was taken up with the express company as well as the general baggage agent, and several cases were cited where employes and outsiders

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"Illinois"**

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I have enough more of these watches to satisfy all who order promptly. Be one of those to profit this time, sure.

*Arthur Spiegel*  
Pres't & Gen'l Mgr.

Here's the chance for everyone, no matter what his income or financial condition may be, to own a really fine timepiece. Think of a genuine "Illinois" made by the Illinois Watch Co., of Springfield, Ill. 17-jewel movement, 20-year gold-filled case, and only \$13.75, on easy credit terms of \$1.15 a month.

**17 Fine Jewels.** The movement is the highest type known, containing 17 jewels, which means perfect running qualities. Will give as good service as the highest-priced watch.

**20-Year Gold-Filled Case** is a beauty, made in open-face style, with handsomely engraved back. It is warranted for 20 years. Being screw back and bezel, it is dust-proof.

**Guaranteed 25 Years.** We send you a certificate with this watch that positively guarantees it for 25 years' service. Think of a watch sold for only \$13.75 that is guaranteed for almost a lifetime of usefulness. No watch selling for \$100 or more is any more perfect timekeeper. Ask anyone who knows watches.

**Big Jewelry Book FREE**

In our special jewelry catalog are many other styles and sizes of high-grade watches, also some wonderful diamond and jewelry values, all sold on credit. You should have this book, because we can save you money on all jewelry.

**Tear Off This Blank and Mail**

**Good 30 Days** We cannot deliver this watch to cities of over 100,000 population

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I enclose first payment of \$1.00, for which send, express paid, the 17-jewel Illinois Watch No. D4FE27, described in your advertisement. If I keep it, I will pay \$1.15 each month until \$13.75 has been paid. If I return it within the 30-day trial period you are to send me back my \$1.

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3220 Wall St., Chicago (725)



have been injured through the careless throwing of baggage, mail sacks and other articles while trains are in motion.

General Foreman S. S. Koehler reported that the men in the pipe shop called his attention to the electric light wires leading from power house to Mr. Campbell's office. Some of the clamps were broken, allowing the wires to sag and rub on steel pipe. Same was immediately repaired.

The Shop Committee reports that all suggestions reported from the shops at the meetings previous to this one have been taken care of. They report unusually good results in that there were fewer accidents in the month of May than in the month of April. After several good and interesting talks were made by committeemen, the meeting adjourned to be called again in June.

On June 5 the regular monthly Safety First meeting of the Musselshell Division was held in the office of Supt. Spencer, the following members being present:

Spencer	Dow
Murray	Allen
Ellingson	Feeley
Hollister	Maile
Sandahl	Tanner
Rivers	Veitch
Olson	Doherty
Weidman	Kennedy.

Wm. Frie, bridge and building foreman, was elected to fill the unexpired term of C. E. Joyce. Mr. A. O. Veitch was appointed in place of Mr. F. D. Campbell, who was transferred to the Trans-Missouri Division, and is now a member of the Trans-Missouri Safety First Committee.

Roadmasters Allen and Olson report that the suggestion made at a previous meeting regarding cattle guards has been taken care of, and the cattle guards have been moved back from switches a safe distance.

The matter of boys jumping on trains in the Miles City yard was brought up again before the Safety First Committee and members were requested to report to their superintendent the names of boys jumping on trains so that he may be able to take it up with their parents in the hope that they would find some way to prevent the boys playing at such a dangerous game.

Just before the meeting adjourned, it was suggested that a copy of the proceedings of each Safety First meeting held on the Musselshell Division be sent to every committeeman of that division.

The meeting then adjourned to be called again the first week in July.

On June 12 the Division Safety Committee meeting of the River and I. & M. Divisions and Twin City Terminals was held in Room 8 of the Milwaukee Station at Minneapolis at 1 p. m., immediately following a committee luncheon. The following members answered present at roll call:

W. J. Thiele, supt.	E. Johnson
L. T. Johnston	M. McShane
M. T. Skewes	T. V. Robinson

Jno. Ostrum	M. Caton
Jno. Wagner	W. F. Cody
Jno. Flemming	H. Bushman
A. Hendricks	C. C. Terry
Jno. Maitland	R. C. McGrevy
H. G. Dodds	P. C. Gannon
B. J. Rice	M. T. Mayer
E. W. Dutcher	
G. A. Van Dyke, Supt. Terminals.	

Supts. Van Dyke and Thiele presided, and after calling on each individual member, their remarks indicated that there had been a great improvement in all things pertaining to Safety First. For the information of the committeemen, the secretary read a letter written by the superintendent to the agent at Montgomery pertaining to the use of bicycle on our tracks by a school teacher whose school was about four miles from our station, and it was explained that the practice of using bicycles, velocipedes or handcars by outside parties was strictly prohibited, and that every case where parties were found using same should be reported to the superintendent at once.

A good suggestion made by Conductor Dodds was that trains carrying signals should be required to whistle when passing the caboose of other trains so that the attention of the trainmen, as well as of the enginemen, would be called to the fact that signals were being carried. It being suggested that it would affect the entire system, the matter was recommended to the General Committee for their approval.

Agent E. W. Dutcher said that there were a great many little things about a station in every-day work which might easily result in a more or less serious accident, and which could easily be avoided with a little care and thoughtfulness on the part of each man. He mentioned particularly the practice of walking on tracks, passengers standing on platforms too close to tracks, crossing tracks without first looking in both directions, etc.

Division Freight and Passenger Agent Cody of Mason City was present and gave an unusually interesting talk, bringing to mind forcibly that every man is his brother's keeper. Mr. Cody was quite pleased to know that there were still a few men who were rather skeptical as to the intention and the results of the Safety First movement, as he stated that a little opposition was the best incentive for men to work, and that he believed the fact that committeemen found it necessary to meet the arguments of the doubters helped to create more enthusiasm.

The meeting adjourned at 2:55 p. m. so that out-of-town members might reach their homes on the afternoon train.

On June 20 the Twin City Terminals Safety First Committee met in the office of Supt. Van Dyke, the following members being present:

C. Beckstrom	J. Cosgrove
J. Hafner	G. A. Brewster

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J. E. Boucher  
J. O'Brien  
F. E. Rice

C. Lind  
R. H. Roers  
Wm. Allen.

During the meeting, some fifteen good suggestions were made, and especially one where it was reported that switchmen in both the St. Paul and Minneapolis yards very frequently climbed over drawbars to raise pin-lifters while the cars are in motion. This is an unusually dangerous practice, and switchmen should wait until cars are stopped before attempting such work. Yardmasters have been instructed by the superintendent to issue instructions to discontinue this dangerous practice, and secure an acknowledgement from all foremen.

Supt. Van Dyke closed the meeting by reading the minutes of the previous meeting, which were approved by the entire committee, a vote of thanks being given to the company for their prompt attention to the suggestions made by them, which is not only a means of saving property and equipment, but best of all, has been a means of preventing a great deal of unnecessary suffering through injuries.

On June 26 the regular monthly Safety First meeting of the Rocky Mountain Division was held in the office of Supt. Murphy. Trainmaster Wilkins acted as chairman in the absence of Supt. Murphy, and the following members answered present at roll call:

A. H. Wilkins	G. T. Spaulding
H. C. McCarthy	A. R. Trout
C. I. Burt	E. T. Smith
T. A. Hindman	Leo Kuballo
J. W. Ross	Alex Campbell.

One of the good suggestions that were offered at this meeting was from Car Foreman Burt, who stated that it had come under his observation that section and gang foremen were in the habit of using handcars after hours, and that he had observed one case where a serious accident was narrowly averted. Instructions were immediately issued to roadmasters to see that handcars and motor cars are kept under lock and key after work hours.

Several interesting talks were given by the different committeemen, and there being no further suggestions the meeting adjourned until July.

On June 29 the monthly Safety First Committee meeting of the West I. & D. Division was held in the office of Asst. Supt. C. A. Anderson, who presided as acting chairman. The following members were present:

S. M. Grunlund	Chas. Griffin
Wm. Rollinson	Ed. Wright
P. H. McGrath	Ed. Love
H. R. Drum	M. C. Corbett.
Chas. Alexandria	

Chairman Anderson asked the committeemen if all recommendations brought up by them at previous meetings had been taken care of, and the committeemen advised him that everything was taken care of ex-



## Bobby's First Long Pants

It's a big day for Bobby—For now his first long pants have become a reality.

With a spirit of pleasurable anticipation he has awaited this package—this particular shipment from Montgomery Ward & Company. For Bobby is of a Ward family. A family that traded with Montgomery Ward & Company four decades ago.

And it was just as much of an epoch-making day for Bobbie's father when he received *his* first shipment from the house whose purpose is *to serve its patrons*, fairly and squarely.

For down through all these years, this policy has ever been maintained—this attitude of fairness never deviated from—this practice of giving a full dollar in value for a dollar in cash.

That's why this and thousands of other families have purchased their household supplies and luxuries from the house of Ward; that's why Montgomery Ward & Company have grown, in forty years, from a small beginning to a glorious maturity.

Glance through the mammoth Montgomery Ward Catalogue today. Nothing that a home can need or a heart can wish is missing.

As you turn the pages of this wonderful book, you can be assured that every representation of every article, by print or picture, is just as exact and true to type as the honesty of writer and genius of artist can make it.

Have you this wonderful book in your home? This book whose mission is to truthfully represent the world's finest merchandise.

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cept the derailing point to be operated in connection with the pontoon at Chamberlain, S. D. Also, the culvert at the end of platform at Scotland, and the matter of an ordinance to prohibit trespassing of the public through Mitchell yards. The chairman advised the committee that the matter of a derailer at Chamberlain was now under discussion and he expected to hear from it in the near future, and the matter of the culvert at Scotland, the assistant superintendent reported the material had been ordered and authority for expense approved and the culvert will be put in as soon as the material arrives.

A suggestion was made by Chas. Griffin that one of the tell-tales at the East end of the Tuscan bridge is out of order, and Chief Carpenter Drum was notified to correct the matter immediately.

It was also reported that the trainmen's view at the east end of Chamberlain yard is obstructed by trees on north side of track and interferes with the view of switches and targets while switching. Roadmaster P. McMahon was instructed to give this matter immediate attention.

The meeting adjourned at 4:50 p. m. to be called again during the last week of July.

A meeting of the Milwaukee Terminals Safety Committee was held in the Merrill Park depot at Milwaukee on June 30, 1914, at 8 p. m. and the following members of the committee were present:

W. B. Hinrichs, chairman	
W. O. Davies	Chas. Tuft
A. M. Anderson	E. A. Brown
C. Lundberg	D. L. McAuliffe
H. Eggert	J. Schneider
E. F. Rummel	J. Sullivan.
J. B. Riley	

Many good suggestions were made and interesting topics were discussed at the meeting, such as the working of the emergency air brakes, etc., and the members all felt that it was well worth their while to be present at such an instructive and interesting meeting.

On July 16 a General Safety meeting of the Southern Minnesota and I. & M. Divisions was held at Austin, Minn., and particulars will appear in the next edition of this magazine.

On July 24 a General Safety meeting of the Trans-Missouri Division will be held at Marmarth, N. D.

On July 27 a General Safety meeting of the Columbia Division will be held at Othello, Wash., and further report of this meeting will appear in the next issue of this Magazine.

On June 24 a general meeting of the Coast Division and Tacoma shops was held at Eagle Hall, Tacoma, for the purpose of discussing Safety First and the election of new committeemen. About 300 railroad men and their families were present when Supt. Richards called the meeting to order.

The election of committeemen was taken up first, followed by a lengthy address from Supt. Richards on the progress made on the Coast Division and in the Tacoma shops since the inauguration of the Safety First movement, stating that unusually good reductions had been made in the number of accidents.

Mrs. Carpenter Kendall was then called on by Chairman Richards for an address on The Magazine, and from the remarks she made and the applause she received, there was no doubt that she had made a lasting impression upon everyone who was present, regarding the value of the Chicago, Milwaukee & St. Paul monthly magazine to the employe and his family.

The next on the program was a reel of moving pictures, furnished for the amusement of the employes, and this was followed by some fifty stereopticon slides on the right and wrong way of railroad men performing their duties, showing especially how easy even old, experienced employes might be injured unless they practiced the safe way. The pictures, which lasted about an hour, were described by A. W. Smallen of Chicago.

The meeting closed with another set of moving pictures showing the different spots of interest in some of our largest cities.

Just before the close of the meeting Supt. Richards called on each newly appointed committeeman to express his opinion on the Safety First movement, and each one of them assured the superintendent that it was something that the railroads should have adopted years before they did, and that they would do everything in their power to improve and help make the working conditions safer by insisting upon employes in the crafts that they represented taking no chances.

The meeting adjourned at 10:45 p. m.

#### Obituary.

The many friends of Mr. A. Dallas, master mechanic, Des Moines shops, were very much grieved when they learned of his death, which occurred at his home, at 1807 High street, Des Moines, Iowa, on Friday, June 19, 1914, after an illness of a few weeks. Mr. Dallas was born in Glasgow, Scotland, on February 20, 1856. Sixteen years ago he became master mechanic for our company at Des Moines shops, a position he held till the time of his death. He is survived by the widow, five daughters and one son and two brothers and a sister, who reside in Denver, Colo. At the funeral, which was held Sunday, June 21, more than five hundred of the railroad men with whom he had worked, many of them the men who had been employed under him in his sixteen years' service with our company and the Des Moines Union Railway Company, marched past the casket, each bearing his tribute of flowers to the memory of the deceased. In his work he was constantly lending a hand to some fellow member, giving employment to some poor man who was in need and helping him to get a foothold again. All who came in contact with him felt the influence of his cheery, kindly spirit and scarcely one of the hundreds who bowed reverently before his casket but had his tale of some helpful deed which the deceased had done for him. He was a member of the Odd Fellows, Knights of Pythias and the Masons.

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**North La Crosse News.***H. J. Bullock.*

Mr. Fred Fluickeger will soon depart to Northern Pacific Ry. points to demonstrate the Madden three-man rail laying machine.

Telegrapher P. L. Jones has been assigned to third trick at Bangor and Mr. Smith as third trick on Black River draw office.

Mr. P. M. Garvey of the sleeping and dining car department transacted important business here recently in connection with the movement of soldier specials.

Train Dispatcher N. A. Meyers of the La Crosse Division gave us a pleasant call while on his vacation.

Dubuque Train Dispatcher E. J. Crawford, familiarly known among the "boys," gave us a pleasant visit recently while on his vacation.

Yard Clerk "Peggy" Oliver is the proud father of a girl baby, born July 4. Peg says he is going to name it "Sunbeam."

Master Mechanic H. M. Hauser has a remodeled and very neat office.

The electrification department have poles set for some distance, but the work is being seriously handicapped by I. W. W. demonstrations. Three steam shovels are in service loading ballast; two shovels are loading ballast for Lewistown Line and getting in shape preparatory to through service on Great Falls Line. The other shovel at Janney pit, loading granite and ballasting, has been completed through Jefferson Canyon and can safely be called one of the finest pieces of track in the States.

Operator C. J. Lynch, second Butte yard, is back to work after two months' vacation spent in the wilds of Minnesota.

G. E. Muir has been appointed yard officer at Three Forks.

Engineer Mayo is back to work after being laid up since June 5. Glad to see you back Pinky.

Crop conditions in this vicinity never were better. The Gallatin, Jefferson, Madison and

Deer Lodge Valleys, together with the Judith Basin, will furnish their quota of wheat for the world's bread basket.

Supt. J. J. Murphy has moved his family from Malden to Deer Lodge and they are very comfortably situated.

Mrs. J. W. Ross, wife of Chief Dispatcher Ross, left last week for two months' visit in Michigan.

Everybody keep up the work together spirit. Engineer C. N. Davies, wife and son Melvin left the first of July for Rochester, Minn., where Melvin will undergo an operation, which we all hope will prove successful.

I. B. Mills, agent at Piedmont, left last week for the East, being relieved by Operator Joe Beiser.

W. R. Clark, operator of dispatcher's office at Three Forks, has accepted a position as operator in the general offices in Butte.

J. A. Traub has returned to Bozeman, Mont., as dispatcher for the Gallatin Valley Ry.

Conductor C. W. Hurst has been appointed assistant trainmaster R. M. Division.

L. B. Kay, agent at Willow Creek, returned July 17 from a vacation in Milwaukee, Wis.

Conductor M. B. Van Imoegan left July 27 for Port Jarvis, N. Y., with the remains of his mother, who died July 25. In Butte Mr. Van Imoegan and family have the heartfelt sympathy of all.

A number of Trans-Missouri Division trainmen, borrowed by this division, have been called back to their regular stations.

Engineer Fred Schmidt is doing service on work train on West Sub-division. "Good for Dutch."

On account of the increase in gravel service and work trains, about twenty-four of the young firemen who have been on the reserve list have been put back to work. The boys have waited a long time for work to pick up, and all are glad to get back to their old jobs, even if it is warm weather.

# STROH'S OVERALLS

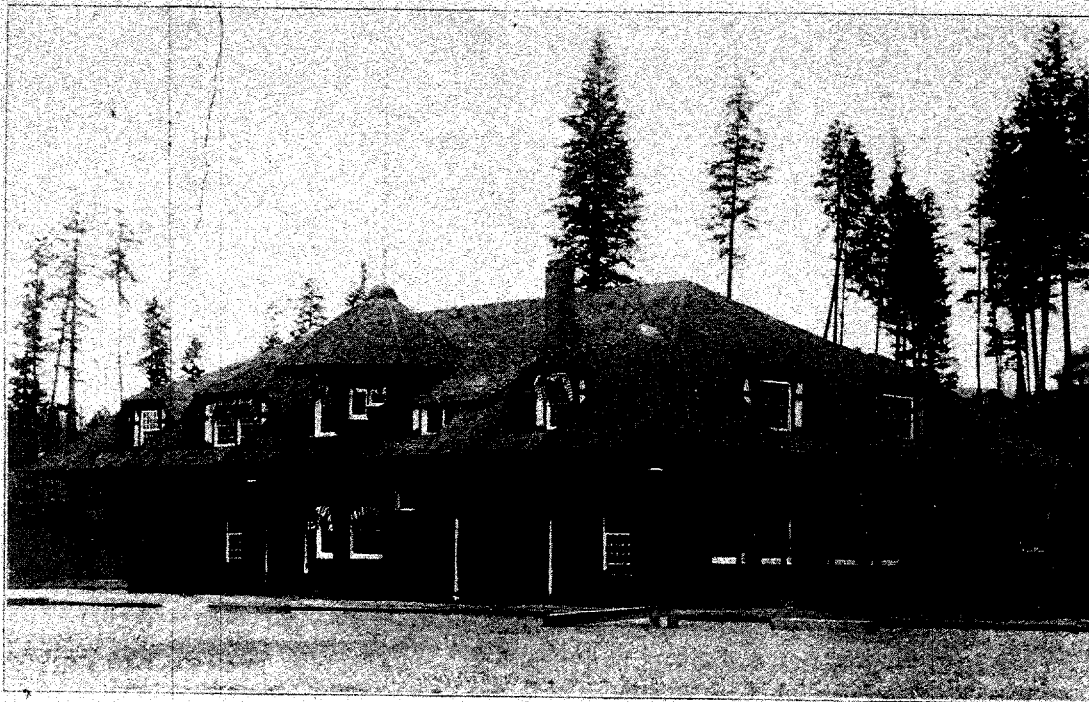
## Detroit's Best Union Made Overalls

"Twelve Exclusive Features"

## STROH'S DETROIT OVERALL CO.

DETROIT, MICH.





I. & W. N. Station, Spirit Lake, Idaho.

#### One of Our "Feeders."

Dear Editor: I am enclosing to you a photo taken of our depot ground at Spirit Lake, Idaho. The newly acquired line of the C., M. & St. P., known as the Idaho and Washington Northern, which runs from Spokane to Metaleen Falls, Wash., 126 miles passes through a country which has lots of heavy timber and some cleared portions in cultivation which produce good crops of wheat, oats, barley, rye, potatoes; garden vegetables of all kinds, fruit and berries also grow fine. Good trout fishing and quite a lot of large game—deer, bear, etc. A beautiful lake is located at this place, from which the city gets its name. Five large saw mills are located on the line and one large cement plant which contributes greatly to freight traffic.

The saw mills are electrically equipped throughout and can cut 250,000 feet a day each. The cement plant located at Metaleen Falls, the present terminus of the line, ships some ten cars a day to various points in a radius of 300 miles. The bulk of the timber goes to eastern territory, Iowa, Minnesota, North Dakota, South Dakota, Wyoming, Colorado, Montana, Illinois, Missouri, Ohio, Indiana, New York and considerable to Canadian points.

This is just a little brief outline and if you can pick out enough of this letter to be of any use I will thank you to do so. Will try and do better next time.

W. F. GRAY, Agent.

#### Notes of Rocky Mountain Division.

G. M. Hayden.

E. C. E. Roberts, agent at Martinsdale, after an illness of three months, died at Murray Hospital, Butte, July 17. The remains were taken East on Northern Pacific, July 19, for burial. Mr. Roberts was a man of the highest character and was held in high esteem by both employer and employes, and the community in which he worked. The family have the sympathy of all.

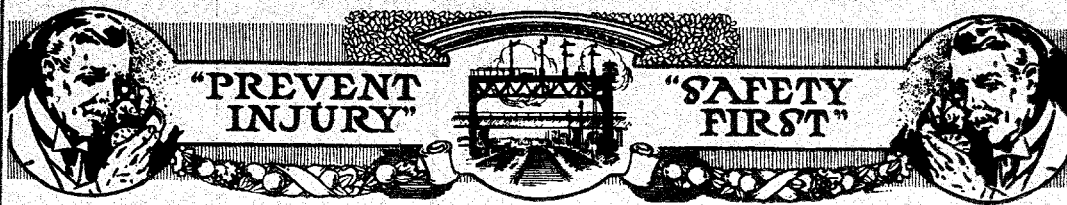
Mrs. McHale, wife of Conductor McHale, died at Deer Lodge, July 12, after an illness of several months. Burial took place in Deer Lodge July 14. Mr. McHale and children have the sympathy of all. Mrs. McHale had lived in Three Forks about two years and was loved by all who knew her.

W. T. Helmar, T. P. Roach and Jerry Hoyt have been promoted as conductors R. M. Division.

Conductor A. G. Smeltzer is on the sick list at Lewistown. Hope to see you out again soon, Andy.

Conductor Jas. J. Fey returned from the coast the 15th and reports having a very pleasant vacation.

Work on the Minnesota state highway, passing through Lakeville, Minn., was recently held up for lack of dirt to make a fill near Lakeville and adjacent to this company's right of way. So County Commissioner Kelly, in charge of the work, applied to Superintendent Melin for help. Mr. Melin promptly gave him permission to open up an old gravel pit and to use dirt anywhere along the right of way, providing it did not interfere with the track and the railroad grade. Commenting upon Mr. Melin's courtesy, the Lakeville local paper says: "Tally ore for the Milwaukee road—yes, give them several. An act of this kind means a saving of perhaps \$1,000 to the commissioners and puts the railroad right on the subject—dear to the hearts of the people—good roads."



**BELOW** are listed the names of our loyal licensed watch inspectors. The men on whom falls the important duty of maintaining the absolute accuracy of our system timepieces. They are experts in their line, offering the lowest prices and the squarest of deals to every Chicago, Milwaukee & St. Paul Railway employe. We should patronize them for all articles of jewelry wherever and whenever possible.

**Aberdeen, S. D.**  
D. G. Gallett.

**Augusta, Minn.**  
Gleason & Johnson.

**Brandon, Wis.**  
Edw. B. Hobkirk.

**Butte, Mont.**  
Towle - Winterhalter -  
Hannifin Co., 101 W.  
Park St

**Chicago, Ill**  
H. C. Watts, 3204 W.  
Lake St.

**Cle Elum, Wash.**  
M. W. Davies.

**Des Moines, Ia.**  
Frank Schlampp Co.,  
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A. R. Staufenbeil &  
Son, Clay St.

**Faribault, Minn.**  
M. C. Weyer.

**Farmington, Minn.**  
Rembold, P. J.

**Ferguson, Iowa.**  
Frank W. King.

**Harlowton, Mont.**  
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**Kansas City, Mo.**  
J. H. Baker, 6907 Wash.  
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Sutter Brothers.

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L. R. Dillingham.

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H. Hammersmith, 208  
Uihlein Bldg.

**Minneapolis, Minn.**  
W. M. Stone, 16 S. 3d St.

**Ortonville, Minn.**  
H. A. Brandon.

**Perry, Ia.**  
C. H. Winner.

**Platte, S. D.**  
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**Plymouth, Wis.**  
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**Rollin S. Church**

509 Chicago Savings Bank Bldg.

**CHICAGO**

**RAILWAY TIME SERVICE**

## Get Together

### Happy Travelers Make Good Business.

We all know how true it is that the attitude of railway employes on board the trains upon which we are traveling makes or mars a journey. Especially is this the case when the journey is a long one, and we have to depend on the many good offices of the employes to overcome weariness and to keep up that good feeling which makes a trip enjoyable.

A sleeping car porter and a dining car waiter can do more than the president of the railroad to hold patronage, for it is the small details of travel which remain as pleasant memories and attract a patron back to our trains. Likewise, the brakeman who rides in the coaches or the flagman on the observation car has it in his power to help the good work along—and it is gratifying to know that our road stands right in the front line of good service and capable, intelligent train employes.



The picture above shows "Jim" Bryant, sleeping car porter on The Olympian, standing beside a passenger as she "snaps" some special object of interest; while still another passenger, quite unknown to either of them takes this, as being distinctly illustrative of the attention the porters on The Olympian pay to passengers off at stations where a ten-minute or so stop is made, to see that they are not left behind through any inattention or failure to hear the conductor's "All Aboard." Bryant is one of the oldest porters on the Coast Line, having been on the local trains between Minneapolis and Butte previous to the opening of the transcontinental line. He is always courteous and has been the recipient of many flattering comments for his service and thoughtful care of the wants of travelers in his cars.

### Letters From Some Absent Members.

The following letters and telegrams were received from absent members of the Puget Sound Pioneers' Club, and were read by

Secretary E. H. Foster at the banquet on the evening of June 23, in Seattle. They are printed in full, as all club members will be glad to keep them, among other mementoes of the good times enjoyed at their annual meetings.

On Line, June 22, 1914.

To the Members of the Milwaukee Puget Sound Pioneers' Club.  
Seattle, Wash.

Gentlemen: Important matters coming up in Chicago early next week make it necessary for me to be there, which, much to my regret will prevent my being with you upon the occasion of the second meeting of the Pioneers' Club. Being unable to attend the meeting last year, I have been especially anxious to be present at this one. I hope for better success next time.

The growth of the club is gratifying, its object, the good spirit underlying it and the harmony and good fellowship prevailing among its members is most commendable; and mark it as deserving the cordial support of its members, as well as officers of the railway company, and I take pleasure in giving you assurance of the latter.

Hoping that this meeting will be a successful and most enjoyable one, and regretting that I cannot be with you, I remain,

Yours very truly,

(Signed) H. B. EARLING.

New York, June 1, 1914.

Mr. J. F. Pinson, Seattle, Wash.

Dear Mr. Pinson: I beg to acknowledge receipt of your favor of May 27th. I do not know of anything which would give me greater pleasure than to be able to attend the meeting of the Puget Sound Pioneers' Club at Seattle on June 23 and 24, next; and I am sorry to be obliged to say that I am very much afraid I shall not be able to attend.

I think I am fairly entitled to be considered as the original pioneer on the extension, at least, west of Butte. I left Chicago October 1, 1905, for Seattle, having with me Engineer E. O. Reeder, Attorney H. H. Field and Right-of-Way Agent E. W. Cook. The first week or two of our operations were carried on under cover and consisted of securing terminals. We then organized the Pacific Railway company and began active and open operations, not, however, admitting that we were working in the interest of the C., M. & St. P. I remember that after coming over the different mountain ranges and landing in Seattle late in the evening after dark, it seemed as though we had an almost impossible task in front of us. The fact that we were successful in constructing the line and getting it into operation within three years was due entirely to the vigorous and loyal support of the organization which we succeeded in building up, and I sincerely wish them, one and all, continued success and the opportunity to attend many future meetings.

Yours truly,

(Signed) H. R. WILLIAMS.

Marion, Ia., June 1, 1914.

Mr. J. F. Pinson, Seattle.

Dear Sir: Your letter of May 27th received. It was good of you to remember me and send this special invitation to the meeting of the Pioneer Club at Seattle this month.

As you are probably aware, we are very busy with the work of rebuilding and double tracking the Chicago & Council Bluffs Division in Iowa, which work we expect to complete this season, which will prevent my attending this meeting.

You may be sure nothing would please me better than to be able to meet the old crowd and have an old-time visit with the boys we

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were associated with in the construction of the Coast Line.

I am sure that no other road could boast of a better or more loyal lot of men than those who assisted in this work.

Hoping that you will have a pleasant and enjoyable meeting, with kindest regards to all old friends, I am,

Very truly yours,  
(Signed) C. H. MARSHALL.  
Missoula, June 22, 1914.

J. F. P., President Milwaukee-Puget Sound Pioneers' Club, Seattle.

I regret my inability to attend the meeting of the Pioneers' Club and I wish you all a most pleasant time.

F. E. WILLARD.  
Chicago June 23, 1914.

J. F. Pinson, Seattle.

It affords me great pleasure to send this message of greeting to the members of the Pioneers' Club, though I exceedingly regret that I am unable to be numbered among the happy assemblage there gathered in this, your second annual meeting. The old saying, "out of sight, out of mind," was never farther from the truth than in this case, for indeed I am very much with you in spirit on this auspicious occasion to those fortunate enough to be present. I send my congratulations and best wishes.

P. C. HART.

The clerks in the Union street freight house in Chicago had a surplus of \$30 left from their picnic last year. These boys certainly manifested a noble spirit in disposing of this fund when they divided it, giving \$15 each to the Tribune and the Herald for the ice fund collected by these public-spirited newspapers. During the hot, sultry summer months the intense suffering among the poorer classes who are unable to buy ice can only be alleviated by action of this kind, and the clerks at the Union street freight house assuredly selected

a most worthy charity when they donated this money to the ice fund.

#### C. & C. B. Iowa Middle and West.

Engineer A. L. Morgan's wife and daughter have gone to California for a few months' visit with relatives and friends.

Engineer Joe Calhoun and wife welcomed a baby girl into their home the fore part of July.

Machinist Levia Swanson of the Perry roundhouse force was off duty the fore part of July on account of injuries sustained while at work.

Conductor Ray Hickey of the middle division spent a few days in the hospital at Perry, the result of having been injured at Van Horne.

Mrs. Jack Ahern and daughter left the first of July for New York state, where they will spend a few weeks visiting with relatives.

Machinist Helper J. W. Coil of the Perry roundhouse force had an enforced vacation the latter part of June and the fore part of July on account of injuries sustained while he was at work.

Lee Goddard, who has been acting as day baggageman at the Perry passenger station, has resigned his position and returned to his home in Clinton. His place has been filled by James O'Conner.

Guy Carroll, a freight brakeman at Perry, and Miss Charlotte Jewel, a young lady of the same city, surprised their friends the fore part of July by announcing that they had been married. They will make their home in Perry.

J. E. Kent, one of the old-time workers at the storeroom of the Perry roundhouse, was compelled to be absent from his work the fore part of July on account of sickness.

Foreman Green, who has charge of the gravel-unloading crew on the middle division this summer, took a couple days' lay-off and went to Toledo, Iowa, where he was married to Mary Wagner, a Perry lady. They will make their home in Perry.

Machinist Ed Kuyfershmidt of the Perry roundhouse force was about the happiest man

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Will, we predict, prove good news to every policy holder and friend of both companies.

**Surplus to Policyholders over \$2,500,000**

No change in policy contracts—the same liberal policies that were originated by, and have made the "Old U. S." famous will be continued.

The same "Old U. S." management. Liberal claim settlements and efficient service.

**Worth Your While to Investigate These Liberal Policies At Once. Don't Delay—It May Be Disastrous To You.**

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*We Will Send You a Book*

to keep a record of your  
time when working

**We Will Pay You For Your Time**

when because of accident or sickness you  
cannot work.

**The Standard  
Accident Insurance Co.**  
of Detroit, Mich.

**Our Record:—**

30 Years in Business. \$18,096,846.78 Paid in  
Claims. Every Legitimate Claim Paid  
Promptly.

**Our References:—**

Any Man Who Has Ever Carried a "Stan-  
dard" Policy.

Ask Our Agent or Write the Company.

in Perry the fore part of July, when a young son arrived at his home. This is the first child in the family and was given a royal welcome.

In a personal letter to the correspondent, Engineer J. T. Sweeney of the K. C. Division calls to mind a few happenings on the C. & C. B. Iowa Division back in the '80's, but, no doubt, many of the old-time employes both on this and other divisions know the principals.

During the bad smallpox scare at Perry, Iowa, orders were issued that all employes must be vaccinated on a certain date or be barred from service. Of course, there were a few employes who were prejudiced against the practice, among whom were Engineer P. H. Ray and his fireman, George Anderson. These men, openly expressing their dislike for the practice, were vaccinated quietly and without the knowledge of the local officers. On the date set, by which time all employes should have complied with the rules, no record of Mr. Ray's vaccination or that of his fireman had been received. This engine crew was located out near Coon Rapids, where they were given a message to comply with the rules or retire. In Ray's characteristic manner, he sent the following telegram:

"With a cheeful sense of duty, my superiors to obey,  
And to comply with general orders, they have vaccinated Ray.  
My fireman is George Anderson, a faithful man and true,  
And to keep his job of firing, he's been vaccinated, too."

It is needless to say this engine crew was allowed to continue on its way rejoicing.

### Traffic Versus Law.

For a long time there has been considerably rivalry between departments on the Milwaukee as to superiority in the fascinating, aristocratic game of golf. The boasts made at different times around the general offices finally culminated in a challenge issued by the freight department to the legal lights. The latter was represented by C. S. Jefferson and J. R. Dickinson, assistant general solicitors, and the former by J. T. Conley, general freight agent, and C. A. Butler, chief clerk in Vice President Keeley's office. The foursome was staged on July 1, at Skokie, one of Chicago's fashionable golf clubs. The game was shot on a eighteen-hole course and Messrs. Conley and Butler of the freight department were the victorious contestants by nine points. Jefferson and Dickinson were outgeneraled and outplayed in every department in the game, except in addressing the ball, but as addressing balls, parties and meetings of all kinds is a very important part of a lawyer's duty, the winning team willingly concedes their splendid skill in this department, but they feel if they had not been handicapped by the long practice and experience of the barristers they would have won even this point. The splendid team work on the part of the freight department contributed largely to their success, while dissenting opinions and different interpretations kept the attorneys more or less in "the fog." A return match has been granted by the victors, but no definite date set for the contest. In the meantime Messrs. Conley and Butler claim the championship of the Milwaukee system and are anxious to meet any pair who wish to test their skill against them. The traffic department is gloating over their success, as it is the first instance on record where the traffic department beat the legal department at anything. If you disagree with the latter, they will spring Blackstone on you. If you are obdurate they will paint something that resembles stripe suits or mention fines running into five figures. They usually have their way. Hurrah for the traffic department in this game. May the best team win the next contest.

Mr. W. J. Keeley, D. F. & P. A. at Miles City, paid a visit to the Seattle general offices in July.

## Smiles

### What the Claim Agents Hear.

Mr. Claim Agent C. M. and St. Paul  
R. R. Co.,

Dear Sir

We have the passes and here by inclose you same and beg to advase you our cline Mr Spiros Verginis told us that he do not feel like to go to Marion Iowa for this matter less the Company like to take the change pay his time he will loose by living his work here we advise him the best we can but he refuse to do so....To day again he ask us to file a suit and we told him to wait untill your Company answer this letter We only are going to wait this week and if we never hear from you we will file a suit for the amount of \$70.80 and he prmised us he can produce all the Wetness that did see this loss of his Goods In our letter we did ask your Company for \$62.80 and to day again we told him to take \$60.00 and forget all as it dont pay us to go to any expense but if we find ourselfs in position that we can not settle this matter we will without fail file suit WEEK from today and that is for your Compays careless Remember that it pays both parties to settle this without law suit and dont think because you

have the Attorneys paid by the year this man will get his wright any way. We are here giving you planty time to decide and if dont aswer by return mail we will then settle this matter through the court and then you will have to pay the cost.

Remain Your Very Truly

GREEK COLL AGENCY.

### In the Paymaster's Mail Box.

Dear Sir We has Wrote youa letter about a week ago and We never have got it you answer yet. We do not know What is the matter with as we send it you this Foremans name Where He use to Worked and Exacl time Due. Now Dear Sr. Please any time do you rec'd my letter do the best as you can. Send it us check because I am Sick and I need some money. now if cannot send it us check ans. me and let Me know Who hold my check up so I know What I am going to do.

### Heard in the Kindergarten.

Little Kathryn was endeavoring to impress on "Teacher" the fact that her people were from the Emerald Isle. "You know, Jack and me's Irish, Miss——", she said, and was going on to explain how it happened when small David cut in, with "Poooh, that's nothin', we're "piscopal."



EXCELSIOR  
Motor Supply  
ALWAYS MAKES GOOD

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ALWAYS MAKES GOOD



**MODEL 7. TWO SPEED. \$260.00**

The EXCELSIOR Motor has been built for seven years with no radical change in design, but every detail has been developed to the highest degree of efficiency and mechanical perfection.

The Rigid, Straight Line Frame insures perfect alinement of all parts and the transmission of the utmost proportion of power to the rear wheel.

The Great Speed and Power of the  
**EXCELSIOR  
Auto - Cycle**

is not a matter of extra valves or other special design, but the natural results of correct design, and perfect workmanship.

The EXCELSIOR patented Two Speed is equally efficient and the Single Lever, Single Movement Control eliminates all possibility of disaster through misuse, and enables the rider to shift gears instantly at bad spots in the road.

There is a multitude of reasons why the EXCELSIOR is the machine you ought to have, at the price you ought to pay.

**Seven models for 1914. Price \$190.00 to \$290.00**

See the dealer or write for catalog

# Excelsior Motor Manufacturing & Supply Co.

2203 South Union Street Chicago

## Special Commendation

Mr. John DeWitt of the Spokane Ad Club, after a trip on one of our transcontinental trains, "broke" into rhyme as the only adequate means of expressing his pleasure at the service he received on the Milwaukee. And his verses are so good that we have much pleasure in printing his poem.

### THE CHICAGO, THE MILWAUKEE AND ST. PAUL.

If you ever want to travel,  
And you have the ready money,  
And you want to see the scenery and all,  
Take the road that gives the service,  
Take the road that's cool and sunny,  
The Chicago, the Milwaukee and St. Paul.  
There you'll see the two Dakotas,  
With their splendid farms and wheat lands,  
Old Montana, with its richest mines and  
climate.  
While the brakeman at each station  
Calls aloud with great elation,  
As he snaps his watch, we've just arrived on  
time.

There are wondrous lakes and valleys,  
With the coolest shady alleys,  
Found in Idaho and in fair Washington,  
Though her terminal's Tacoma,  
Yet I smell the sweet aroma  
Of the roses Portland grows in rain and sun.  
If you want to be so still-oh,  
Then the porter gets a pillow,  
With a smile upon his face, and on his lip,  
He will bow, and scrape, and patter,  
While the children 'round will chatter,  
But for goodness' sake please don't forget  
his tip.

If you feel like eating dinner,  
Why their diner is a winner,  
Where the steward sees you get the best of  
care,  
And you order something tempting,  
Cooked to order, not exempting  
All the other good things from their bill-of-  
fare.  
All the coaches, they are yellow;  
The conductor, a good fellow,  
Who will answer every question, if he can.  
He will be polite and pleasy,  
But just go a little easy,  
For remember he is only just a man.

They've a train of many coaches,  
With a single engine hauling,  
Which is pulling just a million pounds by  
power,  
And controlled by brain and muscle,  
Makes that train of steel just hustle,  
For they're going over forty miles an hour.  
Then the road that's ever ready,  
With the train that's fine and steady,  
And the railroad that will always have the  
call,  
Is the one with cars of yellow,  
Each conductor a good fellow—  
The Chicago, the Milwaukee and St. Paul.

### SPECIAL COMMENDATION ITEMS.

#### C. & C. B. Iowa, Middle and West. Ruby Eckman.

Extra Gang Foreman Krohn on the Middle Division found a brake chain down on a gravel train which was passing his section in the fore part of July, called attention of the train crew to the same and had it removed before damage occurred.

Engineer Roy Cole of the West Division has the credit for discovering two broken rails during the month of July. Roy shows that he has the eagle eye on the rail at all times.

Agent C. A. Case at Panama received a credit mark for the discovery of a broken rail at this station the latter part of June.

Henry Hulsebus of the Western Division was among the number to receive a credit

mark for the discovery of a dragging brake beam in a train passing his section.

Brakeman Henry Jesson received a credit mark for the discovery of defects in a car in his train at Madrid not long since. The car was set out to avoid further damage.

Conductor W. T. Stockton of the Middle Division received a letter of credit and commendation for special service rendered the company the fore part of July.

Agent F. F. Foster of Elwell received a letter of commendation and credit mark the latter part of July on account of the discovery of a hot box on a passing passenger train, notifying the train to have it repaired before damage occurred.

C. A. Lee, agent at Dawson, discovered a brake beam dragging on No. 63 June 23. He notified the train dispatcher, who then had Operator Murphy at Jamaica stop 63 and make necessary disconnections to avoid a serious accident. Mr. Lee received a letter of commendation and credit mark.

Engineer S. A. Tribe and Fireman Frank Stapleton received a letter of commendation and credit marks for the discovery of an obstruction in the opposite track, notifying passenger train they were meeting to look out for it to avoid an accident.

F. Staples, who has been the assistant car foreman at Manilla for some time, has been transferred to Savanna to the position of foreman. The change is a promotion, and his friends are all glad to see it made.

Engineer L. M. Rice of the Middle Division received a letter of commendation and credit for the discovery of some defective track, making report of same before any damage resulted.

Mr. D. T. Hallberg of the P. & M. Anti-Creeper Company, while visiting with Roadmaster W. E. Barnoske July 10, was standing close to the tracks when a train pulled out of the Coon Rapids yards. Mr. Hallberg noticed a brake beam down, which would, no doubt, have caused a derailment and perhaps a serious one. Mr. Hallberg signaled the train down and drew the crew's attention to the failure, which was promptly repaired. Mr. Hallberg's action doubtless saved the company a derailment and the subsequent expense thereof.

### Items of Special Commendation From H. & D. Division. S. E. Keane.

Train No. 64 on May 13, when passing Hopkins, Minn., Operator Robt. Hamilton discovered brakebeam down on Milwaukee 503521. He signalled the train crew, the train was stopped and the brakebeam found wedged down against the rail nearly under the wheel, the conductor advises a derailment would undoubtedly have occurred if not discovered. This is the second time Bob has discovered brakebeams down on passing trains.

At Milbank, S. D. at 11:50 p. m. May 25, a very strong wind blew three cars off of No. 2 track out onto the east passing track, where the cars were stopped near the depot by Car Inspector D. Conright. Mr. Conright is entitled to special commendation for his quick action in this case, as the cars would undoubtedly have been blown out onto the main line had he not discovered them and stopped them on the passing track.

M. Schaffer, engineer on train No. 3, coming in to Summit, S. D., at 3 p. m. on May 25, discovered spout on standpipe crossways of the track and stopped before striking it, for which he is entitled to special commendation.

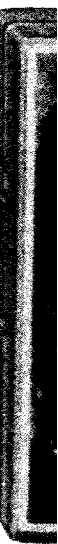
Conductor E. H. Fargo on train No. 106, May 11, reported a broken rail five miles north of Wolsey, S. D. The section foreman was sent out and repaired the rail. Conductor Fargo is entitled to special commendation for noticing this condition.

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Engineer Humphrey Davis is entitled to special commendation on account of discovering a broken rail two miles west of Craven. He was engineer on No. 16, the Olympian, April 26. Section foreman was sent out and repaired the rail before an accident occurred.

#### Good Work on the Des Moines Division.

Saturday, July 11, the pile driver, in charge of Foreman "Gus" Berglund, with his crew of men and Carl Lindstrom with his crew of bridge carpenters, were assembled at Marathon for the purpose of taking out a four-span pile bridge in order to let a large dredge boat, which is engaged in the work of digging a drainage ditch sixteen miles long, thirty-two feet wide and twelve feet deep in Buena Vista county, across the company's right of way. At 8:45 p. m. the last passenger train for the day passed over the bridge and as all gravel and freight trains had been tied up pending the removal and replacing of the bridge, the two bridge crews proceeded to remove the bridge and pull the piling, which was accomplished in the short space of one hour and thirty-five minutes when the big dredge started the night's work of digging its way across the right of way. At the expiration of just twelve hours the dredge had forged forward the 250 feet necessary to clear the bridge when the work of redriving the three bents and replacing the four spans was taken up and in the very short space of three hours the work was completed and traffic over the bridge resumed. Superintendent Edson, Chief Carpenter Collings and Roadmaster Nunn, who were present, expressed themselves as being well pleased as the work was done in about one half the time it usually takes to accomplish such a job. "Gus" and Carl certainly know their business and attend to it, too.

On June 19 L. Schultz, section foreman at Orfordville, stopped No. 91 two miles west of that station on account of a brake beam down, and, no doubt, saved a serious derailment. He has been commended for this good service.

As C. & M. No. 6 was pulling out of Western avenue depot, Switchman M. Hayzlett noticed fire flying underneath the train. He promptly ran up and notified the rear brakeman, who was on the platform, who pulled the bell cord and brought No. 6 to a stop. Investigation showed that a brake beam was down, dragging under dynamo car. There is no doubt that his prompt action avoided an accident.

Conductor Little of the west end, Columbia Division, recently caught a car thief with the goods on him. The man had stolen some shoes from a car of merchandise and had them on when captured. Conductor Little is to be commended for his vigilance.

Brakeman C. J. Raymond of the West Musselshell, while on extra east recently, discovered a spring plank down on the rail on St. Paul car 65930. He notified the conductor, and the car was set out at Barber before any damage was done.

#### Speaks for Itself.

Chicago, Ill., May 27, 1914.

Mr. F. G. Bauer, Yardmaster,  
Western Avenue.

Mr. P. J. McCann, Asst. Yardmaster,  
Western Avenue.

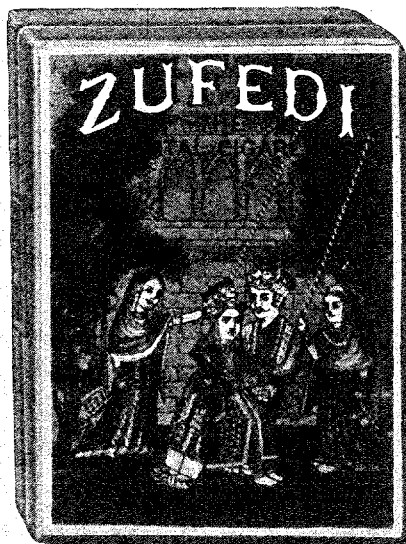
Gentlemen:

I have received your statement covering the make-up and forwarding of Janesville line train No. 161, train No. 165 and C. & M. train No. 65 from Western avenue, for period April 25 to May 24, inclusive, which I assure you is very gratifying, trains being made up in each instance on time and getting out on time, which is a very good showing and a credit to both of you and which clearly shows that the handling of these trains is properly lined up. This is duly appreciated by me, and I will gladly forward the same to our Magazine for publication.

Yours truly,  
P. L. RUPP,  
Supt. Terminal

## "THE HIT OF THE WEST"

### "BEST BY TEST"



# ZUFEDI

## CIGARETTE

### 10 FOR 10c

At Stands Or On The Train

"Ask the News Agent"

## X. ZUFEDI, CIGARETTE CO.

432 Fourth Ave., New York City



## On The Steel Trail

### Columbia Division.

E. K. Stedman.

#### Employes take notice.

As the former correspondent for the Columbia Division. Mr. C. E. Molander has been transferred to the Idaho Division, the writer was requested to submit items for the present. We desire your assistance as the editing of locals for a railroad division is not a one man affair, especially when one is working at his regular occupation during the day; neither have we time to go over the road and look you all up much as we would like to. If you (and by you I mean every train and engine man, every agent and operator every section foreman and laborer, every mechanic in the motive power department, every car repairer and carpenter, anybody and everybody working for the Columbia Division) know any news of a local nature, whether you think it interesting or not, write it down and send to me, care of the superintendent's office, and maybe we can dress it up so it will interest everybody, not only on the division but on the whole system. That is what we want to do. Get up a division letter that will not be limited to the readers of the Columbia Division, but one that will command attention from the workers all along the line. We cannot do this alone, but with your help we can make this a good monthly department. There are many little happenings at stations and along the line each day worthy a line in our Magazine and it is up to you fellows on the spot to get busy and write them down. Write them any old way, we will fix them up for you and the editor will fix them up for all of us, that is what an editor is for; maybe I will not send in everything you send me, and it's a safe bet the editor will not print everything I send in but you do your best, I'll do my best and then it is up to the editor. See?

Agent R. R. Woods of White Bluffs is in Chicago attending a meeting of the O. R. T., which order he represents on this division, Relief Agent Beverly is selling tickets and looking pleasant until Mr. Woods returns.

Engineer Jack Little of Pine City came to Malden the 28th and rooted for Pine City during a ball game played between the teams of these two flourishing towns. Pine City was defeated, 7 to 1. Jack is there some as a rooter.

One evening last week I was standing at the Malden station when No. 16 pulled in. The outgoing engineer was dressed up in a brand new suit of overalls and more in the nature of a "jolly" than anything else, I asked: "Say, Mac, where did you get the new suit?" "Say, that's good, but I'm glad you asked me, I read Stifel's advertisement in the Employees' Magazine and it listened so good I sent for one. Ain't she a dandy? If the slit skirt style goes much farther I'm going to get one for the Old Lady."

E. A. Ruddloff and wife, agent and operator respectively, at Ralston are enjoying their annual vacation with old friends at Rhinelander and other Wisconsin points. W. A. Pinson and wife have charge of the station accounts until they return.

J. H. Vasey, formerly operator at St. Maries and relief dispatcher at Malden, has secured a regular trick as dispatcher at Miles City.

J. G. Gallivan of Tacoma is holding down a dispatcher's trick temporarily in the Malden office.

Agent E. B. Mason of Ewan has a machine called a motor cycle. He says the Olympian is not in it for joy riding, whatever that is.

In a trip over the division last week a visit at each station furnished this item: There are from one to three typewriters of various makes in service at each station. A review of the July advertising sections of the Employees' Magazine shows the ad of only one typewriter manufacturer. If I were building and selling typewriters I would cer-

tainly place an ad where a large percentage of the readers were people using such machines. But then I do not manufacture or sell typewriters.

Make a memo of our steno.

C. W. Coburn, operator at Othello, spent a few days in Tacoma the past month.

Who works 'long side of me.

Engineer J. Shook and family have moved to Seattle where Jake is pulling the varnished cars for the Coast Division. Malden will miss this estimable family.

She's an airy little fairy,

Conductor Driscoll wandered around the streets of Malden looking lonesome during his visit of his wife to Seattle the past month.

And her name begins with C.

E. B. Beeman, operator on the west end, spent part of his vacation at Lake Keechelus.

She is dashing, never mashing,

W. T. Bennison from the mechanical department at Milwaukee has been making Malden his headquarters while making tonnage tests with the dynamometer car on the Idaho Division, between Malden and Avery, and Plummer Junction and Spokane. Mr. Bennison is a very pleasant man to meet, and like all easterners, thinks the west a big country with its future before it.

She can make the old "Rem" hum.

E. O. Walden, who has been holding down a trick at St. Maries, is now installed as second man in the Malden relay office.

Mastication? Explanation,

Engineer F. O. Putnam has moved his family from Malden to Kittitas on account of taking the helper engine on Beverly Hill. Malden thus loses one of its pioneer families and also the trout at Avery will miss a very good fisherman.

She's a fiend for chewing gum.

Superintendent Campbell is wearing a broad smile. When asked the cause, the grin only lengthened as he said: "Folks home from a visit in the southwest."

Con Wolfrom of the car department spent a few days in Aberdeen, Washington, the past month. Said he saw a peach of a ball game over on the coast.

Herbert Moody, son of Brakeman O. B. Moody, is keeping time for extra gang No. 11 west of Malden.

Thomas Burns of the car department was spending money in Tacoma during the July holidays.

Ed. McSorley now carries a punch and cash fare book, having been promoted to conductor in July.

C. C. Witts, car foreman at Malden, had the pleasure of joining the merry makers in Tacoma during the Montamara Festo and auto races. He reports a good time.

Brakeman F. J. Gaynor and wife are the proud parents of a girl left at their home in Malden by the famous stork on July 6.

C. S. Cahill of the car department spends his evenings breaking in a young Ford which he purchased last week. He is certainly enjoying his purchase.

The office has been brightened several times the past month by Assistant General Superintendent E. C. Clemons, District Master Mechanic T. J. Hamilton and Traveling Engineer Thomas McFarlane. They always have a smile and a pleasant word for the boys.

Brakeman Robert Leyde and wife were called to Minnesota by the death of his wife's mother early in July.

A. A. DeLeo, material clerk in the superintendent's office, spent Sunday, July 12, in Spokane. There was a ball game on that day and Al says it was a great game.

Engineer William Schultz has returned from an extended visit to his old home in Iowa.

Chief Dispatcher Wiltrout has an auto.

W. Wiseman has resigned his position as stenographer in the Malden office and accepted a trick as operator at St. Maries.

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**It's an Auburn.**

Conductor Jack Riley, who has been seriously ill with typhoid pneumonia the past three months, is able to sit up and is slowly regaining his strength. Conductor Riley has had a long, hard run of sickness and we are all glad he is now on the road to recovery.

**He calls it She.**

Miss Charlotte Newton is now stenographer for Superintendent Campbell, having been transferred from the roadmaster's office on account of former Stenographer Wiseman resigning. She fills the place admirably.

**I have a girl named Auburn.**

Agents Mason of Ewan, Walden of Pine City and Hayes of Rosalia, accompanied by their wives, spent the Fourth in Malden. They can all testify that Malden is a wet town as it rained nearly all day.

**She is wide and roomy.**

Night Callboy Jack Donlon has resigned from the Malden force.

**I mean the Auto.**

Conductor Lew Terrien, who has been confined at the St. Maries hospital with typhoid fever the past two months, is now in Malden receiving the glad hand from his friends and regaining some of the flesh he lost during his illness. As Lew says: "It's hard to keep a good man down."

**And a stunner for looks.**

That McGaffey story in the July number was there with the punch and then some. Come again N. E. S. with some more from the same wire.

**I mean the girl.**

Wire Chief F. J. Washburn and wife left the first of July for a six weeks' vacation among the lakes and woods of Wisconsin. Fred has a new fish pole, reel, line and fish hook and will have some great fish stories to tell. We nope his luck will equal his stories.

**She is soft cushioned.**

C. E. Potter, night wire chief, has the day light job during the absence of Chief Washburn. He admits day light looks good after four years of artificial glare.

**I mean the auto.**

Last month some one from Savanna, Ill., passed through Malden and told the callboy to give his regards to me; as the callboy forgot the gentleman's name, will he please speak up as we are always glad to be remembered by friends back east.

Chief Clerk Ed. Grobel and E. K. Stedman spent a day fishing at Herrick last month. Both returned with a nice mess of trout.

J. T. Sleavin, chief clerk to Superintendent Sawyer, was in Malden a few hours one day last month. It is hard for Jack to forget the old town, and every visit he makes gives us a local. Some of you other people go some place and let us know, that is what makes news and news is what we want.

Conductor Bassenger, who has been on local between Malden and Othello the past few months, is now on helper engine between Beverly and Kittitas.

What is the matter with the C. & C. B. Illinois and R. & S. W. Divisions? We used to draw checks back there and every month we scan the Magazine looking for items from home. Nothing doing. Can it be they have closed up shop and are letting things run themselves? Every month we hear some Iowa man say: "Hey, Bill, did you see the C. & C. B. Iowa Division locals this month?" Maybe you fellows back east do not read the Magazine the way we western fellows do? Although we have moved out here we still retain a warm spot in our heart for you old-timers back there and would like to see items from our home division each month. Get busy.

H. I. Kingsbury had charge of the Malden switch engine during the absence of regular foreman, H. E. Sullivan.

The family of J. J. Murphy, superintendent of the Rocky Mountain Division, moved to Deer Lodge, Mont. early in July. The Malden people were sorry to see them leave as they have aided in the social and civil life of Malden ever since the town was established.

Jas. McGarvey is the new track foreman

## Here's a New and Better Overall That Can't Shrink!

Just think of it! Overalls that are *non-shrinkable*.

At last you can wear overalls with the shrink all gone—overalls that stay the same in fullness today, to-morrow and always—in the same size you buy them. You have wished for working clothes that would not shrink and now you have them.

## SWEET-ORR "Ace of Spades"

### Non-Shrinkable Overalls

are the *last* word in solid overall satisfaction. None others *approach* them in quality, strength and wear, besides their everlasting comfort.

The price of these high-grade, non-shrinkable overalls is \$1.25. You'll think them worth a lot more after you try a pair and see what a great improvement they are over any other overall you have ever worn.

Ask your dealer for them. If he does not carry these "Ace of Spades" overalls, please write us a postal and we will see that you are supplied.

### SWEET-ORR & CO., Inc.

Largest Manufacturers of Work Clothes  
817-819 Broadway New York

## We Insure the Employes

of the

### C. M. & St. P. Ry.

#### Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

#### Every Living Man—

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

### THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

## Midland Casualty Co.

903 Insurance Exchange Building  
CHICAGO

in the Malden yard. He moved his family from Spokane early in the month. Malden is always glad to welcome newcomers.

W. A. Stetson, formerly of Savanna, but now working in the terminals at Seattle, was in Malden recently and paid your correspondent a visit. Will is looking fine and the west seems to agree with him.

Conductor O. B. Felton and wife are happy over the arrival of a baby boy at their Malden home Thursday, July 9.

Section Foreman J. A. Tilger, who has been running the Malden yard tracks temporarily the past month, has returned to Revere and assumed charge of his regular section.

Switch Engine Foreman H. E. Sullivan of Malden has returned to work after an enforced lay-off due to illness. His smiling countenance was missed, and we are glad to see him on the job once more.

J. E. Furr, who has charge of Othello yard switch engine, is enjoying his annual vacation. Robt. Easton handles the switch list temporarily.

Chief Clerk E. M. Grobel and Dispatcher R. C. Peterson are the champion tennis players west of Mōbridge and extend a challenge to any other pair who are C., M. & St. P. employes.

The wife of Dispatcher R. W. Beal has been confined in a Seattle hospital the past month. All hope she will speedily regain her health and return to Malden.

#### C. & C. B. Iowa East Division.

*J. T. Raymond.*

John Grote, check clerk at Marion freight house, is off on account of sickness.

A. J. Campbell, first trick operator at Marion yard, is off on account of sickness, C. O. Marchant relieving.

R. L. Kindig, second trick operator at Marion yard, spent July 4th at Collins with his parents.

Rev. C. F. Ensign called at Marion yard office and visited with the employes there recently.

Harold Mullally, yard clerk, was off on a short vacation, visiting friends at Independence.

John Brown and E. A. Beeson have resumed work in Marion yard after a short vacation.

Wm. Ryan of Marion yard is enjoying a short vacation.

Herbert Price, Louie Pazour and Jas. Perryman, in Marion yard as train callers, are a good trio and would be hard to beat. They are holding up their part in first-class shape in reducing terminal overtime.

H. Shively, coal shed foreman, Marion yard, is taking a trip through the East.

Wm. Jens, section laborer, fell from platform at Marion ice house July 3 and broke his neck, later dying at St. Luke's Hospital, Cedar Rapids.

John Lemming, Walter McGrew and Harold Adams attended the Firemen's Tournament at Maquoketa.

Carney Widger was an over-Sunday visitor at Council Bluffs.

John Timson has resumed work after a short vacation fishing at Stone City.

Myrtle Campbell, record clerk, spent July 4th at Galena, Ill., Miss Mildred McKinley relieving her.

Mattie Martin, record clerk in Marion yard, is spending her vacation on a farm near Freeport, Ill., Bertha Burt relieving her.

C. E. Robison, third trick operator, Marion yard, spent a two weeks' vacation in Minneapolis and other northern points.

Geo. Woods, section laborer, fell off the platform at Marion ice house, but was lucky enough to escape with a sprained back.

S. Randolph is visiting in the East.

E. H. Anderson visited several weeks in Minneapolis.

Conductor Ed Mitchell was laid up a few days on account of being slightly injured at Stone City.

Conductor C. L. Cornelius had a vacation of several weeks, Conductor J. L. Roberts in his place while away.

Conductors Henry Higgins and F. E. Pike had a vacation of two weeks' duration.

G. Sheller was off duty for a week visiting. Mrs. John A. Dignan and daughter, Beatrice, are visiting in Seattle and other far west cities.

Leon Layton celebrated the Fourth of July at Keokuk.

Mrs. G. H. Vandercook made a business trip to Oakes, N. D., and Wibaux, Montana.

R. L. Leamon is enjoying a two weeks' vacation.

The double track on the Eastern Division has been completed from Savanna to Elwood, and early in August the gap from Lost Nation to Elwood will be put in operation, thus completing the double track from Marion to Savanna.

Agent B. C. Snyder has resumed work at Paralta after a long leave of absence and account of sickness.

Operator R. L. Taylor enjoyed several days' vacation, which included a brief visit to Chicago, accompanied by Mrs. Taylor.

Dispatcher J. W. Held and family have returned to Marion after several months' stay in Milwaukee. J. W. H. is a jolly good fellow, and the boys are all glad to have him return.

Chief Dispatcher L. A. Turner was off duty on a two weeks' vacation. He and Mrs. Turner visited with relatives in Southern Illinois.

Agent M. F. Emerson was away on a two weeks' vacation visiting in Indiana. Operator E. E. Edwards acted as relief agent.

Conductor J. T. Reagan has been assigned to the Savanna-Davenport run on way freights Nos. 66 and 67.

Chief Clerk Jay L. Franz and wife spent two weeks' vacation visiting in New York City, Bridgeport, Conn., and Washington, D. C.

Miss Laura Landis is spending a two months' vacation at Port Angeles, Wash., visiting a sister.

Mart DeVoe is doing the extra dispatching on the Calmar line while the vacations are on. Charles L. Shaffer acting as relief operator in "Ma" office.

Engineer C. C. Starbuck and wife are away on a sixty-day vacation at Bluff City, Minn.

Engineers G. McElwain and Frank Williams are now pulling the Eastern Division way freights.

Engineer Geo. Lines and family have moved from Savanna to Marion.

Dispatcher and Mrs. F. W. Ray spent their vacation with friends at Bermidje, Minn.

Geo. W. Carver, the veteran ticket agent at Marion, spent ten days "doing" Yellowstone Park in company with a large number of other ticket and passenger agents as a guest of the Union Pacific. George reports a royal good time.

#### Scraps from the West End.

*C. E. Pike.*

E. T. Walling, investigator, Freight Claim Department, is spending his vacation at Eagle Harbor, Wash., one of the delightful summer home corners of Puget Sound.

C. P. Borberg, stenographer of the Freight Claim Department, expected to go on his vacation and secured proper leave of absence. The balance of the office force are now up in arms, as it wasn't a real vacation. It turned out to be a wedding trip, and when C. P. B. returns—well, ask the F. C. D. boys what will happen.

H. Schroeder of the Freight Claim Department returned from a delightful vacation spent at Puget Sound points from June 15 to 29.

Mr. Chester Biggs of the Freight Claim Department is spending a strenuous vacation with the state militia at its annual encampment at American Lake, near Tacoma. It is understood that "Chet" intends bringing home at least a "sergeant's" commission.

Emil Hansen, another benedict of the Freight Claim Department, expects to go to housekeeping very shortly in the Woodlawn Park district. Since Borberg and Hansen have taken the step, several others are contemplating following in their footsteps. It seems to be in the air, and rumors are flying thick and fast even about some in the Car Service Department. Maybe by the next issue we can put our finger on the right parties.

C. C. Mulligan of the Car Service Department is spending his vacation at his summer home

on the east side of Lake Washington. Understand C. C. M. is teaching his young son how to swim and fish.

R. L. Hays, chief clerk in the Claim Department, is spending his vacation at his home in Hoquiam in the delightful Grays Harbor country and also at the beautiful City of Roses on the Willamette.

Leslie Neuman of the Legal Department spent his vacation last summer in the Dakotas. This year he showed his good judgment by remaining in the Puget Sound country and is now in the beautiful Hoods Canal district.

Nettie G. Hammond of the Engineering Department will spend her vacation in the Twin Cities. It's a safe bet that Miss Hammond won't leave the Puget Sound country next year after trying the heat during July of this year in the Middle West.

W. F. Pitts of the general superintendent's office force is spending his vacation in Idaho along the shadowy St. Joe and Coeur d'Alene Lake. Score again for the West for summer vacations.

V. G. Spies of the Car Service Department spent his vacation in California. Never again, he says, will he attempt a vacation very far from Seattle.

V. W. Chapin of the Telegraph Department spent his vacation along the line of the Grand Trunk in the Fort George country of Western Canada.

R. E. Borgen of the traffic manager's office is spending his vacation in the Puget Sound country, and, we believe, at Mount Rainier National Park.

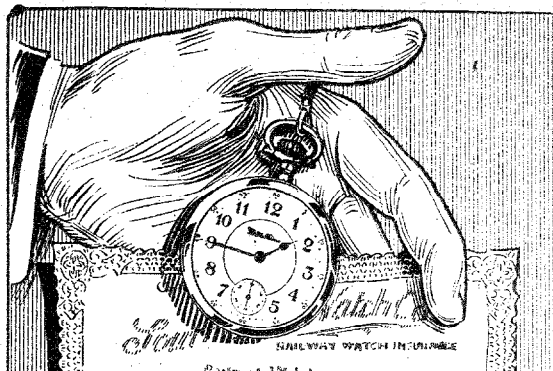
C. O. Baxter of the vice president's office spent his vacation at Lake Crescent in the Olympics and reports that it is one of the most beautiful spots he has ever seen.

It will be noted that all the vacations, with but few exceptions, were spent in the Puget Sound country. To those fellow employees of the East we extend greetings and beg of you to take heed and come to the most delightful spot in the United States to spend your vacations. Nowhere in the world have they so much to offer. Three remarkable cities—Seattle, Tacoma and Portland—if you prefer to spend your time in a city. Two wonderful mountain ranges—the Cascades and Olympics. Lakes and rivers without number, where unexcelled fishing and hunting may be had. In fact, our vacation resources are without number. Just come out once and try them. We haven't mentioned our weather. That is our greatest asset, as any native can tell you, and one becomes a native of Washington immediately after arrival and say a stay of two days in our climate.

June was not only a month of weddings for the general office force, but the list of babies far exceeds the weddings. There was a splendid little girl born to E. C. Bates and wife of the Purchasing Department; to Maurice C. Mumford of the Legal Department little 8½-pound Max Bertrand now makes the night—we were going to say "hideous," but no child ever made the night hideous; to J. A. Sullivan came little Miss Sullivan, weighing 8¾ pounds, and to J. E. Dodson of the General Freight Office force and to Mr. Younkerman of the Freight Claim Department little ones came to bless and make home real issues. Each and all of the above babies and mothers are doing splendidly, and each respective father is getting ready to celebrate "Dad's Day," a Puget Sound institution.

During the month of June F. M. Biggs, chief clerk, Freight Claim Department, was elected to the important position of traffic manager of the Pacific Coast Shippers' Association, one of the largest and most important shipping concerns on the Pacific Coast. Mr. Biggs' departure from the "Milwaukee" was sincerely regretted by every one, and yet all were delighted with his advancement. Mr. H. Schroeder was promoted to fill Mr. Biggs' position.

F. E. Stewart, the genial agent at Auburn, has been transferred to Sumner. Best wishes of every one go to Mr. Stewart, who takes one of the most important stations between Seattle and Tacoma. In fact, it is the station "where the berries come from."



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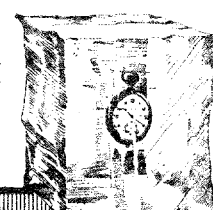
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**CHICAGO**

During the month of June the headquarters of the Puget Sound and Willapa Harbor Railway Company and the Seattle, Port Angeles and Lake Crescent Railway were removed to Room 604 White Building and are in charge of Mr. M. B. McBride. These are to be two of the most important "feeders" of our great railway system, and it is hoped that in the next two or three months an article on these lines and the country they tap may be ready for the Magazine.

### Items from Chicago Terminals.

Ben Perlick and Frank Luck have just returned from a fishing trip in Northern Wisconsin, and, from what can be learned, they were very successful. This being Mr. Luck's first experience, he surely did justice to the cause in explaining the size and weight of his numerous catches.

H. L. Stahl, pay roll clerk, superintendent's office, recently left for Wisconsin, and it is understood that he will not return alone. In case our predictions are correct, we all wish Mr. Stahl success.

It has been understood in the Chicago terminals that our genial roadmaster, M. Burke, as well as trainmaster, J. Costello, were considerably interested in a German engineer from Mexico. Employees in the Chicago terminals would now like to be advised where he can be found.

### Des Moines Division Notes.

*L. A. Garber.*

Mr. R. H. Kautzky, better known as "Rudolph" among employees of the Des Moines Division, is successor to Mr. A. Dallas as master mechanic, Des Moines shops, the former having acted as assistant master mechanic for the past twenty years.

Mr. A. Olson, clerk in Superintendent R. P. Edson's office, has been assigned as third trick dispatcher for this division. His brother, Ed Olson, has succeeded him in his former position.

M. L. Fitzpatrick, agent, Lohrville, returned July 6 from a six weeks' vacation. Accompanied by his wife and little son, he spent two weeks at Jefferson visiting his folks, two weeks in Rock Island visiting old friends with whom he worked about seven years ago, and the last two weeks were spent at Hesperia, Mich., with his wife's relatives. His wife returned a few weeks later.

Agent H. Shaw of Webb, Iowa, spent three weeks camping on the Little Sioux River near Gillett Grove, Iowa. He is back on the job, reporting a good time.

Mrs. A. D. Kemp, wife of section foreman, Clive, Iowa, together with her sons, Beryl and Cecil, left the latter part of last month to visit relatives near Ayrshire, Iowa.

J. G. Love, assistant general freight agent, Chicago, visited the Des Moines offices of our company July 15.

F. S. Hudson and wife of Churdan, Iowa, left July 20 for a two weeks' stay at Albion, Neb. On their return home they will be accompanied by their little daughter, Lucile, who has been visiting with her grandparents.

Train Dispatcher F. M. Cook left July 15 for Perry, Iowa, where he was engaged in examining conductors and engineers assigned to gravel-hauling service, on Des Moines Division train rules.

D. B. Brown, agent at Storm Lake, with his family, are at present touring in Europe, where they expect to visit several prominent places. It is hoped that their trip will be a very pleasant and enjoyable one.

Wife of Conductor W. E. Cramer made a trip to Brainerd, Minn., the fore part of last month.

Engineer Geo. Finnicum and wife left during the middle of July on their vacation. They will visit Denver and several adjacent points.

The Milwaukee were successful in winning their suit against the Des Moines Union Railway, which involved the dispute as to ownership of a mile of track in the City of Des Moines. Possession of same was taken over by our company on July 1.

Brakeman John Chase and wife visited Deer

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River, Brainerd and Duluth, Minn., in the month of June.

Mrs. Geo. Hutson and daughter, Lavon, wife and daughter of Engineer Hutson, are visiting friends and relatives at Denver, Col.; Salt Lake City, Utah, and Payette, Idaho.

The demand for gravel for ballasting the new double track on the C. & C. B. Iowa Division has increased to such proportion that it has been necessary to install electric lights at Milford Pit and work the steam shovel day and night, also to put on additional train and engine crews in the gravel service. Two operators have also been put on at Fonda and a helper at Jefferson, Iowa, so as to give continuous day and night telegraph service at these stations to facilitate movement of the gravel trains.

Chief Clerk in Division Freight and Passenger Agent's Office, Des Moines, C. M. Thomas, with his wife, little daughter, Cathryne, and niece, Miss Frances Drady, spent Sunday, July 19, at Lake Okoboji visiting the Inman cottage.

#### Notes of Lines Under Construction.

##### *Florence Morden.*

Our editor, Mrs. Carpenter Kendall, was a pleasant visitor at the superintendent's office on June 19. Superintendent and Mrs. Whiting accompanied her to Great Falls.

Chief Clerk C. F. Goodman was called to Sigourney, Iowa, by the serious illness of his mother. Upon his return, he reported his mother much improved. Mrs. Goodman accompanied him East and remained for a longer visit with relatives.

Mr. J. H. McCarthy, from the Missoula Division, reached Lewistown June 20, and is now employed as clerk in Superintendent Whiting's office.

Miss Helen Fey, stenographer in the chief carpenter's office, has gone to Great Falls, where she has accepted a position.

An agency has been opened at Forest Grove,

Mont. Mr. A. F. Baker is the present agent.

Mr. Ed. Ryan, clerk in Assistant Engineer Walker's office, has gone to his home in St. Paul and does not expect to return.

Mr. E. O. Davidson of the E. & B. department is one of our recent benedicts.

Mr. Frank Bednar, one of the amiable clerks in the superintendent's office, has gone to St. Maries, Idaho. Before leaving, he extended a general invitation to the office force to be present at the happy event in October. The young lady's name has not been divulged. We are all coming, Frank.

Mr. Charles R. Hansen spent several weeks in Seattle during June and July in connection with the labor business. Mr. A. J. Cavin was in charge of the office during his absence.

Chief Dispatcher Welch still insists that smoking is a disgraceful habit!

While working around his engine at Amherst, Engineer John Collins suffered a broken jaw. He is now in the Deer Lodge Hospital and is getting along nicely.

Mr. R. E. Haffey, formerly employed with the Wabash Railroad at Decatur, Ill., has taken a position as clerk in the superintendent's office at Lewistown.

Mr. W. W. Grieves, formerly clerk in Superintendent Whiting's office, has been transferred to Great Falls, where he is checking the material for the Choteau line.

Division Engineer Baker's office has moved into the new passenger station. It is expected that the other offices will move soon after the first of August. There will be great rejoicing, and we may well be proud of our new headquarters.

The office of Assistant Engineer F. B. Walker has moved to Great Falls.

Mr. George Hannan, nephew of Mr. McCarthy of Superintendent Whiting's office, has come from Malden, Wash., to make his home in Lewistown.

Mr. Bean, who has had charge of the work on the station grounds at Geraldine, announces that the parking is now completed and will soon present a very fine appearance.

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**Trans-Missouri East End Notes.**  
*Eason and Williams.*

Car Foreman Lintleman and family returned from Green Bay about June 20, where they spent the time with relatives and friends. George reports the fishing to be very good and we no doubt will hear one or two fish stories.

The yard officers along the line are busy keeping the summer tourists off the top and out from under our through trains.

Conductor L. J. Cunningham has returned to work after several months absence on account of having been injured at New England.

L. A. Decker, day car clerk at Moberidge yard office, returned from Seattle, June 29, where he spent a short vacation visiting his mother. While there he also attended the Pioneer Club meeting and reports having had an enjoyable time.

Conductor F. E. Waterman of the West End is in the hospital at Moberidge, having had an operation for appendicitis. On account of the splendid treatment he is receiving, we will most likely see him on the job in a short time.

Mrs. Leon B. Welsh of Aberdeen, S. D., and Mrs. Joe D. Mead from Fort Scott, Kan., are visiting with their brother, W. M. McGowan, timekeeper. They expect to return to their respective homes about July 20.

The following changes have been made in the dispatcher's office during the last month or so: F. D. Campbell, former C. D. at Miles City vice W. C. Ennis, train master. Mr. Ennis now train master on the Idaho Division with headquarters at St. Maries. H. L. Willtrout, first trick dispatcher, Moberidge, now chief at Malden, Wash. H. R. Winship appointed third trick dispatcher at Moberidge.

Former Agent E. M. Stablein spent a few days at Moberidge packing his household goods and shipping them to Great Falls, where he is now located.

E. H. Pearson, freight clerk in the Moberidge freight office, is relieving the agent at New England while the latter is attending to some company business at another point.

James Waters, index clerk, is taking Pearson's place during the latter's absence.

Arvid Arvidson, car inspector, is visiting relatives and friends at Kansas City. He expects to return to work about the 20th.

The many friends of C. A. Moulding, superintendent's chief clerk, are glad to see him back at the old desk left vacant by him about eighteen months ago on account of illness. Charlie is looking fine, and as accomodating as ever.

We were very much pleased to make the acquaintance of J. J. Moulding, road accountant, who was visiting his son, C. A. We are in hopes that he will make another visit to the Dakotas in the near future.

The paycar was quite a novelty for the Trans-Missouri boys this month. Supt. Hill accompanied the car over the division.

Miss Swanson, stenographer in the superintendent's office, is contemplating taking her vacation within the next few days. We cannot get her to say where, though we have our suspicions.

J. E. Robertson, operator in the relay office, is on a four months' leave of absence at Yellowstone Park. The "Inspector" reports a very good time so far.

Owing to the recent heavy washouts on the Northern Pacific, their trains were detoured over our tracks from Terry. A train of theatrical performers entertained the boys while waiting at Moberidge.

Miss Inga Bernstad, superintendent's office, made a brief trip to her home at Fargo, N. D.

W. R. Lanning is very much impressed with the meeting of the Puget Sound Pioneers held at Seattle. W. R. is one of our enthusiastic Pioneers.

Dad Monroe has come to Council Bluffs and has been assigned to the way freight.

Mrs. Albert Warren, wife of Engineer Warren, has been quite ill for some time, but is reported to be improved.

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**Milwaukee Terminals.**  
*Josephine Healy.*

Roadmaster A. M. Anderson, Milwaukee terminals, visited New Lisbon, Wis., on June 4 and 5 for the purpose of attending a reunion held there of the pupils who attended the New Lisbon High School thirty years ago. Former pupils gathered there from all over the United States, and Mr. Anderson is still talking about the good time they had. Their old teacher, Professor E. E. Fowler, came all the way from Philadelphia to be with them.

Mr. Chas. W. Green, assistant general yardmaster, Milwaukee terminals, in testing the qualities of a brand new trap which he had purchased to catch rats infesting his chicken yard, caught his finger in the trap, and as a result he has a very sore finger. However, he says, "It's a fine trap, all right." It has been rumored that Mr. Green has adopted a safer method of getting rid of the rats, and after work hours may be seen out in his back yard with a bow and arrow.

Mr. F. L. Richards, newly appointed trainmaster of the R. & S. W. Division, visited the Milwaukee terminals on July 9. Mr. Richards' visit was appreciated, and we hope to see him more often hereafter.

The International Association of Yardmasters, with headquarters at Gary, Ind., held their convention at the New Southern Hotel, Chicago, Ill., commencing Monday, June 22, 1914. Mr. Chas. W. Green, assistant general yardmaster, Milwaukee terminals, attended the convention as delegate from Division No. 34 of the association and reports it as a very successful one. With justice, equity and charity as their mottoes, there is every reason to believe that this organization will succeed in bringing all yardmasters into one harmonious association. The Magazine extend their hearty wishes for success to the International Association of Yardmasters in their new project, the publishing of a monthly magazine, first edition to be distributed on June 20.

**Council Bluffs, Iowa, Notes.**  
*Mrs. H. Hackstock.*

Power House Engineer Wm. Failer is the happy father of a bouncing baby boy, born June 2.

Fireman Albert Cooley, who has been firing on way freight between Council Bluffs and Manilla, sprained his ankle while performing his duties some days since, and as a result was unable to resume his work for several trips. He has now fully recovered.

Blacksmith Helper Morten Peter Christensen, better known as "Pete," had the misfortune to mash a finger while at work in the roundhouse Sunday afternoon, June 21, but showed his pluck by resuming his work immediately after having the finger bandaged at the office.

Car Repairer Chris Anderson, one of the oldest employes of the car department, had the misfortune to sprain his back while tightening some loose bolts under a car. The accident was very painful for a time, but he resumed his duties after an absence of but two days. He was attended by Dr. Merritt.

Thomas Glynn was a caller at Council Bluffs Monday, June 22, on business connected with the claim department.

Car Repairer Chas. Flint and wife are spending a vacation in Wisconsin.

Roundhouse Foreman Arthur Yates is planning a very pleasant vacation about the middle of July. He expects to be in Denver for the Elks' convention and go from there to Tacoma via foreign lines and back via the Puget Sound line. We hope everything turns out pleasantly on the trip.

The company surgeon, Dr. Macrae, has left for a sojourn in Europe. He was accompanied by Mrs. Macrae. He expects to be gone about two months. During his absence the company's business is being looked after by Drs. Augustine and Merritt, the latter having been appointed regular surgeon for the company at this place. We hope Dr. Macrae has a pleasant trip and a safe return.

Former Night Yardmaster Roy Michael has been promoted and is now yardmaster at Manilla, Iowa.

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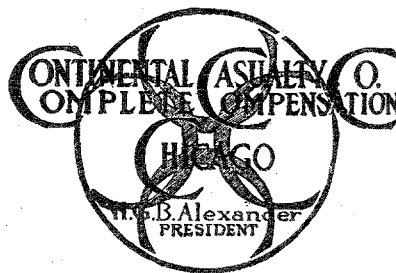
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Founded in 1869. Oldest Bank in Montana  
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our customers  
Safety Deposit Boxes For Rent  
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Mr. Geo. McDermott, formerly car foreman at Manilla, was a caller at Council Bluffs June 20, at which time he advised us of his promotion to car foreman at Savanna, Ill., and his intention to accept same. We all wish George the best of success in his new position.

Miss Margaret Schmidt and Mrs. Hackstock, daughters of Car Foreman Schmidt, attended the commencement exercises at Manilla, Iowa, on May 29. Among the young people who graduated were Miss Lillian McDermott, sister of Car Foreman McDermott, and Mr. John Johnson, son of Wrecking Foreman Pete Johnson. The commencement exercises were very impressive and were largely attended.

Mr. Peter Johnson and daughter, Marie, made a short visit at the home of Car Foreman Schmidt on the evening of June 15.

Engineer I. J. Wolfe has again resumed his duties running switch engine in Council Bluffs yard after having temporarily filled the vacancy on the way freight made by the death of Engineer Runyon and later working on work train out of Perry.

### Alberton Notes.

Harry Thompson, Round House Clerk.

Geo. Baker is acting agent while Agent McEhney and family are visiting friends and relatives in the East.

Engine Watchman Ryan is at work again, after visiting his folks at Helena the Fourth.

Stationary Engineer Van Alstine is at work again, after a month's leave of absence, which he spent visiting friends and relatives at Chicago, Geo. Ryan filling his place.

We had a severe hail storm recently, which we are afraid did considerable damage to Hostler Clark's garden.

N. R. Byron, round house foreman, made a business trip to Deer Lodge recently.

J. H. Gifford has been acting blacksmith while Dad Kane has been serving his time on the jury at Missoula.

Machinist Anderson has just completed his four-room bungalow in West Alberton.

Operator Brink is at work again, after completing his four-room house.

Miss Mattie Burdett and Brakeman McNeil were quietly married in Missoula last month.

Inspector Bogard was acting car foreman while Car Foreman McAndrews was in Seattle attending the Pioneers' Club, and Machinist J. A. Smith was acting round house foreman during Foreman Byron's absence.

Engineer McClain is rejoicing over the arrival of a baby girl at his home last week.

Dr. Whiting was not slighted, as a big boy was left at his place soon afterward.

Jas. Vetersneck, boilermaker, has been visiting friends in Spokane recently.

Mrs. N. R. Byron has returned from Boise, Idaho, where she has been visiting friends for the last week.

Engineer Milligan and family are enjoying camp life up in the nine-mile country, where the fishing and hunting is the best.

Machinist Hegwine is spending his vacation in Seattle this month.

Fred McAndrews, car repairer, has reported for work again, after a three months' leave of absence.

Dad Kane and his auto are still in the ring, although the machine is a little disfigured.

Boilermaker Klugman has been laying off a few days, as he has been rustling votes to elect himself for sheriff of Mineral County.

Mrs. Camp W. Robinson and little daughter, Ruth Clara, of Bonner, Mont., visited a few days recently in the home of her parents, Mr. and Mrs. N. R. Byron.

### C. & M. Division Notes.

B. J. Simen.

Brakeman F. C. Tew had his foot crushed while switching at Rondout. He was taken to the company hospital, at Chicago, and is reported as getting along nicely.

Engineer Peter Haddock and wife are spending the summer abroad. They are visiting relatives in England.

Engineer Dick McCarty is suffering from blood poisoning in his arm. He has been unable to work for some time, but it is understood that his arm is some better.

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Mrs. W. B. Carr and daughter, Beatrice, wife and daughter of Conductor W. B. Carr, have returned from their summer vacation spent in Revelstoke, British Columbia. They made their trip via the Canadian Pacific Railway.

Brakeman Wm. Barbour injured his hand at Rondout while assisting with coaling an engine. The injury was not very serious. He was able to resume work after a few days' lay-off.

Operator F. J. Winkle, first trick operator at Soo Tower, was off for a few days on account of poisoning his hands and face with poison ivy. He was relieved by Operator Rhodes.

Dispatcher R. A. Woodworth spent part of his vacation visiting relatives in Indiana. He also tried his "luck" with Operator Root of Bardwell fishing at Delavan Lake.

Mr. George Utberg has been appointed agent at Zenda, Wis. He comes from the Supr. Divn.

Six passenger trains handled the crowd from Fox Lake, Ill., to Chicago on Sunday night following the Fourth of July. Six thousand five hundred and forty-three people were handled by our trains from Fox Lake.

Mr. F. W. Howard has been appointed as operator at the old station Libertyville. He is a new man with the road, having come from the Nickel Plate.

Preparations are being made to relay steel on the Janesville line. New 75-pound steel will be put in track from Fox Lake to a point about eight miles west.

Engineer F. G. Cleveland is riding around in a new automobile. "Frank" knows how to run it, too.

A fine baby boy arrived at the home of Engineer George Ruble in Chicago.

Section Foreman Henry Goff and family of Bardwell are visiting relatives in Frankfort, Ind.

Mrs. M. Joyce and daughters, family of Section Foreman M. Joyce of Janesville, are visiting at Petersburg, Wis.

Mrs. B. H. Kress, wife of Conductor B. H. Kress, has just returned from a visit with her sister at Fargo, N. D.

On July 13, while No. 21 was passing Morton Grove, some boys threw stones through the windows. No. 91 was on the side track, and the crew on this train captured the boys, placing them in charge of brakeman Tom Merriman. After a time one of the boys must have decided that "Tom's" company was not agreeable, for he made a dash for liberty. Tom, following in hot pursuit, was just laying hold of the escaping prisoner when he slipped and fell—into the river. Did he catch the boy? Not yet. The only way Tom can account for this is that it happened on the 13th.

#### C. & G. B. Iowa (East).

J. T. Raymond.

The writer had a very pleasant visit with Engineer Wm. D. McElheney at his home in Savanna recently. He has been suffering for a long time with cataracts on both eyes and last winter had one of his eyes operated on, removing the cataract, so that there is a partial vision. He plans on going to Milwaukee for further treatment. Mr. McElheney pulled passenger on the Eastern Division for more than thirty years, with a record for superior service that we do not believe has been excelled by any other man anywhere. His rare good judgment, exercised at critical times in his experience, has been the means of preventing several bad mishaps. Mr. McElheney was promoted to a captaincy in the Union Army, where he served his country for several years. In his service with the Milwaukee Railway he has been a notable example of loyalty, intelligence and devotion to duty. We hope his vision may be restored and that he may enjoy life with family and friends for many years to come.

M. P. Reynolds, general chairman of the O. R. C. on the P. S. Extension, and family visited relatives in Marion and vicinity.

Roundhouse Foreman G. W. Erickson spent July 13 at Dubuque on company business.

The roundhouse force is working full time again at Marion.

# 6%

That is the dividend we have paid on savings for twelve years.

This is a mutual savings society operating under strict state supervision.

All of our net earnings are divided equitably among our shareholders.

Dividends are declared July 1 and January 1 each year.

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stop at this hotel when in Milwaukee

Geo. Titus, storekeeper at Marion, has returned from the coast and reports things looking good all along the line.

M. J. Mach, machinist, is a new face at Marion roundhouse.

David Gordon, engineer on the Farley run, who has been in the harness for over thirty years, was off a week getting his engine repaired. "Davie" always has to boss this job.

Boilermaker Jas. Lonergan has returned to Dubuque Shops, after being at Marion for the past month.

Quite a number of the boys at Marion roundhouse expect to go to Maquoketa to attend the Firemen's Tournament. Let's all hope that they bring home the turkey.

All the extra enginemen are in service; no reserve list at Marion roundhouse.

Engineer L. C. Low of the Davenport run is off on a thirty-day fishing trip to the lakes. Look out, fish!

Weare Lake, machinist helper at Marion roundhouse, is on a two weeks' vacation to Arnolds Park, fishing. All of the big ones did not get away, as a few of us know.

Engineer Busby is all smiles and is passing the cigars—a girl, July 15.

Conductor and Mrs. J. C. Cunningham of Davenport spent a few days in Marion during the past week with their daughter, Mr. and Mrs. John F. Taylor.

C. H. Colvin, night yardmaster at Marion yard, was called East on account of serious illness in family.

Fred Staples, car repairer at Oxford Junction past four or five years, has been advanced to the position of night car foreman at Savannah. This is a well-deserved promotion. He is succeeded at Oxford Junction by L. Becker from Marion.

W. G. Buck, machinist at roundhouse, was laid up for several days on account of minor injuries received while working at roundhouse.

### Pebbles from the Musselshell.

W. F. Maughan.

Engineer Ed Smith and sons passed through Melstone recently on their return from the coast. Ed is passenger engineer on the I. & D. Division and has been in the service over thirty years.

Mrs. R. T. Wilson and son, family of first trick operator "Tug" Wilson, are spending the summer at the old home of Mrs. Wilson, on Green Lake, Wis.

Mr. A. F. Parsneau, stationary boiler man, and wife have been visiting their son at Livingston, Mont.

Pumper A. J. Harris is visiting his children at Ortonville, Minn.

Conductor C. E. Farron, who has been on the sick list for some time, is improving and will soon be able to take his run.

Roundhouse Foreman F. D. Haldiman made a business trip to Miles City one day recently.

Mr. John Horn, from the Milwaukee shops, stopped over night at Melstone on July 15. Mr. Horn has been with the company over thirty-five years, and has been a valued acquaintance of your correspondent since the early '80's.

Engineer George Eaton, while crossing from the roundhouse to the depot on July 15, slipped on the draw-bar and fell, injuring his right arm badly.

Brakeman Alex Dunlap has been laying off a few days, taking care of a sprained ankle.

Assistant Superintendent Motive Power Rusch and General Car Foreman F. D. Campbell of the Puget Sound lines passed through Melstone one day in July.

Mr. Peter Sims is the new car foreman at Miles City, vice Mr. W. J. Retailich, transferred.

Brakeman W. H. Bartley and wife are the proud parents of a ten-pound girl, born at the old home in Illinois. Billy is one of the popular brakemen of the west Musselshell.

District Master Mechanic R. W. Anderson is taking his summer vacation, visiting in Iowa and South Dakota. He certainly will enjoy the trip in his new auto. Mr. C. E. Brooks is acting master mechanic in Miles during Mr. Anderson's absence.

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Passenger Conductor George Cobb of the Musselshell Division was chosen one of the vice presidents of the Pioneers' Club at the meeting in Seattle.

Conductors Farron, Casey and Braden have been assigned to work train service west of Melstone.

Conductor E. F. Conklin was married to Miss Princess Sickmiller on June 30 at Miles City. The bride has many friends in Melstone, and Ed is one of the popular young conductors of the Middle Musselshell.

Yardmaster M. M. Galvin is laying off a few days, and M. F. Gadmonson is taking his place.

B. & B. Foreman L. K. Swanson has his gang at Melstone, making extensive repairs to the depot.

Ballasting on this division is going forward rapidly and will be probably completed by the end of the summer.

Crops are looking unusually good in the Musselshell Valley, and that is saying a great deal for this is one of the banner agricultural sections on the Puget Sound lines. Harvesting is under way in many places, and the weather is fine.

#### Lax Division Doin's.

*Guy E. Sampson.*

June 8 Operator E. L. Johnson pulled off a big surprise on his friends by attending his own wedding, the bride being Miss Maud Erickson of Oconomowoc, Mr. Johnson's old home. After a few days spent in Chicago and Milwaukee, they came to Portage to make their future home, where Mr. Johnson holds down the second trick.

June 22 Conductor Chas. Shutter, while assisting Engineer F. Steel take down a side rod on engine 4323, was accidentally struck on the right arm by a crowbar. No bones were broken, but the flesh was torn badly, and "Deacon," as he is known among us boys, was forced to take a painful vacation.

The stork again visited Portage, this time delivering a son to Engineer R. Dunn and wife early in June.

Camp McCoy office has been opened up during the soldiers' stay at Camp McCoy, and Operator Laden's smiling face may be seen there daily, as he has charge of the telegraph business at that place.

Bangor has been made a two-trick office, being closed from 10.30 p. m. till 4.30 a. m.

Our new agent at Sparta, Mr. E. A. Cordes, has moved his family from Watertown, Wis., to their new home.

Engineer August Liske and wife are the proud parents of a June daughter. August wears a smile that won't come off.

Frank Fredrick, who is acting section foreman at Sparta during Wm. Blank's absence, has sure got the safety first idea, besides the good wishes of all trainmen, by the manner in which he has raked up and removed all the cobblestones in the yards at Sparta. One can now catch his caboose after the train has started without falling over loose stones. Besides, it adds so much to the appearance of the place.

Conductor H. B. Stowers and family of Portage spent a week's vacation visiting relatives near Kilbourn.

The three Zodtner brothers and their brother-in-law, Conrad Jorns, all of whom are Lax Division conductors, were called to attend the funeral of their father, who was an old resident of Portage City, the latter part of June. The sympathy of all employees is extended to them in their bereavement.

About June 25 we met Passenger Brakeman Mike Ternes with a young lady at Kilbourn City enjoying a week's outing. We were not surprised at the time, for Mike is one of those happy young fellows who believes that all work and no play makes "Mike a dull boy." A few days later we learned the young lady was all Mike's own, for he had joined the benedicts, and himself and bride were spending their honeymoon at Wisconsin's popular summer resort. All Lax Division boys join in wishing them all the joys of life.

Henry Arn took charge of the Portage round-house nights during Wm. Townsend's vacation.

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Brakeman Ed Wanders, who was injured while in his cab in Milwaukee yard by a cut of cars being shunted to the same track the cab was on with such force as to throw him against the stove, is out of the hospital and is fast recuperating at his home in Portage.

Mr. J. F. Voltz, our genial chief train dispatcher, took his annual vacation the last of June and spent it at Excelsior Springs. First Trick Dispatcher W. G. Bowen acted chief during Mr. Voltz' absence and kept the ball rolling in fine shape.

Mr. L. C. Philbrook, regular man from G. O. office, has been appointed to the position of extra dispatcher and is taking the place of the regular man as they each in turn take their annual vacation.

Operator D. B. Baker has been appointed third trick operator at Sparta in place of E. L. Johnson, who bid in second at Portage when H. L. Hanson resigned to accept the position mentioned last month.

A. W. Scheele has been appointed agent at Pawaukee.

C. L. Parsons has been appointed agent at De Forest in place of Jas. McEntee, who has resigned.

Assistant General Superintendent P. C. Eldredge and Division Superintendent J. A. Macdonald made a trip over our division June 26. Did not learn their mission, but feel assured it was for the good of the service.

Conductor H. Amburn has returned to work after several months' absence caused by being injured at Watertown Junction.

On June 30 Mr. Ray Shackley, passenger brakeman, was married to Miss Arleta Scot at the home of the bride's parents, at Anoka, Minn. Ray is the only son of Passenger Conductor M. H. Shackley. The bride, while a stranger here, is known as an accomplished teacher with hosts of friends in her old home.

Uncle Sam's regulars are spending their annual outing at Camp McCoy. Several thousand of them are located there now. Conductor Chas. Shutter, who has somewhat recovered from his accident, has charge of the yard at Camp McCoy, taking charge of each train of soldiers as soon as they arrive at McCoy station. He also has charge of switching all cars that arrive at the camp.

Conductor Arthur Otto has charge of the day pusher engine during Mr. Shutter's absence from that position.

Roy Young, who is the youngest conductor on the West Division, who made his first trip in the capacity of conductor July 2, found on his arrival at home in Portage that the stork had visited his home during his absence and left a son.

Mr. G. A. Ramsey, who holds a clerkship in the auditor of material accounts office in Chicago, visited his son, Conductor F. W. Ramsey, and family at Lax July 4 and 5. Business on the Lax Division July 3, 4 and 5 far exceeded all previous records, and, so far as we have heard, not a single accident has been reported from the passenger service. This is an excellent record when we take into consideration that a five-car train consisting of four coaches and one baggage car brought over 800 people into Lax, and all other trains overloaded to the same extent. All engine and train men that handled the vast multitude of people on our division those dates are certainly worthy of praise for the way they "safely" did their duty "first." Many words of praise have been uttered concerning the safety and dispatch with which passengers and equipment were handled in the Milwaukee terminal, which speaks decidedly well for the stationmaster and his force.

Conductor Wm. Clemmons sprained his ankle by stepping on a covering to the wires that operate the automatic signals at Tomah.

Dan Smith, conductor on the Viroqua branch, took a lay-off during the week of the Fourth of July. Conductor L. Daniels handled the train during Dan's vacation.

Conductor A. S. Heberlein and family spent a week camping and fishing near his father's farm at Kilbourn City.

Mr. Wm. Schabarker and family of Milwaukee spent a week with Roundhouse Foreman

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J. Horn and family at Portage. Mr. Schabarker is a machinist at Milwaukee shop and was more than pleased with the cool recreation grounds around Silver Lake.

Mr. Frank Shean of Milwaukee has been appointed night roundhouse foreman at Portage in place of Wm. Townsend, who has been assigned to other duties.

July 25 the state militia will assemble at Camp Douglas for their annual maneuvers, about 3,000 men in all.

Brakeman Otto Ristow and family spent a week the fore part of July at Necedah, their old home, visiting relatives.

Engineer Frank Lee and family spent a week's vacation at Okauchee.

The S. L. A. A. have added two large lawn swings to their list of pleasure devices in the park on Silver Lake. Also a telephone has been installed in their clubhouse. Our call boys find this very handy, as most of the men can be found there daytimes.

Mr. D. B. Baker, third trick man at Sparta, is acting as temporary agent at Tunnel City, and Mr. F. S. Hobin of Columbus is filling Mr. Baker's place at Sparta.

July 14 and 15 were busy days on the Lax Division. July 14 Ringling Bros.' four circus trains were moved from Milwaukee to Portage, while the same date passenger equipment was moved into Sparta to accommodate the five trainloads of United States troops which moved out the following day. July 15 the four circus trains moved over the West Division from Portage to Lax en route to Winona, Minn. In addition to these, five special trains of troops were moved from Camp McCoy to Lax en route to Minnesota and South Dakota points. These nine trains, in addition to our regular freight and passenger business, kept all hands, from officials down to the call boys, on the job every minute.

Conductor Wyman and crew have been assigned to a work train on the West Division unloading steel and handling extra gangs between Kilbourn and Portage.

On account of the heavy passenger business on trains 5 and 6, our officials have found it necessary to put two conductors on these runs. From personal observation, we think both men have about all they can do to handle the multitude of people that those trains carry.

On July 11 Engineer Ambrose and Fireman Prieve were nearly overcome with heat and gas while taking a heavy freight train through the tunnel at Tunnel City.

Mr. Fred Washburn, wire chief on the Coast Division, who is located at Malden, Wash., is spending a vacation at Portage visiting relatives and friends. Fred has lost some of his flesh in the West. Nevertheless he is looking well.

July 6 at 2 p. m. the automatic signal system went into effect between Portage and Kilbourn. Up to July 17 no further territory has been added, although the entire West Division is about ready for the installation of the automatic signal service.

Conductor Fitzgerald, who runs the branch train between Watertown and Madison, is taking his annual vacation. Frank Varney is running the branch train, and Frank Linscott is holding down Mr. Varney's run on the Madison-Portage way freight.

#### **La Crosse Division Items Held Over from June.**

Our Safety First Committee, in connection with the committee from the W. V. Division, has taken steps toward having an electric distant signal put in on the W. V. main line entering New Lisbon, as all W. V. trains enter that place on a very sharp curve, and Lax Division engines have to use the W. V. Division main track to get to both team track and coal shed. This is a very important safety first plan and should meet with the approval of the officials, as we feel it will.

Conductor Fred Fenner recently had a narrow escape. While making a drop of a car, he was accidentally knocked off from the ladder of the car. However, his injuries were only of a slight nature, and he is now able to limp around.

Brakeman Favin Devine is around on crutches, nursing an injured ankle.

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#### GROUP F—Locomotive Shops

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We noticed Mike Laden working second trick at Raymore a few days in June in place of Robert Williams, who, no doubt, is holding down a key at some other post.

The second trick operator at Camp Douglas, A. W. Steinbach, and wife are the proud parents of a little daughter, born May 31. Albert says they are doubly proud of her, because she and a little cousin of his are the only girls in the whole Steinbach family, which consists of a small army of men and boys.

A new time card went into effect June 12 on our division, with a few minor changes, the most important of which was the new train that runs from Chicago and Milwaukee to Northern Wisconsin lakes and summer resorts every Friday evening, returning every Sunday evening, getting the happy sportsman back to the cities in time for business Monday. This train fills a long-felt want in taking pleasure seekers and others from the cities to the lakes without change or lay-overs. Wisconsin Valley people assure us that they feel the company will see it advisable to make it a daily train through the summer season, when pleasure seekers learn that the enjoyable trip can be made so quickly and without change.

Conductor L. D. Daniels one of our newly made passenger conductors, was the first to handle the new train from Milwaukee to New Lisbon.

Passenger Brakeman Harrington is again on the job after being laid up sick a few weeks at his home in Milwaukee.

Passenger Conductor B. Miller took a few days' lay-off recently, spending the time with his family at La Crosse. E. J. Brown, one of our new passenger conductors, filled the position during Mr. Miller's absence.

Engineer Geo. Brewer and family are enjoying many an evening's ride in their new auto. George pulls the fast mail Nos. 57 and 58 between La Crosse and Milwaukee, with his lay-over at Lax, which gives him ample time to enjoy his new machine.

While Conductor L. D. Daniels was doing extra passenger work, Conductor Ray Long ran the Lax lay-over way freight in Mr. Daniels' place.

Conductor Wm. Shaffer is also doing quite a lot of extra passenger work.

Geo. Acres, one of our oldest passenger conductors, who runs the branch train between Portage and Madison, has been on the sick list a few days. Conductor F. Varney has been filling Mr. Acres' place. Jerry Lynam assisted Mr. Varney on the branch during the G. A. R. encampment at Madison.

Conductors Williams, Griggs, A. Russell, Murphy and McKay, all east end freight men recently promoted to passenger service, are occasionally seen on the west end now running passenger, as our passenger rights extend from Milwaukee to La Crosse. Glad to see the boys up on the west end and have them meet our west end employes again.

**H. & D. Notes.**

The question for debate on this division is, "Resolved, That Two Can Live as Cheap as One." W. D. Dunlap of Stewart and W. Cook of Hennepin avenue have chosen the affirmative, while Nelson Bros. of "Ma" office will defend the negative.

The dispatchers will begin taking their vacations on June 3, F. E. Devlin going first. W. E. Dunlap will do the relieving.

Telephone Maintainer B. E. Cochran goes to Milbank almost every Sunday. He must be looking for trouble.

Night Operator E. E. Swan of Stewart, Minn., spends his afternoons riding around in his Overland and overseeing the work on his farms. This may sound like fiction to the average night operator, but it's the "honest truth," and the funny part of it is you never catch him asleep on duty or laying down on the job.

Operator M. P. Ronning and Ticket Clerk C. Harris, both of Montevideo, are in St. Paul this week taking the civil service examination for tariff clerks. Here's hoping that they land something good.

C. H. Franks, boilermaker at Perry roundhouse, was called to Blair, Neb., the latter part of July by the death of a relative.

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**Items From the I. & M.**  
*Katherine McShane.*

Louis Grau and Engineer S. Barr and families are in camp at Ramsey. They expect to stay the remainder of the summer.

One of the best "Safety First" meetings since the movement started was held at Austin, Minn., July 16. There were about 150 men of the I. & M. Division there, all crafts being represented. Supt. W. J. Thiele of Minneapolis presided at the meeting. With him were his chief clerk, C. Prichard, Trainmaster L. T. Johnston and A. H. Adams, trainmaster of the River Division.

Among those who made speeches were M. Caton, M. Myer, Chas. Kough, H. Bushman, Joe Ober, D. Trombly, Miss Wiseman, F. J. Gannon, M. McShane, P. Hoban, D. McGreevy, C. Terry, D. Deneen, G. Bushman, B. Sanders, J. Swartz and Messrs. Ryan, Kaisershort, Wagner, Steffan, Cook and Wyman.

The new Safety First Committee who assumed duty at this time, comprise the following gentlemen:

J. W. Schultz, conductor.  
William Coogan, brakeman.  
G. Talmadge, engineer.  
F. Steffan, fireman.  
J. W. Kizershot, agent.  
P. Shaffer, buildings and bridges.  
J. Morgan, section foreman.  
F. Ryan, shopman.

The permanent committee consists of the following:

W. J. Thiele, chairman.  
L. T. Johnston, trainmaster.  
M. Monahan, claim department.  
M. McShane, roadmaster.  
M. Caton, chief carpenter.  
M. T. Skews, chief dispatcher.  
W. F. Cody, D. V. freight agent.  
T. V. Robinson, roadmaster.  
D. Trombly, car foreman.  
J. Opie, general foreman.

**Personal and Locals.**

A. E. Kirkland, the newly appointed assistant superintendent of Sleeping and Dining Car Department, Tacoma, spent several days in Seattle during the latter part of July getting acquainted. We know of many nice things that might be said of Mr. Kirkland, but the most important is that we know we are going to continue to have the very best dining car service in the world.

Bob Blake, the popular cartoonist for the Milwaukee Employees' Magazine, who has been employed in the treasurer's office in Chicago for the past two years, is leaving the road to take a position on the art staff of the Chicago Tribune. Bob's funny drawings will be missed by the readers of the magazine. In his new position he will, of course, devote his entire time to drawing. Bob possesses that quality of humor, technique and originality which should enable him to mount the top round of the ladder in the profession in which he is gifted. He leaves with the best wishes of unbounded success from the employees of the Milwaukee System.

August 1st the Milwaukee road established a new department known as the statistical bureau. The department will be in charge of E. C. Taylor, statistician, and with C. R. Cheney, son of the late D. C. Cheney, as chief clerk. This bureau will have an organization of eight employees working under the supervision of the general accounting department with headquarters on the second floor of the general office at Fullerton avenue. The new department will furnish statistics and comparative figures of every description required by the general officers of the company. They have important work ahead of them and with the efficient organization they have enrolled it will be well taken care of.

Our line was selected by the St. Paul Association of Commerce for their annual trade tour through Minnesota and South Dakota. The association's trip covered a period of six days, from July 20 to 25. A special train was chartered for their exclusive accommodation.



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FLINT, MICH., U. S. A.

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The Milk and Cream used on the Dining cars of this company comes from this Sanitary Creamery, Woodstock, Ill.

**A. J. OLSON CO.**

Chicago Office, 227 West Chicago Avenue



made up entirely of all steel equipment which included five twelve section drawing room sleeping cars, two dining cars, a tourist car for the band and an Olympian style of observation car. In appointment and traveling comfort features this was one of the finest trains ever run through this section of the country visited by the Commerce Association. The meats and provisions placed on the dining cars represented one of the largest orders ever turned out by the dining car department. The train was supplied with 12,000 pieces of clean linen, which included sheets, towels, table cloths, napkins, etc.

The personnel of the party was made up of the leading business men of St. Paul and their mission did much to stimulate the commercial relations between the eighty-six towns and cities visited. The success of their trip is not only a splendid thing for the business houses of St. Paul, but also for the road, because commerce developed in this way means an increase in both their freight and passenger travel.

Representing the company were W. B. Dixon, assistant general passenger agent; C. L. Kennedy, commercial agent of St. Paul, and F. E. Otis, assistant general freight agent, Minneapolis.

E. W. Phelan, roadmaster on the H. & D., has just rounded out his thirty-first year on that division and his fortieth year in the service of the Milwaukee road. There has not been a day during this long period that Mr. Phelan has not been on the Milwaukee payroll. This is a unique record and one of which Mr. Phelan is more than a little proud. In the light of his years of service it is not necessary to say that Mr. Phelan's work has been such as to deserve more than honorable mention.

Switchman M. Brosnan, Galewood, has received a letter from Superintendent Rupp commending him for prompt action in flagging No. 26, coming into Chicago, on June 20. Mr.

Brosnan, while handling a train at Halsted street, noticed a car door across No. 2 main track and immediately flagged 26, which was due, thereby averting an accident.

Signal Maintainer F. E. Nash, while working at Rondout on the morning of July 19, discovered brake rigging dragging on engine 6701, pulling the Pioneer Limited. He immediately flagged the train, which was stopped. Mr. Nash's prompt action, without doubt, prevented a serious derailment.

The general accounting department called a meeting which was attended by nearly one hundred representatives of the operating, traffic, accounting and stores departments from the division east of Moberge. The meeting was held in the assembly room on the 12th floor of the Railway Exchange Building in Chicago, July 25th and 26th. The discussion treated of the new Inter-State Commerce Commission regulations covering the distribution of accounts, J. Welch, G. J. Bunting and W. V. Wilson, assistant auditors, presiding. The new accounting rules applying to the various departments were carefully gone over and interpretations rendered by the accounting officers as to their application. All of the men at the close of the meeting seemed thoroughly conversant with the new regulations and the benefits gained for both the employees and the company by these oral discussions promise to be productive of much better results than could be hoped for through the medium of correspondence.

Miss Margaret H. Foster, who has been employed for the past three years as stenographer in the advertising department, leaves us in August to be married to Mr. J. Walter Olson. Miss Foster is one of the most competent stenographers and popular employes of the company and everyone is sorry to have her go, but if we must lose her it is a consolation to know that nothing but matrimony would induce her leave us.

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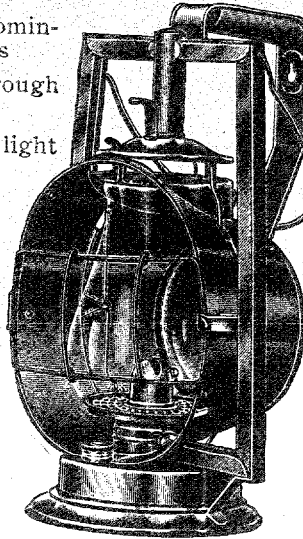
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Car Inspectors' Lamp**

Used by all prominent railroads  
Made to endure rough use.  
Strong reflected light  
Ventilated handle

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delivered to your address.  
25c less without guarded hood.

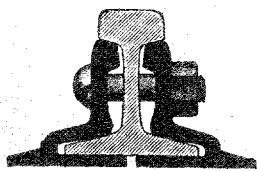
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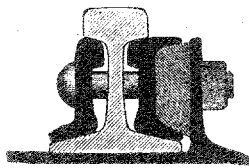
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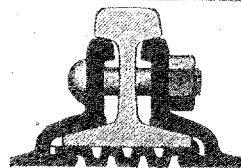
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- Philadelphia, Pa., Pennsylvania Bldg.
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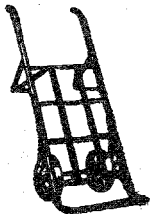
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**PREVENTS FOAMING IN  
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DEARBORN ANTI-FOAMING PREPARATIONS  
should be carried on the engines and applied each  
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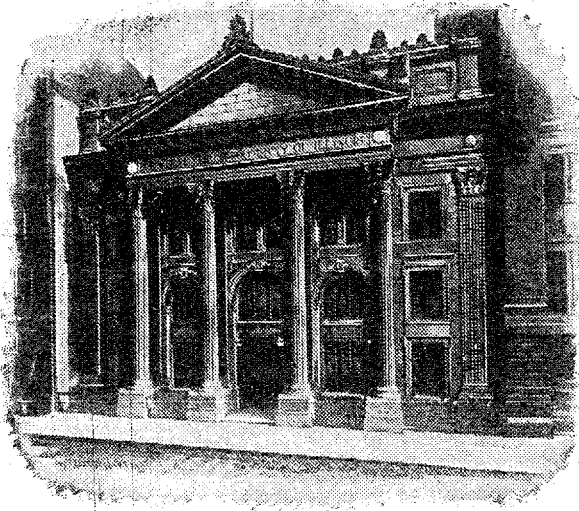
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