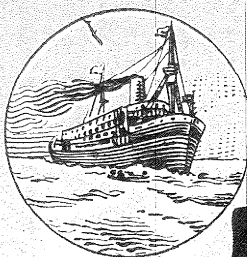


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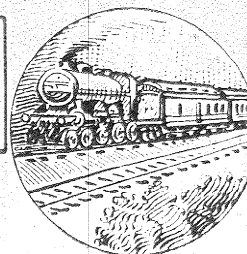
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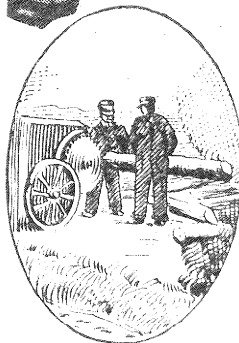
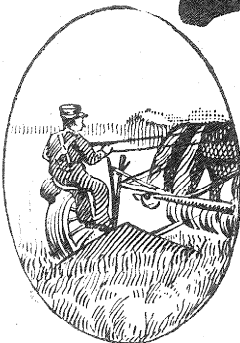
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## MILWAUKEE RAILWAY SYSTEM

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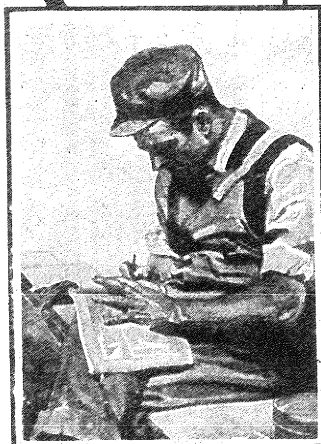
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Made Foreman



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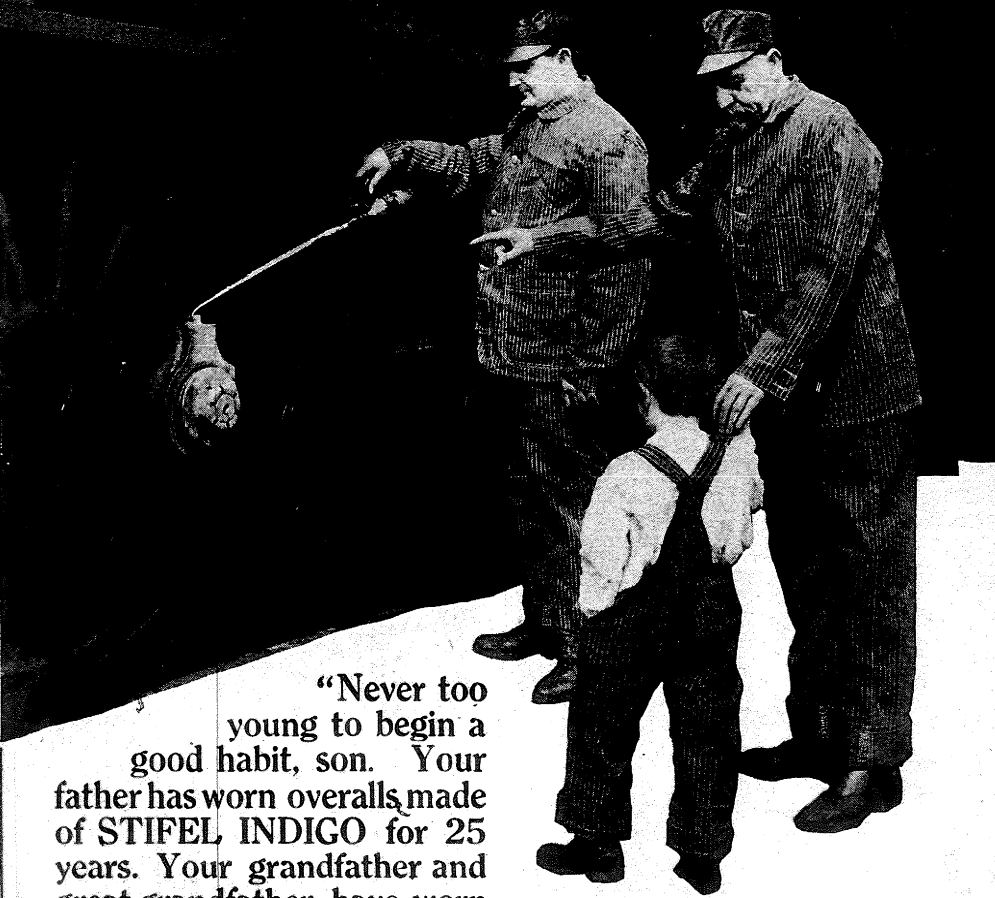
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# The Milwaukee Railway System Employes' Magazine

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.

**CARPENTER KENDALL,**  
Editor, Libertyville, Illinois.

**GEO. E. WAUGH,**  
Associate Editor, Railway Exchange, Chicago

**J. H. GINET JR.,** Special Correspondent, Seattle, Wash.

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NUMBER 4

## The New Kansas City Terminal

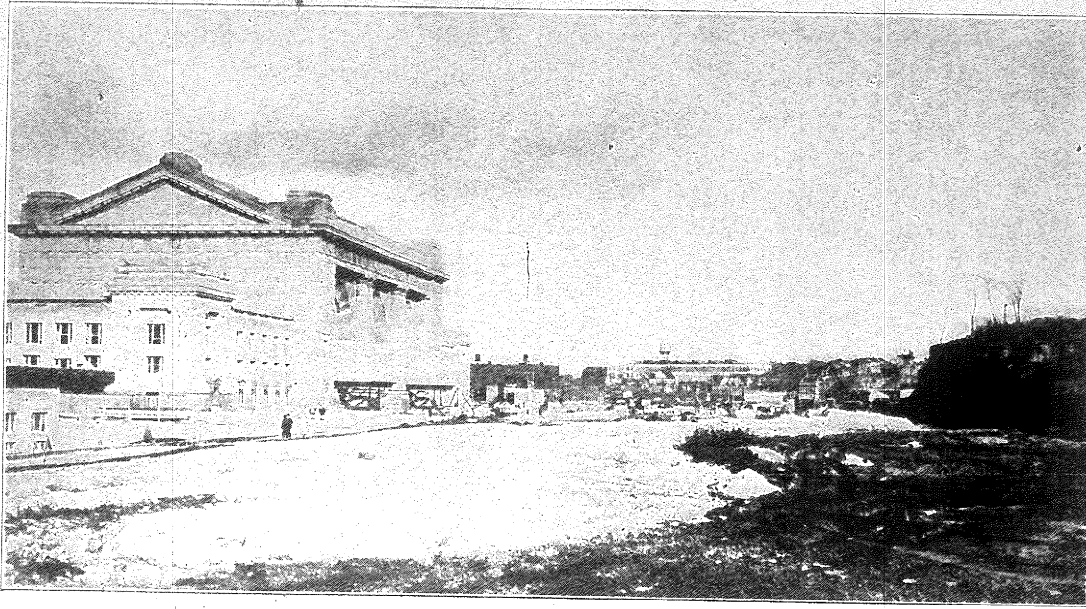
The new Union Station at Kansas City, for which Kansas City and travelers through the southwest have waited so long and patiently, is practically completed and will probably be ready for occupation some time this month. It is an improvement of which any city might well be proud, and Kansas City is particularly congratulated on its achievement. The building and general plan combines an architectural ideal in which beauty and dignity unite with the practical necessities of its purpose and use; and when the site and its surroundings are completed and beautified, there will be a setting quite in harmony with the artistic demands of a high ideal culminating in splendid construction.

Any great achievement is a stepping-stone, opening to broader and better things in the world's work; and looking back and marking the development of really good ideals in the realm of applied art, it will be seen that nothing in this country ever marked an epoch as did the wonderful ideals presented in the buildings of the World's Fair at Chicago. Those stately structures of purest type were a sure awakening to the possibilities of beauty in connection with utility, which our practically minded American populace previously had not regarded as essential or even desirable. That exteriors should reflect anything beyond the strictly practical was without doubt, a waste of time and

material; that office buildings, schools, banks and structures generally raised for the purpose of housing business should concern themselves with the imaginative in art, was not seriously considered. Churches, libraries and halls of higher learning, were granted some latitude in this direction, but that scope was largely confined to adding towers to the prominent corners, with possibly some bays protruding here and there, and perhaps a little superficial ornamentation scattered about in a desultory way. But so far as trying to make a railroad station attractive as a work of art—quite the contrary. Its chief prerogative lay in being as plain as possible, excepting here, too, a possible huge overgrown tower was permitted to add to the prevailing ugliness. That was the accepted thing and looked upon as the inevitable for a railroad station.

The World's Fair, as I have said, was our great awakening—for in those fair white facades, low, harmonious and beautiful, with line and area in exquisite proportion; with colonnades, with stately columns rising from ground to cornice; with arches and buttresses meaning strength yet bespeaking beauty—lay our lesson, an object lesson than which nothing more effective could have been conceived. Gradually its teaching has spread among us, and our civic centers are gaining in those qualities which tend toward a higher thought even in

## MILWAUKEE RAILWAY SYSTEM

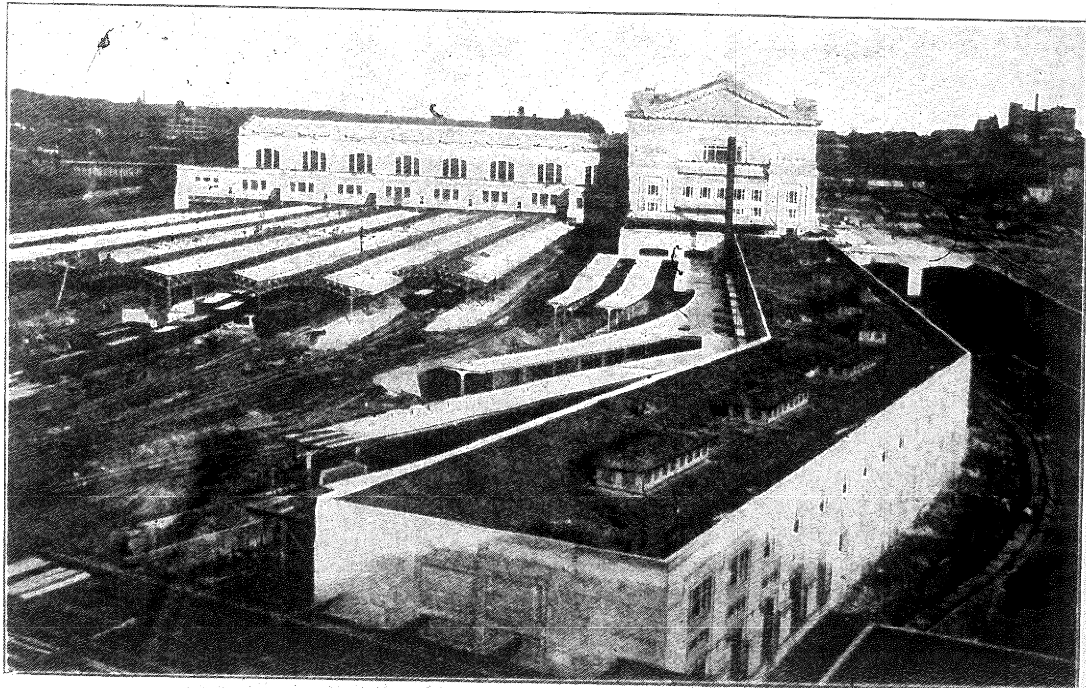


Front Elevation, New Kansas City Union Depot.

week-day affairs. I well remember my infinite surprise and pleasure the first time I saw the Illinois Trust & Savings Bank Building in the heart of the financial district in Chicago. It was like a Greek temple wandered away from its classic habitat—but now there are so many of the same type and so many magnificent buildings all reflecting the imaginative, while embodying everything required in the technical, that this

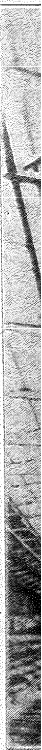
particular bank building is no longer remarkable, though still admirable in its artistic simplicity.

Now we are applying our newly acquired ideals to railroad stations, so that a large terminal, instead of being a public nuisance endured of necessity, is a thing of beauty to be admired and welcomed and made an incentive toward a greater beautification of the business centers of our cities.



Train Sheds and Express Building.

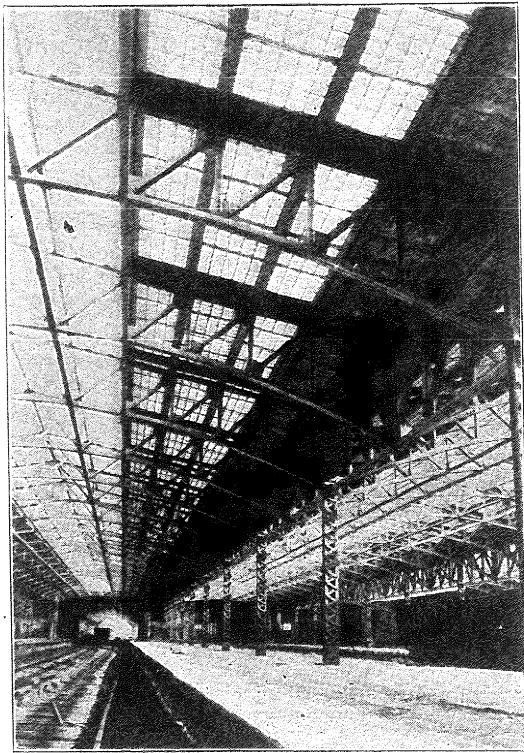
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The regrettable thing about this situation is that while many of our newest, great terminals are of rare artistic merit they are so surrounded and hedged in by immense structures that the art and the harmony of line are lost, to an appreciable degree. This condition will eventually be overcome at the new Kansas City Terminal, which, when all is finished, will look out upon a broad esplanade giving on to a public park, and the noble gray-columned front will have a setting in perfect harmony with its design.

The Kansas City Station has been reviewed in exhaustive technical detail in



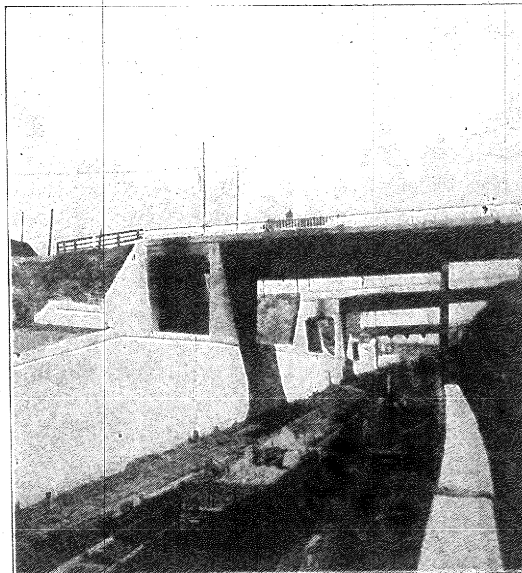
Interior of Train Shed.

the Santa Fe and Rock Island Employes' Magazines and the local newspapers and there is little which can be added, considered from that standpoint. But as a finished work of surpassing merit, both from the beautiful and the utilitarian point of view, it merits all the praise which can be lavished upon it.

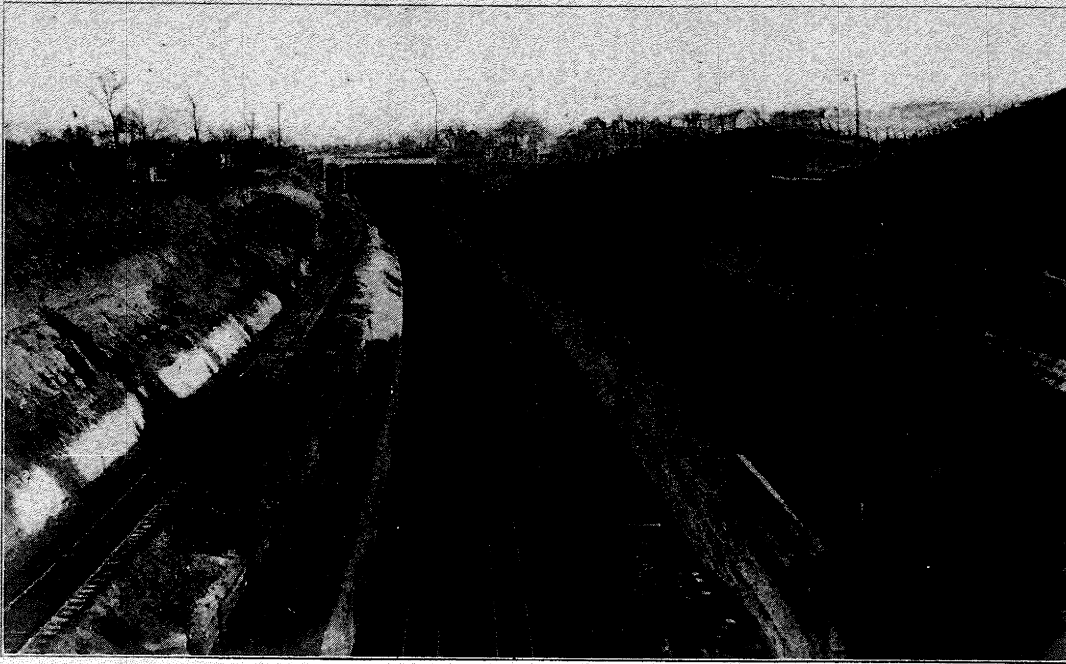
The building is constructed of Bedford sandstone and is of classic type, consistently modified to meet the times. These rooms are finished in white Vermont marble and fitted with the most

modern equipment made for such apartments.

The chief feature of the grand lobby is the immense circular ticket office, with necessities of situation and purpose. Entrance is by way of an imposing columned portico which opens into the grand lobby, two hundred and fifty feet long, one hundred and fifty feet wide and ninety feet high. The walls are a harmonious blending of Tennessee, Kasota and Scagiola marble and the ceiling is decorated in soft tints to harmonize with the general color scheme. Around this room, in cozy alcoves and niches are the various concessions, comprising news stands, cigar stores, fruit and candy shops, drug store and other travel necessities. The very latest thing in equipment in all of these is featured, notably a refrigerating room for fruit, giving the purchaser the pleasure of sixty degree fruit on a hot day, instead of the tepid, insipid article so often found at fruit stands. A large parcel check stand occupies the space directly opposite the carriage entrance—a convenience sure to be appreciated. The west end of the lobby opens to the baggage room and the eastern extremity is taken up by the Harvey dining and lunch rooms. Opening off the grand lobby, also are men's smoking rooms and barber shops with luxurious bathrooms, twenty-three ticket windows, extending into the center of the room directly at



New Viaduct and Grade Reduction.



**Grade Reduction, Bench Track, Showing Old Level.**

the right of the main entrance. This innovation is an especial convenience in a union station, where so many roads are represented. It permits one stock of tickets, with a room for ticket auditors above it, and a concrete ticket stock room beneath, reached by a private stairway leading down directly from the interior of the ticket office.

Opposite the ticket office, is the entrance to the main waiting room, an enormous place, three hundred feet long, seventy-seven feet wide and sixty feet high. Space has been allowed at this end for extension to the north, should more room be demanded. Opening out at each side all along the length of this great room are the elevators and stairways, sixteen in all, down to the train sheds and train platforms, which are on the ground level; and over each of these are the train indicators. The indicator system is the same that is in use in the Grand Central terminal in New York City. The large train bulletin is in a wall space in the grand lobby, beside the entrance to the main waiting room.

The women's waiting rooms are commodious and comfortable in the extreme. They are finished in a soft ivory tone, the walls are paneled, and each panel is outlined with an effective floral design in delicate colors. The furnishings in-

clude everything conducive to the comfort and requirements of travelers compelled to remain over in the station for any length of time. There are, in addition, special rest and retiring rooms, and modern bathrooms, lavatories and toilets. For the convenience of women traveling with children, there is a nursery located on the floor below, fitted with rattan couches, cribs, etc., and reached by a private, marble stairway. Connected with this nursery is a basket and box-lunch room, having facilities for procuring coffee, tea and milk without having to go to the lunch rooms above.

The lunch and dining room accommodations in the east wing represent the last word in decorations, fittings and equipment. Beside the main lunch counter in the center of the former room, there are small tables with spacious aisles. Tel-autograph devices and bull's-eye signals take and deliver orders to and from the kitchen, so that waitresses do not have, at any time, to leave their stations to order or procure the food; and also materially expediting the service. The main dining-room is on an elaborate scale; ivory and old-rose is the color scheme. Marble wainscotings and softly painted walls broken by latticed windows give a pleasing effect and the soft carpets and imported upholstered chairs convey



at once an impression of elegance and comfort.

Quarters for emigrant passengers are provided at the extreme north end of the building. The main waiting room here is large and comfortably furnished. Walls, ceiling and floor are tiled, permitting of thorough cleaning—and toilets and lavatories are of the most approved sanitary type. Lunch rooms are provided in these quarters, with counters equipped with urns, drinking fountains, etc. Beyond these, is an isolation room completely equipped for the use of prisoners, insane patients, etc.

The train sheds on the ground level, are 1400 feet in length, and are the Lincoln Bush Type. They extend on each side of the north wing of the building, allowing through trains approaching from east or west to pass clear through and always "head out"—a convenience which will be something of a novelty to travelers through Kansas City who have spent many valuable hours on trains backing in and out of the old Union Station. There are sixteen through tracks and eight sheds. The baggage arrangements are most complete and convenient, allowing for unloading from trains onto trucks which are pushed onto elevators and immediately lowered to an underground passage and distributed to the various destinations. The same system prevails with baggage taken in at the baggage room on the main floor.

The Terminal Company has constructed handsome viaducts over the tracks at all of the principal streets leading to the station, and lowered the right-of-way and tracks to give sufficient headroom for trains. The improvement has been one of great magnitude, and one which it will never be possible to understand in its entirety after its completion and trains are in operation. That the public will, however, thoroughly appreciate and understand the added comfort and convenience of the new station is not questioned. It may be added that the new terminal is located at Main street near Twenty-fourth street, where the rising floods cannot touch it, and there is no probability of there ever being a high-water mark on the interior walls of Kansas City's new Union Station.

## Give Your Undivided Attention

*Guy E. Sampson.*

The above is certainly doubly true of the railroad game, and when I say doubly, I mean just what the word implies, twofold. First it is literally true, and second from a Safety First viewpoint. Get in the game and learn all that there is to be learned and then keep studying that we may keep our minds fresh to the duties before us. If we are, as each one should desire to be, safe and competent railroad men, we must not only get on the job, but *stay* on the job, ever keeping our minds on, and our hearts in the vocations we have chosen. If we are to make a success of our work it is needless to say that we must not abandon study when our happy school-boy days are past, and the schoolhouse door has closed behind us for the last time. Then is the time we choose a life work, and if it is a railroad work we have chosen, it is our duty to ourselves, our employers, and for the safety of our co-workers, that we attain the highest possible standard of efficiency. Practical experience and study of surrounding conditions alone can perfect us, and it is up to us to make good. And why should we not make good? Think of the broad field a railroad man's duties cover. Not a single hour of the day but some minor duty presents itself to us. If we are on the lookout for opportunities to do and learn, performing these minor duties as they present themselves to us makes us more fit for the greater duties ahead. Wherein does the success of an enterprise as broad as a railroad lie? Surely the greater per cent of responsibility lies with the men that perform the actual labor necessary for the operation of the road. This being a fact, is it not our duty to make every effort to gain the highest possible standard of efficiency, thereby giving our employers an army of educated, efficient workmen? Let us, each and every one, resolve to give our vocation our "Undivided Attention," or get out of the game entirely and make room for those who are willing to do so.

## Old Days With the Old Boys

The writer of the following, who was in reality "once a brakeman" on The Milwaukee, has risen to high positions on other railroads, but has never forgotten his old-time associates and associations. Many of his co-workers, when he was with us, have occasion to know of his loyalty, by reason of having been the recipients of many favors and extraordinary kindnesses at his hands.—Editor.

Dear Editor:—

In the Wells-Fargo "Messenger" for May, there is an article giving a picture of "the first engine that ever turned a wheel in Wisconsin." With the article, as an historical contribution, I have no issue, but, though it may be "the first engine that ever turned a wheel in Wisconsin," the picture is faulty in giving the engine a pilot, a "sun-flower stack," and lettered "C. M. & St. P.," for reasons that follow:

I, (as a boy), in the Prairie du Chien yard know she had then what was called an "open stack," which may be likened to an inverted pear. She had no pilot, her tender was lettered, "M. & P. du C.," and while Bob Ellis was her engineer, his name had not yet been placed on the cab.

When what is now known as the "Prairie du Chien Division" was consolidated into the Milwaukee & St. Paul (1865), E. M. Hall was for a short time the master mechanic, and it was he who introduced the so-called "sun-flower stack" on some of the engines; however, much doubt if Engine No. 1 ever had a "sunflower stack." The consolidation made the M. & P. du C. Engine No. 1 become No. 71. Later on, about 1872, the name of the Milwaukee & St. Paul Company was changed to Chicago, Milwaukee & St. Paul. Still later than that, Engine No. 71 (nee 1), was named for Bob Ellis, who had then retired. About 1872-1873 it became the fashion to recognize men who were superannuated in long yard service. Carrying out that plan, in the south side yard (known then as South Milwaukee), No. 87, a switch engine, was named for W. W. Howard, yard-master, and later, Engine No. 99 for E. M. Hamilton, Howard's successor. On the Prairie du Chien side, one was named for Calvin Barnard, and Bob Ellis, having fired and run a switch engine there since the yard was started, was similarly honored, so that the Engine "Bob Ellis" as shown, is what may

be called a poster picture, in that she never had the "sunflower stack," pilot, tank lettering, "C. M. & St. P.," and the numeral No. 1, all at any one time, and the witnesses who will corroborate this, are George Campbell, Sol Tuttle, and, possibly W. J. Durbin, although he was but a "kid" at the time.

Bob Ellis was a Welshman, and a finer man never lived. Engine 71 (nee 1), was a "Norris." There was another No. 1 on the La Crosse Division. She was built at the Menominee Iron Works in Milwaukee. One other engine was built there, but the number is forgotten. Several engines were built in the Prairie du Chien shops under various master mechanics.

John Connelly was the train dispatcher on the Milwaukee & Prairie du Chien road. In addition, Connelly signed all orders upon which the men drew supplies. After a time he was superseded as dispatcher by E. B. Wakeman and became clerk for what would now be termed the "Terminal Superintendent," then yard-master. One of his duties was to compute the freight car mileage. It was never known how much guess work he did at that, but the train men and the conductor who kept the cards from which Connelly made his records, did much, and it can be safely said that the freight car mileage (then divided into east and west), was never correct. The mileage cards were blue for east, pink for west bound. The conductor of the train had a blank form a yard long with the stations at the left side, upon which he entered the numbers of the cars opposite the station, where taken and where left. This was called the "way-bill," and the slang term for a man when promoted to a conductor was, "he is carrying the way-bill."

A few feet distant from Connelly's office, in a little red wooden office building about 16x24, was ensconced "Tom" Shaughnessy (store's clerk), a white-headed, slim slip of a boy (educated for

the law), one of whose jobs was to enter up orders for train supplies and give them to a warehouse man to fill. When the man was away, or busy, Tom dealt out the supplies himself, and his subsequent career calls to mind the line in "Pinafore," relating to Sir Joseph Porter, K. C. B.,

"Who polished up the handle so faithfulee,

That now he is the ruler of the Queen's navee."

Tom Shaughnessy was that efficient in charge of supplies and doing everything else he was set to do, that he is now Sir Thomas Shaughnessy, K. C., M. & G., V. O., high honors to come to any man. Who could foresee that he, working in a Milwaukee storehouse at a salary of perhaps \$50.00 per month, would in 34 years become the head of the greatest transportation interests in the world? Knighted into the bargain! There is an inspiration for you, young man. The greatest transportation system in the world is a large order! The Canadian Pacific owns and operates steamers from Europe to America; from the west coast of America to the Orient, and taking its rail and steamship lines together, it is the biggest yet.

George Hackney, the master mechanic of the Prairie du Chien road, built several engines in their shops at the foot of Third Street, just south of Fowler. One, for passenger service, was named the "George B. McClellan," and on her tender was painted in oil, a picture of the general. In the more prosaic days which followed the war, she was given a number which I do not now remember (think 116), but I fall back on George Campbell or Tuttle. They know. Hackney made a trial trip with her to Brookfield without notifying anyone. Returning, he left Brookfield and came to Milwaukee before train dispatcher Connelly found he was out at all. After some slight alterations in the engine, Hackney was starting again for Brookfield when, by the merest accident, Connelly got on to it. Connelly objected! Hackney was overbearing and "ranked" the train dispatcher, and went again regardless of Connelly, who could but keep in touch with the regular trains and the work train between Waukesha and Milwaukee until Hackney was "in to clear."

As a boy, I remember seeing the Prairie du Chien road out of business between what was then the 6 mile post and Merrill Park. Every bridge (and there were two more than now), was washed out and the passengers were carried from a point near the gravel pit, west of Wauwatosa to and from Milwaukee in omnibuses. It was a week before trains passed. At that time, in high water, fish from the lake used to come up the Menominee River, and I have seen lake fish caught at the 8 mile post (and bridge one mile east of Elm Grove), also at the road crossing one mile east of it where the new Northwestern track goes overhead. A mile and a half east of Brookfield was a sinking swamp, and a research will find several layers of track in it, which as it sank, from time to time, was filled over.

When the consolidation between the Prairie du Chien and the La Crosse was made in 1865, that part of the La Crosse road, now known as the "Northern Division," from Portage and Berlin to Milwaukee did not come in, and was known and operated for a time as the "Eastern Minnesota." Selah Chamberlain was its President or Manager. Their share of the equipment was 12 engines and 6 cabooses, which for some reason were painted green, and inasmuch as the Fenian question was very much alive, and especially on the Canadian border, these cabooses were promptly dubbed "Fenians." (Bob Grace of Portage must prove this story, or A. J. Earling). Before that there was a lithograph picture showing the officers and employes of the La Crosse Railroad. Many of these lithographs are still in existence, but of the men in the picture there are but few survivors. It would be interesting for the Magazine to request the survivors to communicate with it, and I suggest that one of the lithographs may be secured for the magazine, which might possibly be done by advertising for it. Many of the men pictured therein grew to be prominent on the system, and on other roads, and altogether it would be an interesting relic. Those in the picture that I know to be living are: Robert Grace, Tom Little, D. J. Whittemore, C. H. Prior, C. W. Case and W. P. Cosgrave. But there are undoubtedly many others.

A rule on the Western Union Railroad time card, now the Racine & S. W. Division, read as follows:

"Two green flags carried on the front of an engine, denote that it is being followed by another train or engine, but the train following the one carrying the flags, *must be run with extreme care lest the flags may not have been seen by all.*"

That rule was in use in 1872 and was old then, it being one of the original rules in a "Book of Rules," published in 1833 in the east. It is not so long ago on the La Crosse Division that the second section of a flagged train had the right to follow its flag against *all* trains, and many was the dispute as to the proper interpretation of the rule. The dispute became so warm that there were two clans, one claiming the right to follow, and the other claimed that by no process could a train of an inferior class have the right over a train of a superior class. For the rule, it may be said, it worked well at times. Thirty years ago there were different rules and signals on the Prairie du Chien and La Crosse Divisions. This was so for the reason they were originally competing and distinct roads. Even when they came under one Superintendent, he deemed it unwise to interfere with the rules and signals that were so firmly imbedded in the minds of employes of both. Extra trains as late as 1881 were run in the name of their conductor. Train orders were written with a lead pencil on smooth white paper and never manifolded. The conductor showed them to the engineer when the circumstances permitted. Some engineers would always go on the hand signal of their conductor, and I have heard engineers say, "it is your business to keep me clear of other trains, and mine to get the train over the road." In all my time I never knew of but one instance where an engineer ran past orders through the mistake of a conductor.

There were no Brotherhoods in my time, except that of the Engineers, and it was comparatively few in numbers. However, there was an esprit de corps, a sense of loyalty, a regard for fellow employes that has not been heightened nor improved upon. Please take this as a statement of fact not intended to reflect upon present conditions.

In conclusion, some day you may permit me to "take a hack" at some more modern things to free me from the suspicion of being a "has-been." I am yet an "izzer."

Freight train brakemen were called, "shacklers," "head shack," "hind shack," also, "wheel squeezers," "polishers," "gafters." The passenger trains not equipped with air were, in the vernacular, said to have "armstrong brakes."

My best wishes to all the employes. My tenderest regard for the "Old Guard."

*"Once a Brakeman."*

#### The Man Behind the Smile.

I don't know how he is on creeds  
I never heard him say;  
But he's got a smile that fits his face,  
And he wears it every day.  
If things go wrong, he don't complain;  
Just tries to see the joke;  
He's always finding little ways  
Of helping other folk,  
He sees the good in every one,  
Their faults he never mentions;  
He has a lot of confidence  
In people's good intentions.  
You soon forget what ails you  
When you happen 'round this man;  
He can cure a case of hypo—  
Quicker than the doctor can.  
No matter if the sky is gray,  
You get his point of view,  
And the clouds begin to scatter  
And the sun comes breaking thru.)  
You'll know him if you meet him,  
And you'll find it worth your while  
To cultivate the friendship of  
The Man Behind the Smile.  
—Selected.



Dinner Car, "Lines Under Construction."

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## Maintenance and Way

*F. H. Buffmire.*

Every roadmaster, I presume, in the spring season of each year looks forward to the work he would like to see performed on his division in the way of repairs and maintenance during the summer and fall months, and while it is his hope to have his suggestions and recommendations meet with favor and the authorization made for the expenditure, he is sometimes disappointed in his expectations.

The causes for a policy of retrenchment by those in the direct management of a railroad are either due to a general business depression, an epoch of adverse legislation to railway interests, or an uncertainty in the peaceful relations with other nations, all of these several conditions affecting the continuity of a prosperous era for the allied business interests; so that while the tendency of the management of a railway may be toward a liberal appropriation for the maintenance and way department, the prospective business and earnings of the railway must determine the proportionate amounts for distribution to the several departments and upon these estimates is based the appropriations for the performance of the work; which, while not always sufficient to cover contemplated work, we realize that our efforts should be to obtain the best results for our authorizations, knowing that our recommendations meet a favorable consideration, and when conditions are promising our prayer is generally granted.

On the east end of La Crosse Division we have had some little trouble this spring in the clay cuts on account of soft and springy track, due to heavy rains, but the general track conditions have been fair. During the month of April, with an allowance of ninety-eight laborers, distributed over thirty-three sections, comprising ninety-eight miles of double track and eighty miles of single track, there were placed in track nine thousand ties, and in the month of May, eleven thousand two hundred.

The renewal of ties was in addition to our regular routine section duties and

the labor expended on the installation of the new automatic signals; this work drew heavily on our section forces in the insulating of joints and placing of conduits.

Our station lawns are in the best of condition after the mild winter, and their natural beauty and neat appearance present a pleasing picture, that in my estimation, amply justifies the expenditure in their maintenance.

In the early part of June the section crews will have established a uniform grass line, and the view of the track to the passengers from the observation car, ought to be satisfying to the most exacting critic.

A number of the Hayes derails are being applied to our passing and house tracks on the division, some of them replacing the old style point derail and some as additional appliances; this device presents a neat appearance when installed and has proven itself worthy of all that is claimed for it, in both action and durability. Its application to track evidences good faith and honesty of purpose in the promulgated doctrine of Safety First.

At Okauchee gravel pit we are loading gravel with an American Steam Ditcher, shipping part of the output to Milwaukee Terminals, and unloading part with Lidgerwood outfit on the division for repairs to ballast. We also have an order to fill for Mr. Madden, roadmaster on west end La Crosse division. This is our first experience with the steam ditcher in the loading of gravel, we average 800 to 900 yards per day, a very creditable showing for the machine.

The work of tie plating the Watertown and Madison branch line is nicely under way; this branch is 37 miles in length, and is to be plated in its entirety, the work is being done by an extra gang of Italian laborers under one of our American foremen.

Preparations are now being made for the placing of an extra gang at Madison to work east putting cinders under track;

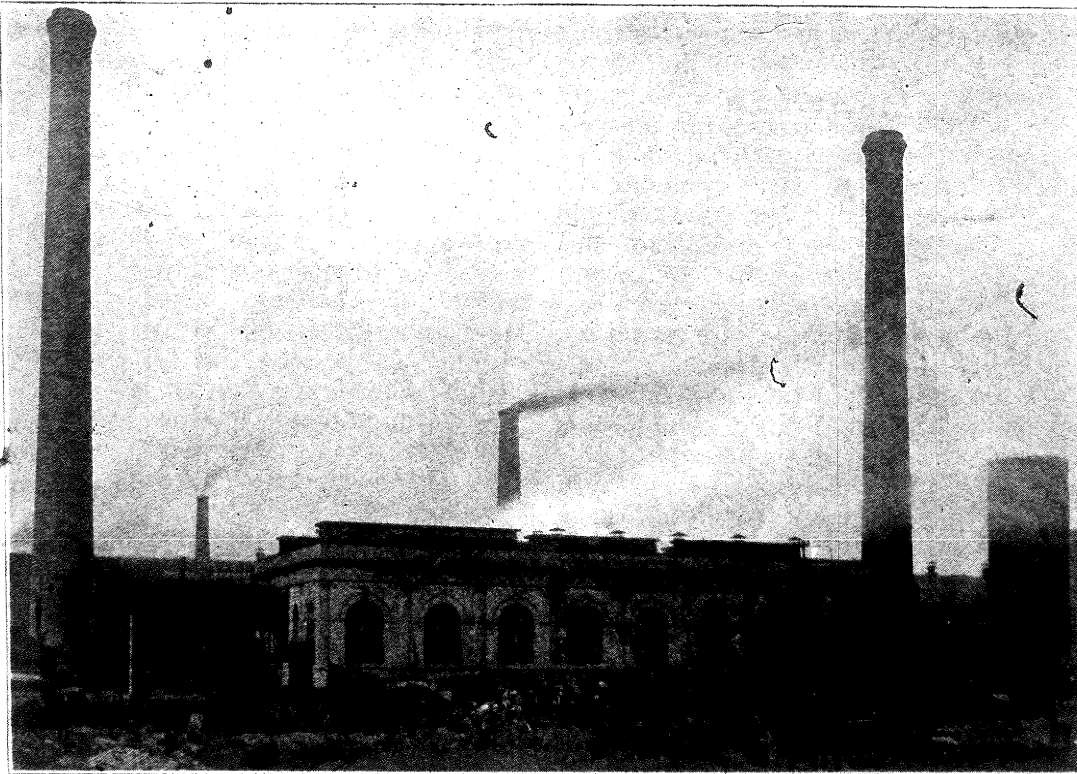
there is some five miles of this additional ballast to be placed under track.

Another gang is to start work at Portage completing the laying of the new 90-lb. rail in the main tracks within the yard limits, and possibly the relaying of several of the side tracks with a heavier rail. There will be five extra gangs on the division, including the regular Okauchee pit gang, hauling the rubbish from Milwaukee terminals and disinfecting stock cars.

For some time past I have taken special pains to watch the performance of the work on sections equipped with motor cars, as against those using pump hand-cars, and from my observation and notes, I have concluded that the section with the motor car is easily in the lead in the averaging of the work; my comparison has been with sections in like conditions with the ability of the foreman and crew equal, and I find the motor car sections accomplish more in a given period of time, and generally complete a work on special instruction far in advance of the crew with the pump car. I note some of the foremen on the system are purchasing engines for their

pump cars at their own expense. I presume they are ambitious and feel that the outlay in expense to themselves is offset in convenience and record for efficient service, not wishing to await the time until the company can consistently furnish the motor cars.

In the reading of the *Employes' Magazine*, from issue to issue, one is constantly reminded of the old and earlier association with our fellow employes. Some of my co-laborers in the beginning of my career; when we were employed on the same work, are still in the company's service. Mr. A. M. Anderson, Mr. Gilbert Johnson, Mr. Pat Costello, are three of the gentlemen with whom I had association in my earlier days. They continue in the employ of the company. Many others still active in their life's work have located at points distant and their reminiscences, through the medium of the *Magazine*, awakens fond recollections. It would seem as though the *St. Paul* has some uncommon virtue in its existence to have held the services of so many good men through their years of activity and labor.



Power Plant, Milwaukee Shops.

## Contrary to Rules

*Nora Breckenridge-Sill, Operator R. M. Division.*

McGaffey's cheeks looked like two bright red apples as the wind blew him into the office and he slammed the door shut after him. Crossing to the stove he stood with his back to it and unwound several yards of green and yellow muffler from around his neck.

"Say but that wind is somethin' fierce tonight, and cold—" He reached for a chair and pulled it nearer to the fire. "I remember one winter I was in South Dakota, it was down to thirty-five most every night, an' you didn't notice the cold much to speak of either, but here"—stuffing muffler and mittens into a huge pocket—"why that blamed wind goes plum through you."

Brown's brakeman, looking at his injured arm, was mentally thankful he didn't have to go out tonight. Sandy reached over and scratching a match along the side of the stove held it over the bowl of his pipe. "We'll have our own troubles keepin' that ol' teakettle hot tonight, too, I'm thinkin'," he remarked, tossing the burnt match into the coal pail.

"Bet she snows tonight," said McGaffey, and turned to Edwards, "how's things comin'?" he asked, kicking the stove draft shut with his foot.

Edwards turned around to the bunch and grinned. "Better take off your coat Mac," he said, and winked at the others. "Can't get you out till the silk shows up and it's just by Hazen now."

The bunch grinned back and McGaffey turned again to the stove. "Wonder they wouldn't get a man out in the middle of the night for tomorrow afternoon," he growled and pushed back his cap on his head until his short grey hair stood out in bunches around his ears. "Never knew it to fail, man down on time ready to go, somethin' sure to show up an' lay him out." He took some tobacco from his pocket, curved his fingers around the bowl of a short stemmed cob pipe, and slowly filled it. Drawing the sack shut with the string at the top he reached for a light, puffed, and dropped the splinter of wood into the ashpan.

Outside the wires hummed loud and low with the wind as it blew in sharp little gusts against the door. Inside the stove glowed red. The bunch around it smoked while Edwards worked over his train sheet. Across the room the caller was cleaning some red globes with a handful of cotton waste, and at a side table the night man pounded away on his mill, the tinkle of the little bell breaking in now and then on the noise of the instruments.

Tippings back on two legs of his chair McGaffey turned again to Edwards. "How'd Turner come out?" he asked, adding as Sandy grinned, "I hear that operator at Hazen got a nice little can tied to him."

"Guess Turner thought for a while he was going to get the can, an' him such a sticker for the rules, too," said Sandy as Edwards did not answer.

McGaffey grunted, and taking his pipe from his mouth, looked across the stove at Sandy as if he had not heard what had been said. "Them fellows that stick to the rules mostly come out on top, I guess," he began, "but let me tell you if we was to mind all the blamed rules we get printed for us on nice pink paper, an' in little books, we wouldn't get over the road in a week runnin' without stops."

Edwards laughed. "May be so," he said, "and I try to make allowance for the man when I can if he gets in bad doing something to help things along, but never will I myself break any of those same rules; no, sir, not if it ties up the whole division."

The others looked at Edwards in a surprised sort of way. He talked but little and this outburst was a new one on them.

"What'd they do to you?" McGaffey asked, and Edwards with a short laugh answered, "I didn't say they did anything, but you're too sharp for a fellow, Mac, so guess I'll have to tell it," and accepting the "Durham" and papers someone offered, he pulled his chair closer to the stove and sat down.

"This isn't much of a story I want to tell you before I start," he said as he made a tiny trough of the paper and filling it with tobacco passed the sack back to its owner. "But it will help to pass the time and has the merit of being true. I can vouch for this yarn as it happened to me in my O.S. days and will go to show what a mess a man can get himself into trying to be a good fellow and taking a chance."

"I'd been working over the west in those days and it was along in the early winter I thought I'd get down to work and earn a roll for spring. I went to work for the Rio Grande and after a short while they sent me to a place called Rucker on the west side of the hill and about half way up." He paused and reaching for his key, O.K.'d an O.S.

"All the trains going east had a helper, and sometimes two, from Cactus Junction to the Summit," he went on, turning back to the group before him. "Rucker was a terminal for the local running between there and Dry Lake at the west end of the division. I was working nights, seven to seven, and on this particular morning, Traver, the conductor for the local, was in the office checking up his bills while his train was being hitched up. Traver was an old A.P. operator and when Jack Cary, an old pal of mine then working third trick in the dispatchers' office, asked me when 75 was going, he heard him and said, 'tell him we'll get out on time.' It was about 5:30 then, and as they were due to leave at six o'clock I gave Traver a clearance, and a minute later he picked up his bills and went out."

Edwards paused, and lighting his cigarette, puffed slowly for a minute and went on. "There was a 'Y' at the east end of the yard, about a quarter of a mile from the office, and the engine was down there getting out some cars, but the train was west of me. About 5:35 Jack called me and asked if 75 was going to get out right on time? I said, 'Traver said so.' Jack held his key open for a minute and I knew he was figuring the dope out, then he said, 'Guess I'll let that stock train over from Fork against them, copy three you and 'F'.' Fork answered and the order came to F and myself. . . . Extra 1195 east will meet No. 75 eng. 582 at Rucker.' I 'X'd' it. . . . Fork re-

peated it and gave the sig. 'Olds' conductor.'

"Now, boys, you understand Traver's engine was east of the office." Edwards leaned over and tapped McGaffey on the knee. "The engine was east of the office and I was as sure of them as I am of you; they had to pass right by the door, it was a cinch I had 'em, they couldn't get away. To have told Jack to wait until I went after them down to the 'Y' would have meant fifteen minutes' delay, but after 'F' signed up the orders I got a little bit leary, anyway. Why should I take a chance. Who'd thank me for it, and if anything happened they'd want to know why I didn't stick to the rules? So I played safe and before Jack could complete the order I broke in and told him to wait till I made sure I had 'em. He said 'O.K.' and closed the key.

Edwards leaned back in his chair and McGaffey, reaching for the long iron poker, began digging up the fire. Across the room at the side table the night man sat, his mill silent, his feet high above his head, a green eye-shade pulled low over his eyes. Outside the window, close beside his chair, a little pile of snow was slowly drifting.

"Now comes the foolish part of it," continued Edwards as McGaffey set down the pail of coal. "I got out on the platform; the engine was coming down from the 'Y' and stopped in front of the office. One of the brakemen got down from the cab and asked if Traver was in the office. I told him, 'No,' that I was looking for him too, and told him about the order and the extra coming over from Fork against him, and told him to tell the hoghead and to send Traver in to sign up. He said, 'All right,' got back into the cab and they headed off down into the yard. I went back into the office and told Jack I had 'em and then he completed the order to Fork and told him to 'let 'em go' . . . .

"Well the minutes dragged along and there didn't seem to be such a lot doing. Jack called me and asked if I didn't have that sig yet, and I told him I'd have it in a jiffy, and just then Fork. . . . O.S.'d. . . . extra 1195 east out at 5:51. . . .

"About five minutes after that, Nigger Thompson came in; he was on the hill crew and I asked him if he had seen Traver. 'No,' he said, 'he's gone.' Well



right there was where things started. I told him the lay of the land and said I had an order for 75, and that I had told Traver's brakeman. 'Oh,' he said, if you told 'em it's all right; they've pulled down on the long passing track around the curve so they can head right out soon as Olds get in. Guess Traver'll come on up then and sign for 'em.'

"I heard Jack calling now, in that short, quick way of his, that meant 'get busy.' I grabbed for my hat and hiked for the big outdoors.

".....O.S.....vi....ex....w....bi....llk...." Edwards filled in the train sheet slowly. "There's your silk, Mac; they ought to be in here by thirty-five now, if they don't fall down," and he turned again to the stove and the men around it. "Well boys the snow out there was all but up to my waist and I ran clear to the curve, more than a quarter of a mile, and when I got there it was just getting light enough to see the long passing track. *It was empty.*

"I think I should have dropped right there if I hadn't heard a noise behind me and turned around on Nigger. His face was as white as mine when he got a look at that passing track. Then he began to figure about where they would meet." Edwards stopped with a short little laugh and sat for a minute looking into the fire. Then he continued. "As we stood there in the ghost-like light of that early winter morning waiting for those two trains to hit, I can tell you I didn't see very much in the near future sizzling with interest for me. Nig doped it out they would meet on the only straight piece of track on the division, but that didn't help me out very much. I got back to the office some way and there was poor Jack calling like a wild man. I opened up the key and told him they had gone. It sounded kind of funny, I remember, when after what seemed like about an hour he said 'O.K.' and closed his key."

Edwards stopped talking and leaned back in his chair smoking in silence, then knocking the ash from his cigarette he went on. "I sat there in that deadly stillness for more than a year. Not a sound

was to be heard and not an instrument was working. Nig was leaning over the window shelf with his eyes big as saucers, and I guess I looked like I'd seen the same ghost. Suddenly out of that silence the man at Fork said, '..... That stock train's backin' in here.....'

"I let one yell out of myself and then I guess I must have gone kind of loco for I can't just remember what happened after that, but I know I was on hand an hour after when Billy Olds came in grinning and wanted to know what I was trying to do to them.

"Well, I explained it all to them, and went over to the hotel and tried to get to sleep. About ten the day man came over with a message telling me to come on up to Dry Lake for a spell and tell 'em how it all happened, and I went up that night. The boys in the dispatcher's office all said I did the same thing any of them would have done, took a chance to keep things moving, which was what the company expected me to do, and they were sure nothing would come of the investigation to bother me.

"I was on hand the next morning for the quizzing. Both of Traver's brakemen were there and swore I hadn't said a word about the order to either of them. I couldn't identify the man I had told, for I didn't get a good look at him at the time, and now they both had their faces washed and their rubber collars on," and he grinned across the stove at the two men sitting there.

"Well the superintendent asked me if I was familiar with the book of rules, and I said I was. Then he asked me why I had taken orders for a train after clearing the train? I told him all about it, and that I had taken the chance to avoid delay to the stock train, and asked him if he thought I'd have asked Jack to wait till I made sure I had 75 before he let the extra go, if I hadn't known what I was doing. But he said they'd have to take me out of service pending a higher investigation—I think before the President."

Edwards reached for Sandy's pipe to get a light and held it close to his face

as he puffed on the short stub of cigarette and then turned to McGaffey.

"So you see, Mac; that is the reason I say I'll never again break any rules; it don't pay. If the company make the rules we fellows can keep them if that's all they want. What I went through that night gave me all the gray hairs I ever had. A man can make a good fellow of himself a long time and nothing happen, but just let something slip and all the man gets who didn't stand by what he was told to do in black and white, is a nice little can like the operator in this Turner case. Look after your own job and don't run any risks for other people; never again for me unless," he added, slapping McGaffey on the back, "it might be for old man McGaffey, here," and he pushed back his chair and rising tossed the burnt out cigarette into the coal pail.

McGaffey opened the stove door and sat softly tapping the bowl of his pipe against its edge, the half burned tobacco making a not unpleasant odor as it came in contact with the hot iron. A long clear whistle sounded down the yard and the men got up, Sandy reaching for his lantern and scratching a match along the sole of his shoe as he did so.

Edwards reached for his key and McGaffey called over his shoulder to him as the caller opened the door and stepped into a drift of snow outside, "Well, son, there's your silk to the dot, I believe you've got the makin' of a train dispatcher in you yet, if you live long enough."

He scrawled his name across the order pads and Edwards filled in the small spaces with time and initials and tearing off the tissue sheets handed them to him. McGaffey looked at the clock above the table, hunched himself out of shape to get his watch into his pocket under the long, heavy coat he wore, and closing the register book laid it again in its place on the window shelf.

"Not meaning to break any rules, you understand," he laughed turning to Edwards, and winding the gorgeous muffler around his neck, "but you can put me out at forty, I'm gone."

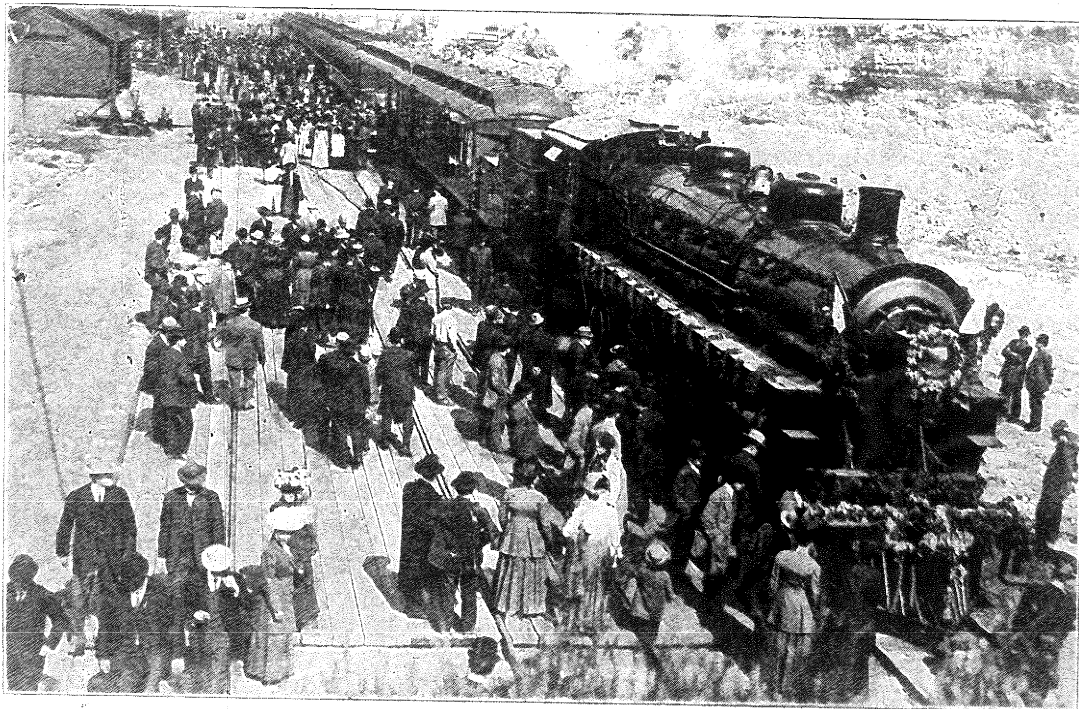
#### FLAGRANT CASE.

"What are your reasons for wanting a divorce, madam?" inquired the judge.

"Failure to support."

"But you live in apparent luxury."

"He failed to support me for a nomination I wanted."—*Washington Star*.



The First Olympian on Exhibition in Tacoma, May 30, 1911.

## California's Immense Traffic

L. E. Stanton.

California, from a railroad standpoint, is 1,000 miles long and 250 miles wide, and so diversified in its products that fully three-fourths of its railroad stations originate overland business. Beginning at the Oregon line on the north, we have lumber, sash, doors, blinds, sheep and wool. Farther south the prunes begin, and from south of that again, a little north of midway of the state, the first oranges are shipped. In this same central district originate the delicious pears which the east finds on its tables long before your local orchards have begun to put out fruit, and below the pears, but still largely in the hills, originate our luscious peaches. This brings us to increasingly warmer districts, and as we travel still south, we come to the apricots, cherries, plums, grapes, asparagus, almonds, walnuts, celery, raisins, figs, prunes, honey, olives, apples, wine, hops, grain and innumerable other commodities, which provide work for the handful of men located in this farthest district from headquarters.

In February, besides oranges, we are shipping artichokes, celery, and cauliflower from San Francisco Bay points overland to New York, and in March, asparagus from the delta of the San Joaquin River, and rhubarb from the lower part of San Francisco Bay will begin going forward; in April, May, June, July, August, and September our vegetables and delicious fruits are shipped green, and are also being canned and dried, and in the same period our lumber, wool, asphaltum, wine, hides, leather and other products of minor tonnage are going east, while at the same time we are preparing for the grand rush in October of prunes, raisins, canned goods, lumber, oranges, wine, hops, and salmon, and until New Year's Day we have our hands full. The freight must be secured, cars furnished, record of time in transit checked, consignors located and placated, yardmasters and car clerks "jollied up," and rates supplied and applied, and the thousand and one traffic and operating

and often accounting and legal questions (which can only come to an office 2,500 miles from headquarters), answered and straightened out with glory to our company.

A few figures:

In 1913 California shipped	
Cars.	Cars.
15,000 Lumber	800 Almonds & English Walnuts
10,000 Wine	9,000 Canned Fruits
4,000 Cod Fish	1,000 Green Apples
5,000 Beans	169 Green Apricots
2,000 Wool	100 Dried Apples
231 Green Cherries	100 Honey
6,363 Green Grapes	2,395 Green Peaches
2,485 Green Pears	1,668 Green Plums
470 Green Apricots	200 Green Figs
1,000 Green Peaches	2,250 Dried Prunes
3,250 Raisins	4,000 Green Vegetables
35,000 Oranges	

Take a map of the State, and from Southern California (which lies south of Bakersfield and San Luis Obispo), called by the old timers Baja California, as distinguished from the central and northern portion, or (still in the language of the Padres) Alta California, you will find 30,000 to 40,000 car loads annually of oranges and lemons. Then north of Bakersfield (whence comes our asphaltum), near Fresno, find Portersville, Lindsay, and Exeter, which shipped last year 5,000 car loads of oranges. Once more go to Fair Oaks, Palermo, Oroville, north of Sacramento and about the center of the state, find where we originated nearly 1,000 cars of oranges. Vacaville, near San Francisco, is the home of the cherry, and from Stockton to Bakersfield runs the great San Joaquin (wawkeen) Valley, which, twenty years ago sent barley and wheat across the world. Today the wine, raisins, and grapes for the tables of the United States, come largely from this section. North of San Francisco, about fifty miles, lies Santa Rosa, the heart of the principal hop section, while San Jose, about fifty miles south of us, is the center of production of the Santa Clara prunes. A radius of twenty miles from Fresno produces practically all the 65,000 tons of raisins we forward you each year, and so, each section, while raising a little of most other products, is famous for some one thing.

In San Francisco at present we are busily preparing for the Panama Pacific International Exposition, while at San Diego, 650 miles south of us, the buildings for the Panama-California Exposition are rapidly being erected. Both of these expositions are to celebrate the opening of the Panama Canal, and will be participated in by most of the countries of Central and South America, Europe and Asia, as well as by all but two or three of the states. San Francisco with its environs, Oakland, Berkeley, Alameda, Palo Alto, San Mateo (Mat-ay-oh), Haywards, etc., has a population of over one million, or one-third that of California. The population of the entire State is about the same as that of the City of Chicago, making all the more wonderful the enormous freight and passenger traffic we enjoy. Practically every railroad and steamship line of any importance on the Continent is represented in San Francisco. I think the rolls of the Transportation Club and San Francisco Traffic Club show eighty-three such representations. Our population today is 25 per cent greater than it was at the time of the great fire eight years ago, while the buildings, all of which, in over 1,600 blocks, have been erected since that time, are of the latest approved construction. Notice I speak of the fire. The earthquake damage was about one-million dollars, that of the fire, about six hundred millions.

#### It Happened in Woodstock.

You've heard a thousand times or more the old story of the dog's relation to sausage. Well, here's an instance where a traveling man thought he was going to get cat, and the best part of the story is that it's true.

A traveling man entered the Rex restaurant in Woodstock one morning last week and ordered pancakes and sausage for breakfast. Irvin Dirrenberger, son of the proprietor of the restaurant, informed the drummer that they were out of sausage but said he would go out and get some. The traveling man said he had plenty of time, and Irvin started for the rear door of the restaurant, intending to go across the street to the butcher's. As he passed through the kitchen, he accidentally stepped on the tail of the restaurant cat, and tabby let a yowl out of her that could be heard a block away. The drummer pricked up his ears, reflected on the situation a minute, then called to young Dirrenberger, saying: "Guess I'll change that order. Make it eggs instead of sausage."

#### CAR SERVICE RULES.

##### Notice to all Concerned:

At the session of the American Railway Association, held in New York on May 20th, 1914, on the recommendation of the Committee on Relations between Railroads it was

Resolved, That the following note be added to Rule 3 (b) of the Code of Car Service Rules:

Note.—This right does not apply to cars offered home for repairs under the provisions of M. C. B. Rule 2.

##### Car Service Rule 3.

3. (a) Empty cars belonging to a system having a direct connection should, subject to 3b, be delivered to such connection regardless of whence they came, or may be returned to delivering line.

(b) The car owner shall have the right to demand the return of his empty cars at the junction point where delivered loaded.

Note.—This right does not apply to cars offered home for repairs under the provisions of M. C. B. Rule 2.

(c) Empty cars may be sent in an opposite direction from the home road or home route, if to be loaded according to Rule 2 a, b, or c.

(d) Empty cars may be delivered to connecting road, switching or otherwise, to be loaded in accordance with Rule 2 a, b or c, but not otherwise.

(e) When necessary to return cars empty belonging to roads other than direct connections they may be delivered to the road from which received.

(f) When it is desired to short-route an empty car home, the car may, with the consent of the owner and the roads over which the car must move, be short-routed at a reciprocal rate of 2½ cents per mile, plus bridge and terminal arbitraries, with a minimum of 100 miles for each road handling the car; charges to be paid by the road requesting the movement.

M. C. B. rule 2, reads in part as follows: "Cars having defects for which delivering Company is responsible must be properly carded when offered in interchange.

Empty cars offered in interchange must be accepted if in safe and serviceable condition, the receiving road to be the judge. Owners must receive their own cars, when offered home for repairs at any point on their lines, subject to provisions of these rules."

Note: You will see by the above that owners must receive their own cars at any junction point when returned to them for repairs.

G. E. SIMPSON  
Genl. Supvr. Trans.

#### THE REAL THING.

The cub reporter saw a hearse start away from a house at the head of a funeral procession.

"Who's dead?" he inquired of the corner storekeeper, who was standing near his door, gazing at the conveyances.

"Chon Schmidt."

"John Smith!" exclaimed the cub. "You don't mean to say John Smith is dead?"

"Vell, py golly," said the grocer. "vot you dink dey doing mit him—practicing."—*E.r.*

## Co-Operation Between the Public and the Railroad

M. E. R.

One of the most striking examples of the manner in which the ancient gap between the railroad and its public is being closed by the cultivation of personal relationships between the road and its patrons has been the Trade Extension Excursion of the Ellensburg Chamber of Commerce over the new line of the Milwaukee, now terminating at Hanford, Wn. The experiment proved so successful in 1913, that it was repeated in April, 1914. Trade extension excursions under the auspices of commercial organizations are no innovation; but these two excursions, while of modest proportions both as to the number of passengers and distance traveled, typify the growth of a spirit that will prove of far reaching importance in the development of the new Milwaukee territory.

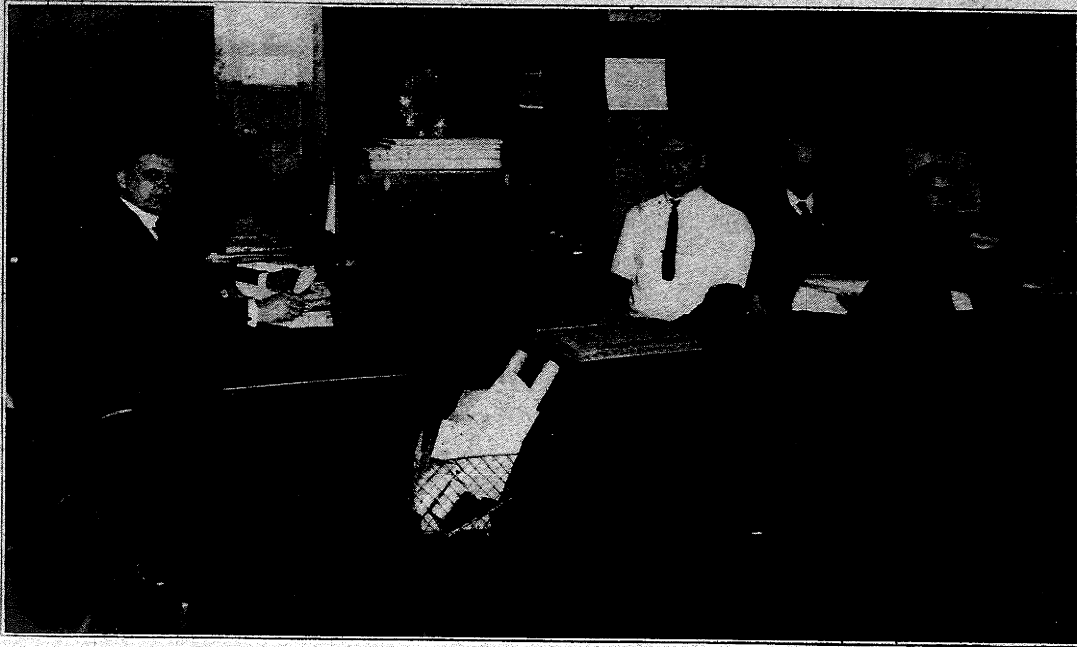
A year ago, at the time when the spur was built down the Columbia River from Beverly to White Bluffs and Hanford, the business men of Ellensburg got the notion that a movement on their part to sow a generous amount of personal acquaintance and good fellowship in the new country being opened up by the Milwaukee would return a big crop in kind, with commercial advantages naturally resulting.

Officials of the Milwaukee were quick to recognize an opportunity in this situation: a large acreage of irrigable land, on a great river which awaits only the development of its power and the correction of local channel obstructions to navigation to become a factor in the support of an important population; and a nearby little city looking for jobbing and mercantile business. An excursion train was leased to the Ellensburg men, but that did not complete the transaction. Supt. Sawyer's car was attached behind the standard steel sleepers, and when the excursionists detrained at the various towns visited, you couldn't tell Division Superintendent from floor jobber or haberdasher unless you had been previously introduced. The acquaintances promoted on the first trip were renewed

on the second. At Othello, some four-score or more shouting men were led up the main street in a writhing snake-dance by Ellensburg agent, M. E. Randall, playing lustily on a French horn. Division Freight and Passenger Agent R. F. Weeks played the snare drum, a personification of the spirit of '76. Behind him, R. B. Wilson of Ellensburg, discoursed sweet music on a large bass drum, while Secretary Quincy Scott of the Ellensburg Chamber of Commerce, "rode herd," shanks mare, up and down the long line, keeping everybody in place and throwing bodily into the dance, occasional bashful stragglers who sought the greater dignity of the board sidewalk.

At Hanford, Mott Sawyer, superintendent of the Columbia Division, shared with Ole Hanson, candidate for U. S. Senator, the responsibilities of umpiring a spirited baseball game between local and visiting business men. Spreads were laid for the visitors at Neppel, Othello, Beverly, White Bluffs and Hanford; and a stop was made at Warden.

From all the speeches, heard from hosts and guests alike, the omission of detailed talk of business was noticeable. For the keynote of the expedition was the recognition of the fact that a man is a man before he is a merchant, a doctor, a lawyer, or a chief; and that big business, as well as little business, is apt to follow neighborly preference. "Mountains interposed make enemies of nations that had else, like kindred drops, been melted into one." The promotion of inter-city and inter-county business and social relations is one of the biggest things the iron horse is doing for this battle-scarred world. Proper attention to this item in the railroad's list of possible services to the public loses nothing for either. Ask any Ellensburg man if they will want anybody but . . . Rosenquist and . . . at throttle and firebox, or anybody but Frank I. Noble as conductor, on their next expedition; or if the prestige of their town suffered to any extent because the "Old Man's" car carried the special's tail lights.



## The Des Moines Division

*Geo. E. Waugh.*

The often quoted aphorism, "Good goods come in small packages," can be applied to the Des Moines Division with singular aptness and with no apology for either the size of the division or the quality and quantity of traffic it handles. In point of mileage this is one of the smallest on the system.

It has branch lines extending from Clive to Boone, and from Rockwell City to Storm Lake. These lines total two hundred and thirty miles of busy railroad. The division is manned by four hundred and twenty-two employes, who in the opinion of their superintendent, represent as loyal and intelligent a body of railroad men as can be mustered anywhere on the Milwaukee System.

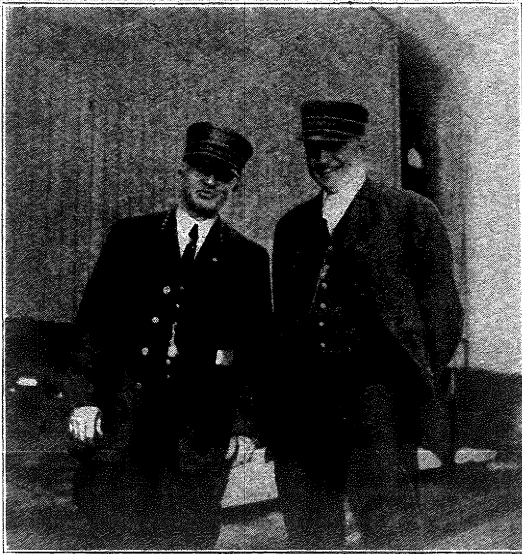
What is now the Des Moines Division came into the Milwaukee fold July 1st, 1899, and for a while was operated as a part of the C. & C. B. Iowa Division. However, it did not take long for the newly adopted line to prove to the parent company that it was of sufficient importance to be classified as a division by itself. For thirty years prior to road being taken over by the Milwaukee, the corporate identity of the Des Moines Division had been known by the sonorous name of The Des Moines Northern & Western Railroad.

The D. M. N. & W. was originally constructed as a narrow gauge line. It has been under the parental wing of the Milwaukee system for the past fourteen years. For most part the old organization of the D. M. N. & W. R. R. is still connected with the Des Moines Division. Many of these men have

grown gray in the service and ripe in that rich quality of experience which seems to be garnered best on the small railroad. The spirit here of the division is that of warm friendship between employe and patron alike. "The Family Group" is still an intricate part of the organization, for the Des Moines Division has been too recently annexed to lose those splendid traditions that were a part and parcel of the small railroad.

R. P. Edson, superintendent of this division, owns a long, honorable record of thirty-four years service with the Milwaukee Road. He started as telegraph operator at Canton, S. D., April 7th, 1880, and during that period has mounted all the intervening rounds of the ladder to his present position. He knows his men well and holds a high value of their worth. The superintendent's office force includes Sam Dime, chief clerk, Albert Olson, clerk, and Miss L. A. Garber, stenographer. Geo. R. Dickman, chief dispatcher, V. D. Evans and F. M. Cook, dispatchers, have all spent many years on the division—they are splendid fellows and good railroaders.

The train-men, the engine-men and the road-men of the division are of an exceptionally high-grade calibre. "I never knew a conductor who would do more for a passenger than Will Finnicum," is the wholesome endorsement of one of the officers high on the roster of Milwaukee officials. Solicitude for a passenger's welfare, however, represents but one side of Finnicum's efficiency. He is alert and intelligent in dealing with the traveling public, he has an ingenious



Conductors Hayden and Finnicum.

pleasant way of learning when a passenger expects to make another trip, and he has the patience and interest to see that said passenger is completely informed about the train service and rates to any destination that the Milwaukee Railway System can reach. Finnicum, is therefore, more than an excellent conductor, he is also an A. No. 1 revenue getter for the road. P. A. Gifford, W. J. Caskey, Bert Sipes and a score of other conductors on this division are the same high-grade type of men.

The third Monday of each month the division holds a "Safety First" meeting in Des Moines, and the employes on this line easily take their place in the front rank as ardent followers in the "Safety First" cause. The moving picture houses in towns like Storm Lake, Boone and Rockwell City, nightly throw on the canvas "Safety First" slides that graphically show the danger of allowing children to play on railroad tracks. Their efficient committee is responsible for this effective educational campaign.

The frontispiece of the Milwaukee Employee's Magazine, with its circularly scrolled emblem "Co-Operation—Efficiency" offers a bull's eye to hit, and this committee hits it with a little rubber stamp marked "Safety First," so that every employe on the Des Moines Division receiving an Employee's Magazine, also receives a "Safety First" reminder on the title-page.

The committee is composed of R. P. Edson, chairman; Geo. A. Dickman, A. Dallas, M. M.; J. M. Nunn, R. M.; E. Collings, C. C.; Jos. Gressinger, Ed. McLucas, H. E. Cunningham, C. E. Hilliker, D. F. & P. A.: F. M. Cook, V. D. Evans, W. J. Caskey, L. J. Moran, Chas. Crawford.

Chas. Crawford, section foreman, is the oldest employe. He started with the road when it was a narrow gauge line. J. M. Nunn, roadmaster, is another old timer with many years of service to his credit. Nunn has a son firing on the division and his un-

usual name caused some merriment and some confusion for a new operator not long ago. This operator wanted to wire the names of the train crew. The conductor was asked for the information, and the operator was informed that the engineer was Geo. Hudson. "Who is your fireman?" "Nunn." "Say, I may be green over here," replied the operator hotly, "but the dispatcher wants this information. What fireman have you got?" "Well, here's the answer," replied the conductor spelling the name N-U-N-N for his dubious inquisitor. "My Gosh," exclaimed the operator, "a masculine Nunn—I thought you meant 'None,' the cigars are on me."

No report of the Des Moines Division would be complete that did not mention Samuel C. Snow, the dining car conductor on 33 and 36. Snow has the unique distinction of being the only colored man in the United States employed as a dining car conductor, and a mighty efficient conductor he is, popular with passengers and obliging and courteous. The Milwaukee's reputation for the best meal on wheels is being well upheld on the dining car on 33 and 36.

The freight and passenger trains they operate roll around figures of approximately 100,000 miles per month. The railroad traffic that pours in and out of a country is an infallible index to its wealth, so we can safely use this as a gauge in reckoning the opulence of this section of Iowa. Last year the small but mighty Des Moines Division handled 3,333 cars of live stock, and even this enviable record was made in spite of the cholera epidemic that killed hogs by the score in the state. The grain shipments during the same period amounted to 6,915 cars, with corn ranking first as a tonnage producer.

The Des Moines Division is so located that it produces practically all the tonnage that is carried over its rails. In other words, it is not a carrier for the neighboring division's freight, but one that swells the tonnage of its connections by the deliveries they make. It is doubtful if there is a stretch of railroad in the United States of similar length that is flanked by agricultural and mineral land of greater producing capacity.

The Des Moines is rich in railroad talent—truly a splendid division.



Superintendent R. P. Edson.

## At Home

*Anna M. Scott, Editor.*

### Better Styles Coming.

At last, out of the welter of confusing phantasies called "style" there is a glimmer of hope that something reasonable may come forth for women to wear. We have had skirts so tight that you could not step safely, with splits and ruffles and minarets and combinations of all of them, and of everything else that is hideous and fantastic, and now we are going to have the dignified Russian Tunic and the long slightly draped overskirt, dear to the heart of every woman whose memory can go back to the clothes she wore twenty-five years ago. The fashion magazines this month, are all singing the procession of the long tunic, and soon it will be here, may the gods speed its coming.

A handsome suit seen on the boulevards recently, was a dark blue serge and blue and green striped silk combination. The short, slightly cut-away coat and the long tunic reaching to within ten inches of the bottom of the skirt were of the serge, while the underskirt was accordion plaited silk, made with the stripes running around. The vestee, revers and cuffs on the coat were also of silk, and a silken girdle and sash completed one of the nattiest costumes seen in many a long day.

The long tunics and long overskirts, the latter liberally slashed at the sides to show plaitings of lace or silk, are now seen on silk suits and gowns, and are a blessed relief from the canted up, be-ruffled creations of the early season. Every woman who prides herself on being well dressed is sure to welcome the new tunic and its promise of better things.

In reviewing the new fabrics, it is noticeable that no one particular design or weave prevails. Lingerie costumes are seldom made with bouffant effects because the lovely material and decorations are meant to be displayed, therefore the long tunics are hailed for them, as well; and now that a satisfactory finish to raw edges, curved or straight, is obtained, by means of hemstitching or the picot edge, many new methods, in this way, of decoration have been devised.

Novelty and diversity in such costumes is found in the high-flaring collars and flare-pointed cuffs; the kimono shoulders, wide girdles, Manchu collars, embroidered chemisettes, and dainty three-quartered sleeves.

### For the Industrious Needlewoman.

Any number of lovely handkerchiefs can be made at home if one has the time, the inclination and the skill. What finer handkerchief could any woman want than one of sheerest handkerchief linen with buttonholed edge worked in fine thread and the monogram worked carefully in one corner? If desirable, there may be an edge of val lace whipped on. Now that the fashion of colored handkerchiefs has come, the

buttonholing might be done in colored thread, with monogram to correspond. A very pretty handkerchief may be made of fine, barred cambric and worked with colored edge and colored monogram.

### Another Edging.

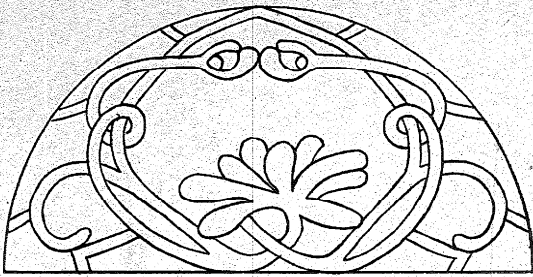
We have had scallops upon embroidered things for so long that we rarely think that there can be other edgings. The scallop, of course, works up well and it is easy. But there are several edges, all buttonholed. One edge is composed of points instead of scallops. Points of different sizes may be used, or all the points may be uniform. A pretty edge is made of one large point, one smaller point, one large point, one smaller point, and so on. Still another edge is that of squares, so that if turned upside down the edge would resemble a parapeted roof. The square blocks forming the edge may be made quite close together, or a space equal to each block may be left between them. A straight edge, simply buttonholed, or perhaps with tiny thread loops attached to it at equal distance, may be made on nearly anything on which the scalloped edge could be used.

Sometimes a dot worked solidly and placed inside of each scallop or point is very effective. A more elaborate edge can be obtained by putting first a large dot in the scallop, and then placing on that a smaller dot, and on top of that still a smaller one, making three dots in graduated sizes in each scallop or point. Very large scallops may have in them tiny sprays of flowers, but this, of course, involves a great deal of labor.

A pretty edging for the cape of a baby's coat may be made by having medium-sized scallops and placing a single small daisy in each scallop. The daisy will have to be without foliage, or the scallop will look too crowded.

Still another pretty design is to make long, shallow scallops in regular buttonhole stitch. Place a double row of tiny solid dots along the scallops, curving with the scallop itself. Sometimes there are as high as seven dots in a scallop. Then on top of this first row of dots place another row of dots of the same size or smaller. It is well to graduate the dots in both rows, having the largest ones in the center of the scallop. Then at the inverted points formed by the joining of the scallops place single daisies without foliage. The dots should meet the daisy at about half the daisy's height, and the other half of the daisy projects above the dot rows. This is a very beautiful edge for an embroidered tablecloth and buffet cover, etc.—*Exchange*.





Now that the girls will be having tea-parties on the porch, fancy work novelties will be in constant demand. The Magazine asks its women readers for any good suggestions, pretty embroidery patterns and ideas; something for "The Hope Chest"—dainty lingerie and linens—anything the girls will be interested in.

A tea-cozy is an almost indispensable accessory with afternoon tea on lawn or porch. Here is a pretty and simple pattern. The pattern may be done in solid embroidery or outlined in heavy silk floss. The material and colors may be according to individual taste. White linen and old blue embroidery silks are pretty; gray linen and green silk, or all white, the work being done in embroidery cottons.

To make the cozy: Take several layers of cotton wadding, in two sets, cut exactly like the shape indicated in the pattern—the size is usually about fifteen inches on the straight edge. Cover with silkoline of any desired color and tuft as for a comforter, sewing the rounding edges together. Make the cover in duplicate, or one side may be plain, if preferred. Sew these together and finish the rounding seam with a cord the color of the embroidery, or a feather stitching. Eyelets may also be made around the edges which may be scalloped and the two sides laced together with cord. Hem the straight edge and tack to the cozy. These cozies are in universal use in Great Britain, where the five o'clock tea is a national institution. They keep the tea warm for an indefinite period. May also be made higher and used for the coffee pot, of a morning where the family does not all come together at a stated time for breakfast. This pattern is copied from a periodical devoted to women's work, which furnishes transfer patterns and instructions for this and many other attractive designs. I shall be glad to furnish the name of the magazine to anyone wishing to get the patterns.

#### Good Things to Eat.

**Pineapple Tapioca.**—Soak one cupful tapioca over night. In the morning pour off the water and add one-half cupful hot water, juice of one can shredded pineapple and one large lemon. Cook until clear. Then add one and one-half cupfuls of sugar and let come to boiling point. Add pineapple and the well beaten whites of three eggs. Serve with custard sauce made from the yolks of eggs. Very good.

**A Good Eggless Cake.**—Two cupfuls of seedless raisins, one cupful of brown sugar, one-half cupful of lard, one cupful of water, one teaspoonful of powdered cinnamon, one-half teaspoonful of powdered cloves, one teaspoonful of baking powder, one-quarter teaspoonful of grated nutmeg, one teaspoonful of baking soda, one-third cupful of lukewarm water, two and one-half cupfuls of flour. Put into a saucepan the sugar, lard, raisins, spices and the cupful of water; let all come to the boil and boil for two minutes, then set aside to cool. When cool add the soda, which has been dissolved in the lukewarm water, the flour and the baking powder, which has been sifted three times; mix and pour into a buttered and floured cake-tin. Bake in a moderate oven until done.

**Chocolate Blanc Mange.**—Three tablespoonfuls of cornstarch, two cupfuls of milk, one-half cupful of water, four tablespoonfuls of chocolate—powdered or grated—and one egg. Scald the milk. Dissolve the chocolate in a quarter of a cupful of the water, add the cornstarch moistened with the remainder of the water, then pour in the scalded milk, stirring all the time, and cook for five minutes. Beat up the egg and add it and stir for a few seconds. Pour into wet molds and when firm turn out.

**Bean Loaf.**—One cupful of cooked beans, one and one-half cupfuls of breadcrumbs, one cupful of cooked tomatoes; pepper and salt to taste. Mash the beans fine, and add the other ingredients in the order given, mixing thoroughly. Bake in a buttered pudding-dish for one hour in a moderate oven. Serve cold in slices. This loaf is excellent for tea, or for a Sunday dinner, as it can be prepared the day before.—M. R. P., Libertyville.

**To Cook Peas.**—One tablespoonful butter, four tablespoonfuls breadcrumbs. Let butter melt; put in breadcrumbs and brown. Then add peas and season to taste. Very good.

**Doughnuts.**—One cup of sugar, one-half cup of sour cream, one cup of sweet milk, two eggs, one teaspoonful soda, one teaspoonful baking powder, a little salt and nutmeg. Add enough flour to make it roll nice.—M. R. P., Libertyville.

#### Some Household Hints.

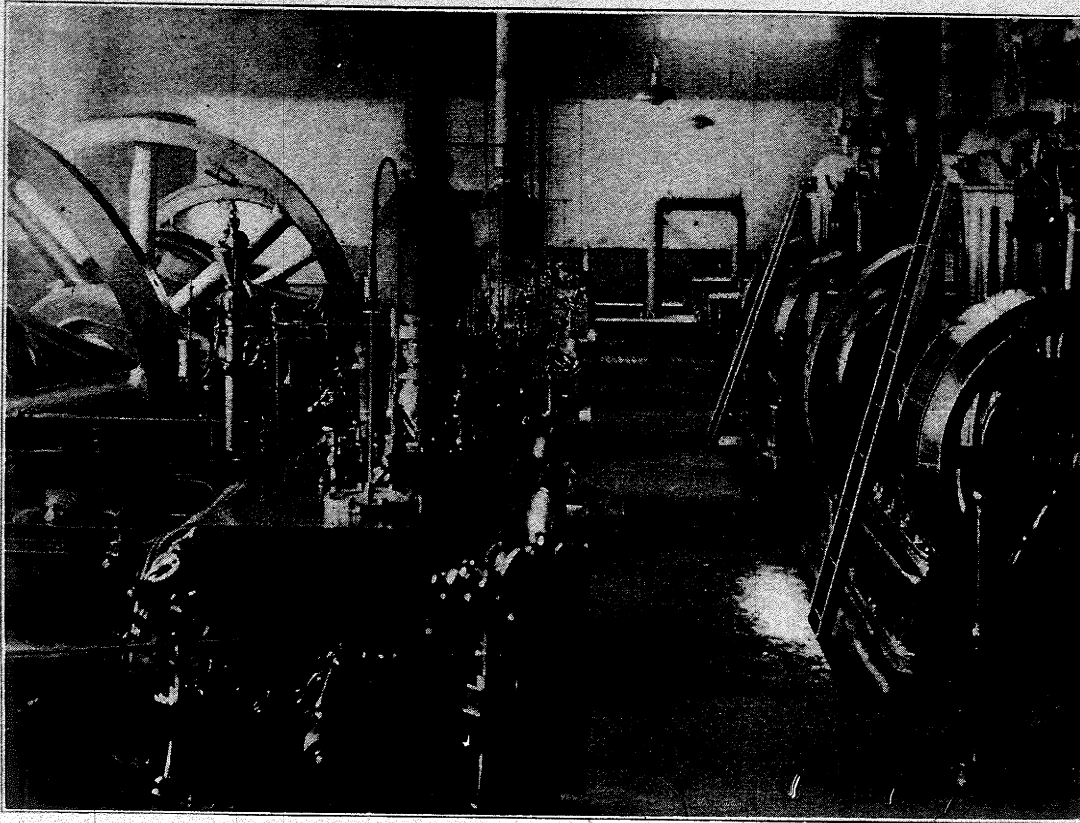
Cut glass will be clear and sparkling if a little bluing is added to the soapsuds in which it is washed.

If new enamel saucepans are placed in a pan of warm water, allowed to come to the boil and then cooled, they will be found to last much longer before either cracking or burning.

Even when there is cream in the coffee, stains can be removed from the most delicate silk or woolen fabrics by brushing the spots with pure glycerine and rinsing in lukewarm water.

To soften brushes that have become hard, soak twenty-four hours in raw linseed oil and rinse in hot turpentine.

## Mechanical Department AND SHOP KINKS



Engine Room, Milwaukee Shops Power Plant.

### The Largest Power Plant on the System.

*E. J. Eriksen.*

During the last couple of years, improvements have been made to the Central Power Plant at Milwaukee Shops, making it to-day the largest, as well as the most effective, Power Plant on the System.

About three years ago, it was decided to equip the plant with automatic stokers and coal and ash handling machinery in order to comply with the city smoke ordinance, as well as to reduce the cost of operating the plant.

Considerable preparatory work had to be done before the new machinery could be installed. The floor line in front of the boilers had to be lowered two feet in order to accommodate the stokers, foundations had to be built for the stokers and coal bins and also a waterproof basement under the boiler room.

As the plant had to be kept running, all excavating and concrete work had to be done under a false floor and was necessarily slow and tedious; but after being completed, it proved to be a first-class job, of which the B. & B. Department might justly be proud. All waterproofing and concrete

work was done under the direct supervision of Asst. General Engineer F. E. King and General Foreman Chas. Woodruff.

After completing all concrete work, the stokers, bunkers, and conveyors were erected under the supervision of the Motive Power Department.

Picture No. 2 shows the boiler room completed. The equipment consists of six B. & W. and four Erie City horizontal water tube boilers with a total rated horse power of 3200, or 4000 horse power with a 25 per cent overload. The boilers carry 160 pounds pressure and are fitted with automatic stop check valves and "Reliance" water columns with high and low water alarms. Each boiler is equipped with a chain grate stoker having a grate surface of 72 square feet, the stokers being driven from a line shaft in the basement. The line shaft is driven by a 15 horse power motor and can also be driven by two small engines in case of a breakdown of the motor.

The coal is dropped from cars into a track hopper, from which an apron conveyor carries it into the basement and drops it into a crusher. From the crusher the coal drops into a pivoted bucket-conveyor. This conveyor

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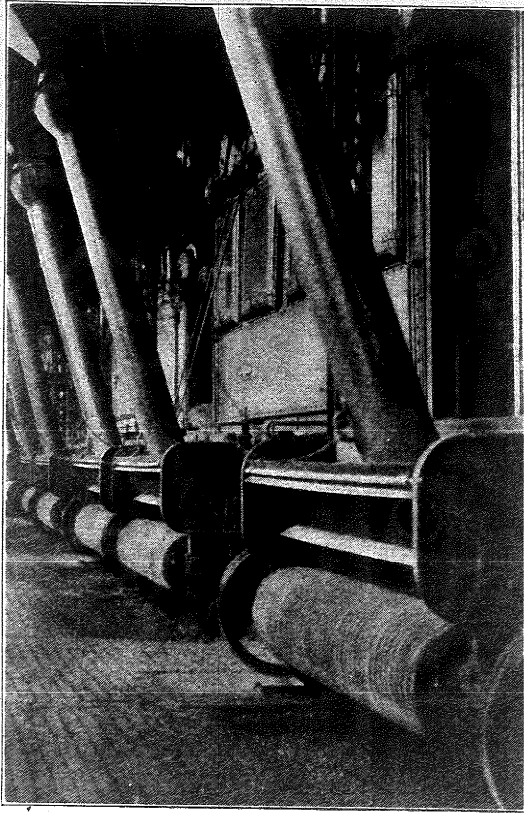
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**Boiler Room and Stokers.**

deposits the coal in the overhead bins having a capacity of 300 tons, and from there it is fed by gravity to the stoker hoppers.

The ashes are taken out from the concrete hoppers below the boilers and deposited in the bucket-conveyor, which carries them to an overhead bin in the boiler room, from which a spiral conveyor drops them into a car outside the building.

The conveyors, hoppers and crusher were furnished by the Link-Belt Company, eight of the stokers by the Westinghouse Company and two by the LaCledé-Christy Company.

The exterior of the power plant is shown, together with the two 9 ft. x 180 ft. brick chimneys. This photograph was taken with the plant running at full load, and it can clearly be seen that black smoke has been entirely eliminated.

Besides eliminating smoke, the installation of the above mentioned machinery has also reduced the cost of labor considerably, increased the boiler capacity, and enabled the plant to use a cheaper grade of coal, and there is no doubt that the expenditure will pay for itself in four to five years.

The equipment of the engine room consists of four Nordberg 15 in. x 26 in. x 36 in. cross compound horizontal Corliss engines, each direct connected to a 100 K. W. D. C. generator, 235 volt, 100 R. P. M. and three Westinghouse 13 in. x 22 in. x 13 in. vertical single acting compound engines, each direct connected to a 100 K. W. D. C. generator, 235 volt, 290 R. P. M., making a total capacity of 1100

K. W. at normal load, or 1375 K. W., with 25 per cent overload. The switchboard, 25 ft. long, has 11 marble panels, with volt and ammeters and a circuit breaker for each department of the shops.

Compressed air for the shops is furnished at 100 pounds pressure from a 14/26 in. x 22/13 in. x 36 in. Allis-Chalmers cross compound, two-stage compressor having a capacity of 1200 cu. ft. of free air per minute and a 17/32 in. x 30/18 in. x 42 in. Laidlaw-Dunn-Gordon cross compound two-stage compressor with a capacity of 3000 cu. ft. of free air per minute. Two of the Nordberg engines and the Allis-Chalmers compressor run condensing, while the rest of the engines exhaust into the atmosphere and heating system.

All pumps, feed water heater and condenser are located in a separate room next to the engine room. There are two Fairbanks-Morse 14x8x12 in. Duplex valve pot type boiler feed pumps, one Fairbanks-Morse 20 in. x 12 in. x 16 in. Duplex Underwriters fire pump, one Fairbanks-Morse 18 in. x 10 in. x 12 in. Duplex washout pump, one Knowles 18 in. x 10 in. x 12 in. Duplex pump, used for either washout or fire purposes, one Blake 7½ in. x 14 in. x 10 in. single vertical air pump for the condenser, one 8 in. x 12 in. x 12 in. Burnham single vacuum pump, one 2000 horsepower Cochran open feed water heater and one Wheeler surface condenser.

The cooling water for the condenser is taken from the city line and circulated through the condenser by city pressure, from which the water enters a 75 ft. high steel tank with a capacity of 250,000 gallons. From this tank the water is distributed by gravity to the different stand pipes and shop lines.

With this system no cooling water is wasted, circulating pump and cooling towers are dispensed with and the temperature of the city water is raised approximately 40 degrees F.

The power plant is in charge of Mr. C. Resinger, chief engineer, to whom belongs the credit for the neat appearance of the plant as well as for the efficient manner in which it is run. He is assisted by an assistant day engineer and a night engineer, together with oilers, boiler washer, firemen, etc.

James Reidy, wrecking master at Milwaukee shops, began his railroad career on the repair tracks at Milwaukee shops in the fall of 1887. Two years later he was appointed foreman of the wrecking crew at Milwaukee and still holds that position. During his years as wrecking master he has successfully handled very many large wrecks, among which was one at North McGregor, where 165 cars had to be handled, and another one at Portage Canal, where engine 555 was in the canal. As they had no steam derrick in those days, this work had to be done by means of a hand derrick, which had a capacity of about nine tons. All heavy loads had to be lifted with jacks or block and tackle, or in other words, by main strength. For the past thirteen years a steam derrick has been used. Derrick No. 12, which was the first steam derrick in service on the

## MILWAUKEE RAILWAY SYSTEM



Derrick No. 16.

Milwaukee road, was handled by the Milwaukee crew for three years, and was then sent from Milwaukee to Savanna for service at that point. After No. 12 left, the lucky No. 13 derrick was put in service at Milwaukee, and was used with much success at wrecks by the Milwaukee crew. After No. 13 was sent to Otumwa Junction, Derrick No. 16, a 100-ton-capacity derrick, was furnished the Milwaukee crew and is still in service. The same improvement has been made in the rest of the equipment. They now use car (shown in picture) for carrying ties and rails. They also have a boom car, which is so arranged that the ties are handled without interfering with rails, and rails without interfering with boom or ties. This is the first car of its kind on the system. When called upon, the crew can get started with the outfit in from 35 to 40 minutes, night or day. All members of crew have a phone in their homes and can be called in six minutes.

**Kansas City Local Freight Office News.**

Our baseball team is meeting all comers on the diamond. Anyone wanting a game please apply to Mr. Harry Zane, manager.

Miss Ethel Kapy, steno. in Superintendent Richards' office, has taken up farming for a side line this spring, and has a crop of water melons planted. She has promised all her friends a melon. P. S.—These might turn out to be spelled "lemon."

Superintendent W. L. Richards and son, Howard, attended the meeting of the Agents' association at Houston, Tex., going to Galveston to see Funston and his boys embark for Mexico.

Clyde Zane, one of our local office boys, transferred to Coburg, recently.

Mr. W. S. Overstreet, switching clerk, has resigned to take a position with the Santa Fe. Herbert Cooley takes his place. Billy must have thought he needed a complete change as he got married at the same time that he quit the Milwaukee.

Mr. Walter Slagel resigned as assistant claim clerk, to take a position with the Long Bell Lumber Co., in Louisiana. His place here was taken by Mr. Walker.



Day Force, Milwaukee Shops Power Plant.

# D

These six Rock Island  
carried Hamilton W  
years with perfect sat

They are:

Engineer W. Gallagher  
house Foreman T. E.  
Engine Dispatcher W.  
gan; Conductor J. L.  
ductor E. W. Dee, I.  
Frank Fitzsimmons.



# Hamilton Watch

These six Rock Island men have carried Hamilton Watches for years with perfect satisfaction.

They are:

Engineer W. Gallagher, Roundhouse Foreman T. E. McQuade, Engine Dispatcher Wm. Flannigan, Conductor J. L. Servis, Conductor E. W. Dee, Engineer Frank Fitzsimmons.

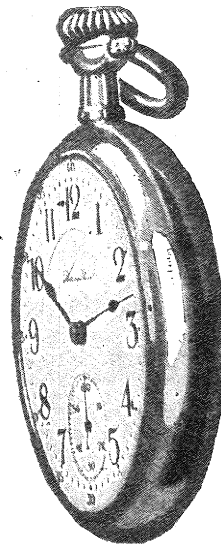
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## PROCEED!

A railroad man must have the same confidence in the accuracy of his watch that he has in his signals.

The number of railroad men who carry the Hamilton is proof of its accuracy, durability and fidelity.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement only (in Canada \$12.50), up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new railroad watches.



*Write for the Hamilton Watch Book—"The Timekeeper"*

It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

**HAMILTON WATCH COMPANY, Lancaster, Pennsylvania**

*Master Builders of Accurate Timepieces*

## Get Together



Drawn for the Pioneers' Club, by "Alex" Bell, Seattle, Wash.

### The Puget Sound Pioneers' Club.

The Puget Sound Pioneers' Club held their second annual meeting in Seattle, June 23 and 24, and if enthusiasm and numbers is an indication of the interest of the members this meeting was an unqualified success.

They began to arrive early on the 22nd, but most of the members came on the special train, which was generously tendered to the club by the officials of the road. It ran as second No. 17 and arrived in Seattle at 1:40 p. m. The New Richmond Hotel was the designated headquarters of the Club and the lobby there was soon full of a jolly band of brothers, all in first-class trim to go out and build the whole railroad over again, from Moberg to the Sound. They were already doing it in reminiscences and tales of the old days when the railroad was in the formative process.

Registering and getting badges for all hands took up the afternoon. The ladies all had been presented with roses out of Seattle's all-pervading rose gardens, donated by the resident members.

Tuesday morning fifty-five automobiles were offered to the club by the citizens of Seattle, and a fine ride about the city's wonderful boulevards was enjoyed. In the afternoon the members and their families were the guests of President Joshua Green of the Puget Sound Navigation Company on the

steamer Iroquois, on a trip to the navy yard at Bremerton and a ride about the Sound.

The culminating social event was the grand banquet held in the beautiful hall of the K. of C. on the evening of the 23rd. Over three hundred sat down at the long tables, which were handsomely decorated with flowers and laden with good things. After the "eats" had been thoroughly discussed, President J. F. Pinson introduced Toastmaster R. M. Calkins, who opened the speech making of the evening in his happiest vein.

Mr. Calkins welcomed the great number of pioneers who faced him and referred feelingly to the remarkable teamwork and co-operation, on the part of all, which had made possible the blazing of a steel trail, the work on which and the results accomplished had never before been equaled. In order to accomplish this, he said, great sacrifices had been made; comfortable homes in the East, dear friends, and families had to be left behind for life in the box car, the tent and the shack in the West. But Mr. Calkins voiced the feelings of all when he said that none now associated with our great railroad regretted that they had laid down their tools east of the Missouri River to join the rank and file of those who were to bring about the greatest revolution in transportation the country had ever witnessed; and "in the wake along the line, from Moberg over the plains and mountains, we have established and left a class of citizenship which we are not ashamed of. Today the Milwaukee Railway occupies a position in the mind of the public second to none, and this was brought about through co-operation and the splendid teamwork that is done all down the line."

Referring to the prestige we enjoy in the public mind, Mr. Calkins said:

"Perhaps there is no department which feels the pulse of public sentiment as quickly as does the traffic; and little do you men, located at some remote point, realize the reflex action of a favorable act, the prompt dispatch of a message or of a car or a package. All complaints reach the Traffic Department, and all compliments as well, and I am very pleased to say to you that the compliments received from our patrons far outnumber the complaints. Gentlemen, that is due entirely to the teamwork and the splendid organization, the co-operation and the hearty support that the officials of this company receive at the hands of its employes. It is to you that the credit is due, and I, with you, from my heart, share the honor and pride which we all hold in carrying our trade-mark across continents, over the high seas to China and Japan, to the Philippines and the South Sea Islands. It is up to us always to encourage that feeling and to bear about with us in our daily work the brotherly 'help-out' feeling and the ever-ready spirit of 'I'll try'."

Mr. Calkins then introduced Mayor Gill of Seattle, who spoke briefly of his interest in railroads and railroad men. He said he had "wished" himself onto this meeting, and as he stood before the large and representative gathering he was glad he was there. He maintained that co-operation and friendship between the public and corporations was most desirable, as was also the necessity of getting together within the organization as closely on the work days as on the play days.

District Master Mechanic Tom Hamilton followed with some reminiscences and then some letters from Vice Presidents H. R. Williams and H. B. Earling, superintendent, F. E. Willard and others were read by the Secretary. Mrs. Kendall greeted the Club on behalf of President A. J. Earling. Other speakers were: W. B. Davis, G. R. Lanning, George W. Hibbard, W. E. Cummings, H. H.

(Continued on page 40.)

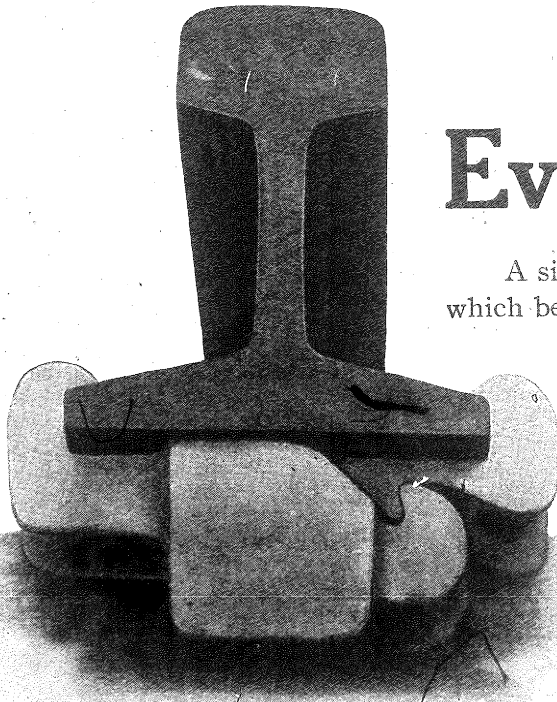
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A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.

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San Francisco, Montreal

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

## Safety First

*A. W. Smullen, Chairman.*

The following talks on Safety First were delivered by Engineer O'Neill and Conductor Marlette, at the Safety First Meeting in Milwaukee, May 28th; but were omitted from the June Magazine on account of lack of space.

Mr. Chairman, Ladies and Gentlemen:—

Public speaking is somewhat out of my line of business, and I assure you I would feel very much more at ease this evening were I climbing on to engine 7239 with my overalls under my arm.

However, there are a few things I will try to say in regard to the duties of an engineer on Safety First, our Safety First committee meetings and the benefits derived therefrom.

The Companies are calling upon us to suggest everything coming under our notice which might improve the service and eliminate accidents. What escapes the observation of one may be seen by another, so that by holding monthly meetings the men on the different committees are delegated to inform the proper authorities of their observations and the observations of others.

Quicker results are brought about in this way and it is needless to say many accidents are avoided through these meetings. In former times before the Safety First sentiment became so strong and before there were committee meetings, there may have been in the mind of each and every one of us, many little suggestions of danger along the Division on which we work, or in all lines pertaining to railroading, and to the railroad man. Remember it was just a suggestion of danger, it hadn't yet ripened into an actuality, or worse yet, into a fatality. But hold! Eventually it does, and then the loss of life, limb, property and in many instances, grief stricken families that no reparation on earth can satisfy. Could these little suggestions of danger have reached headquarters a little sooner, how much could have been avoided. The proper authority to remedy them knew nothing of them, was unaware of their existence. Through our meetings, the proper authority is now notified and are certainly doing everything in their power to lessen accidents and fatalities on the railroads.

The unavoidable will often happen, but never let it be through any carelessness on your part, or, on mine. "Safety First"—Self-preservation—preservation of your brother workmen, preservation of those on your train, preservation of the Company's interests, is your duty and mine from the time we are called into actual service until we are at home again.

We Engineers have another important duty to perform in regard to Safety First:

namely, a careful inspection of the Bulletin Board before starting out on our runs. There may be some new bulletin posted in regard to a slow order of 5 or 10 miles per hour over some bad piece of track or bridge. If we chance to overlook this bulletin, and go down the road at a high rate of speed, a bad accident is likely to occur.

We must also give our engine a close inspection before starting out to know so far as we can see that it is in a safe condition, then we are ready for the old, old adage "Be sure you're right, then go ahead." Arrive at your destination on time if possible, but above all things, "Safety First."

JOSEPH O'NEILL.

Mr. Chairman, Ladies and  
Gentlemen:—

I was asked to make a short address on "Safety First" as viewed by a Conductor.

In giving this subject thought, I was amazed at the frequency with which the word "co-operation" presented itself. It soon dawned on me, however, that this was the very thing most essential, and the cause could not live without it. Something over two years ago a bulletin notice was issued asking all who could to be present at a meeting for the purpose of launching this movement. A committee was chosen there to represent the different branches of the service. These men were chosen among the ranks of the men and not by our officials. I was asked to serve representing the Conductors. I accepted this office, not so much with a feeling of reluctance as one of misgiving, for I could not see at that time where we could be much of a factor.

In turning the matter over in my mind, I recalled that easily within my time, I have seen our grand Chicago Division pass from a single to a double track railroad. I had seen the boiler iron so-called, give way to our present 100 lb. steel; I had seen every stick of timber and piling that formed support of the bridges and culverts, replaced by the more substantial concrete; I had seen a system of automatic signals installed that represents a vast expenditure. In short, I could see only a perfectly equipped railroad.

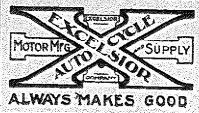
After attending the first meeting in the Superintendent's Office, however with the whole committee present, it was there I realized how much, we, the little fellows, on the ground could do if we would all cooperate in earnest.

I have tried to tell you of the never ceasing efforts on the part of our management in a constant battle against the element of danger, and yet results were not satisfactory. Man's ingenuity was seemingly exhausted to further perfect an appliance to



Ex



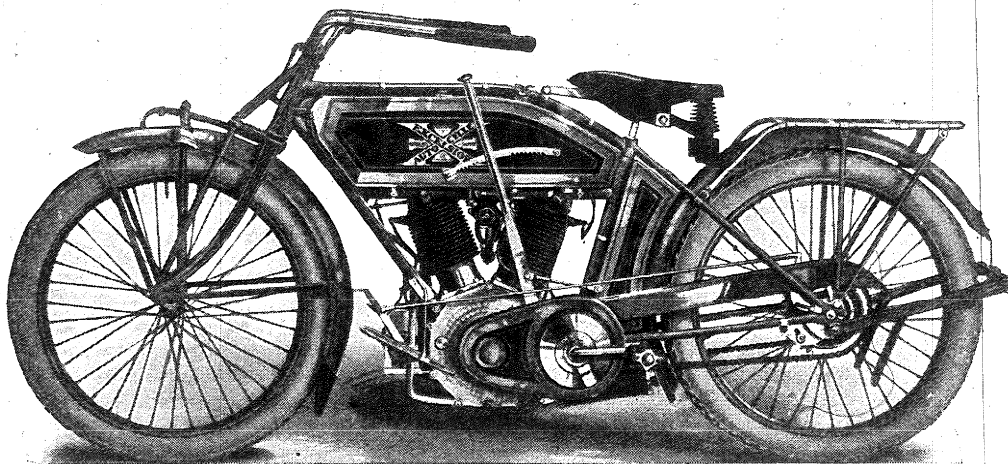


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THE 1914

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The Excelsior Motor has been repeatedly proven the most powerful motor ever put in a motorcycle, regardless of advertised rating.

The Excelsior Two-speed is reliable and durable with the additional valuable feature of single movement control.

The drop forged folding foot rests and tubular luggage carrier are fully up to the Excelsior standard of strength and durability.

Seven models for 1914, singles and twins two-speed, chain and belt transmission, a line that no matter what your requirements may be, comprises

**The machine you ought to have at the price you ought to pay.**

*See the Dealer or Write for Catalog*

**Excelsior Motor Manufacturing & Supply Co.**  
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meet conditions. Everything presented worthy of adoption was adopted, and I am proud to be one of the rank and file whose advice is asked, and better still, acted upon, and better still, results have followed our suggestions. We cannot afford to treat this subject lightly, as we are the key to the whole situation. With our support it will live forever, and with our disregard, it will fall flat and then what? Our management will be confronted with one of the most discouraging problems with which they have yet had to deal. Each of us can do a little, and then multiply that by 65 or 70,000, and you must see the splendid result that is bound to follow.

I wish to say a word on false conception. I hope there is not a person here who harbors the thought that there is a hidden or selfish motive in this movement. There is no room for a serious thought so shallow or cowardly.

The only thing really new in this movement is the term as at present applied "Safety First." Its principles have lived for ages, and with you and me it started when mother tied us in the trundle bed that we would not fall, and a little later when we took our nap on the couch, a chair was placed for our protection, and still later when we went to work on the railroad, while we were outside the hearing of her voice, her prayers followed us, and all for our Safety First. I don't think she can be accused as having for real reason the hardship of funeral expenses. There is about as much reason in one thought as the other. A little motto hangs in my home which covers the case completely and beautifully. It reads like this: "Do all the good you can, we pass this way but once."

Thanking you for your attention.

D. J. MARLETTE.

#### **SAFETY FIRST NEWS FROM THE KANSAS CITY TERMINALS.**

Our Safety First semi-monthly meetings of Local Committee are busy sessions and usually have for consideration a liberal collection of the Safety First cards of postal size, mailed to committee by any employee when any item of value or needing attention is mailed to my office.

We have once each month a "get-together" meeting, attended by all crafts, and treat Safety First matters in connection with all others, and the two gatherings are making friends of all men, wiping out any other feeling, resulting in each one helping some other man or men every hour of the day or night.

Our meetings are held in store-room of Coburg Roundhouse and B. of R. T. Hall. All lay down their troubles and the assembly then offers ways and means for relief and it works like a charm. It is always understood we are not meeting to report another or criticize and the spirit of fear and suspicion is wiped out. Attend-

ance is increasing and everyone is taking an interest to the extent of trying to turn in the greatest number of cases of discovery and disposition without waiting for some one to order the trouble removed. Harmony, my brother's safety and co-operation are our pass-words and practices.

Our section foreman, Y. (F. Gower, has gathered up off of ground from leaky and damaged grain cars during December and January—three hundred dollars worth of corn, oats and wheat delivered to our elevator and credited to our claim department. He also has picked up immediately after the report of yardman, 162 couplers and 179 side doors since November, 1913—not leaving these to trip or hurt men working in the yards.

Our operators at Suburban Junction and Inter-locking Tower are making a hard fight to see which can and will save most in use of coal, oil and supplies compared with a year ago, making and maintaining many little safety devices and appliances around buildings, stairways, openings, et cetera.

The Safety First issues of Railroad Record, through generous supply are distributed to all Local Committeemen and heads of each department and read as faithfully as our magazine. The practice has shown, a wonderful and thorough spread over all departments and no one is letting any item pass without action. The Safety habit is here to stay and has operated to our company's greatest benefit.

(Signed) W. L. RICHARDS,

*Supt. Kansas City Terminals.*

On May 8th the S. C. & D. Safety Committee met in the office of Superintendent Beardsley with the following members present:

L. J. Beardsley, Superintendent; A. Esse, Train Master; C. E. Corcoran, Chief Train Dispatcher; C. Carlson, Roadmaster; C. G. Vollmer, Chief Carpenter; J. A. Reagan, Conductor; H. Carney, Engineer; E. A. Murphy, Brakeman; T. C. Strobel, Agent; H. Kruck, Fireman; E. Martinson, Section Foreman.

One of the good suggestions brought up at this meeting was the closing of stock car and box car doors and stock gates, and Trainmaster Esse called the brakeman and conductor's attention to see that this suggestion was enforced.

Engineer Carney brought up the suggestion that at times motor and hand cars are out late at nights without lights. Chairman Beardsley issued a bulletin to engineers to report all cases where they might meet motor or hand cars at night without proper lights.

The meeting days of the S. C. & D. Committee have been changed to the second Friday of each month.

On May 16th the Superior Division Safety First Committee met at the office of

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Superintendent Clifford with the following members present:

J. M. Clifford, Superintendent; C. S. Christoffer, Trainmaster; P. Neugent, Roadmaster; J. Dunn, Roadmaster; R. Haupt, Machinist; W. H. Hart, A. D. M. M.; A. A. Woodruff, R. H. Foreman; F. Sellisen, Section Foreman; W. H. Tierney, Yardmaster; A. LeValley, Brakeman; F. King, Fireman; Brisk, Blacksmith.

Members absent—E. E. Peters, C. T. Dispatcher; M. M. Harrington, Dispatcher; D. W. Caine, Conductor; J. Whitney, Engineer; P. Engels, Carsmith; F. Gegere, Boilermaker.

After acting on nine very good suggestions, the meeting adjourned until June 19th, at which time it is expected that every committeeman will be present.

On May 15th the regular monthly joint meeting of the Safety First Committees on the Musselshell and Rocky Mountain Divisions was held at Harlowtown, the following members of the committee being present

O'Hanlon, Gallagher, Hynes, Leaves, Bartlett, Middleton, Nix, Walheater, Dow, Grady, Moss, Morrow, Bell, Hart.

Supts. Spencer and Murphy presided. Several interesting talks were made by the different committeemen, and the general sentiment seemed to approve of the sat-

isfactory way in which the Company was giving prompt attention to suggestions.

On the morning of May 25th a Safety First committee meeting was held at Tomahawk, Wisconsin, the following members being present:

Wm. Stinson, H. Redlich, A. J. Klumb, Don J. Tracy, H. J. Culbertson, A. J. Fries, C. H. Conklin, J. A. Ball, John Linehan, R. E. Curran, R. H. Janes, Robt. Sanger.

After the transaction of the business that was brought before the Committee, they adjourned until 1:30 P. M., when a general meeting was held in the Opera House at Tomahawk. Supt. Schell of the schools of Tomahawk made it a Safety First day for the school children by allowing all to attend the meeting in the afternoon, and about 450 were present.

Addresses were made by Supt. Ober, Attorney Pffifner, Supt. of Schools, Mr. Schell, Chief Train Dispatcher Janes of Wausau, Assistant District Master Mechanic Klumb of Milwaukee, and after this, slides were shown and lectured on by A. W. Smallen.

On May 27th at 1:30 P. M. Supt. J. M. Oxley presided at the monthly committee meeting of the Kansas City Division. Every member answered "present" to the roll call. The meeting was one of splendid interest and many valuable suggestions were made in the interest of the movement.

# 7 Days Lake Trips

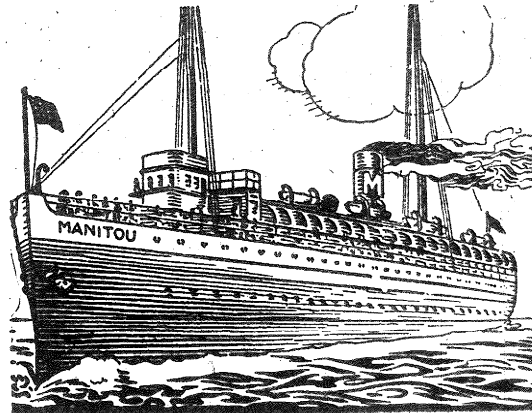
Spend your vacation on the water. Cruise for a week to

**Georgian Bay**

With Its 30,000 Islands

"The Switzerland of America"

**Northern Michigan Line**



The Elegant Steel Steamships

"MANITOU"

"MISSOURI"

"ILLINOIS"

"MANISTEE"

offer unrivalled service between Chicago, Charlevoix, Petoskey, Mackinac Island and other famous resorts of Northern Michigan and Georgian Bay, connecting with all lines for Lake Superior and Eastern Points.

### SPECIAL SEVEN DAY CRUISES

The Steel Steamship "MISSOURI" to

**COLLINGWOOD, ONT., and Return**

via Mackinac, "Soo" North Channel and 30,000 Islands of Georgian Bay, including meals and berth **\$40.00**

The Popular Steamship "MANISTEE" to

**SAULT STE. MARIE, and Return**

via Mackinac—returning via a portion of Georgian Bay and the Scenic Grand Traverse Bay, including meals and berth **\$32.00**

You can have the many comforts that a large, elegantly equipped steamer affords. You can eat well and sleep well. Peaceful quiet and exhilarating breezes will rest and strengthen you. In sight of land most of the way, you can view some of the most magnificent scenery in the world. For illustrated folder and book of tours address

**J. C. CONLEY, Gen. Pass. Agt.**

**Office and Docks, North End Rush St. Bridge, CHICAGO**

An important matter in the interest of Safety First was reported by one of the committeemen regarding the absence of switch locks from many of the switches, and in discussing the suggestion, several of the committeemen went on record as being in favor of discharging any employee guilty of wilfully throwing away a switch lock. Also, in finding a switch stand without a switch lock, and not reporting it immediately to the superintendent.

The meeting concluded with a short address from A. W. Smullen, Chairman of the General Safety Committee, who commented on the way the business was transacted and the way the spirit was kept up on the Kansas City Division, which could have but one result, and the one most desired—that of reducing injuries to employees and their fellow workmen.

A Safety meeting was held at Montevideo on May 28th for the H. & D. Division, with the following committeemen present:

F. M. Melin, P. H. Nee, R. F. Walker, J. E. Andres, H. D. Renbarger, F. C. Brown, A. Tweder, Wm. Hughes, T. S. Manchester, O. P. Ronning, G. Hodges, M. J. Flannigan, W. H. McArthur, Wm. Ross, N. H. Helgerson, G. A. Colter, J. F. Larson, F. Putzier.

The report of the accidents for the three preceding months showed the following:

February, 38; March, 32; April, 30.

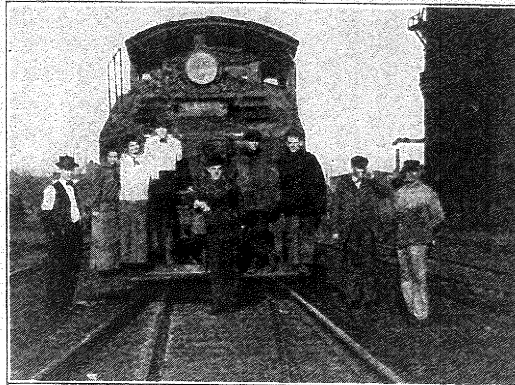
After all the suggestions had been discussed and taken care of, the meeting adjourned.

A General Safety meeting was held at the Opera House at Savanna, Illinois for the C. & C. B. Illinois Division and R. & S. W. Divisions, and when Supt. G. R. Morrison called the meeting to order, no less than 300 employees were present. The meeting opened with a lengthy and interesting address by Supt. Morrison on the Safety First movement, what had been done and what results had been obtained through Safety First on the C. & C. B. Illinois and R. & S. W. Divisions. At the conclusion of his address, the long and enthusiastic applause of the employees proved to Supt. Morrison that he has the co-operation of each and every employee under his supervision, in the Safety First movement.

He then called on each Safety First Committeeman, who gave five minute addresses on their views of Safety First from the crafts which they represent.

J. C. Burns, District Adjuster, followed these gentlemen with a short address, and the meeting closed with a short talk from A. W. Smullen, Chairman of the General Safety Committee.

In addition to the 300 employees attending, about 200 citizens of Savanna were present, and it was the opinion of everyone that this was one of the most successful and enthusiastic Safety meetings held on the Milwaukee system.



Marion Yard Force.

#### Efficiency at Marion Yards.

In the month of March there were received at Marion yard an average of 600 cars daily, and the same was handled with two 1-5 engines day and two nights. About thirty cars per day are transferred at the freight house. Platform room at house is fourteen cars. City loads run on the average of five cars per day. The bridge and building supply yard 10 cars; repair track, 40; cinder pit, 4, and coal chute, 6. Passenger switching amounts to about three hours daily.

As trains run four ways out of Marion, there is more or less switching on all trains. Foreman on lead engine, days, John Leming, and nights, A. M. Curran. Night yardmaster, C. H. Colvin. Hill engine, days, John J. Timson, and nights, Wm. Ryan. Helpers are: Walter McGrew, C. A. Widger, Ernest Beeson, J. R. Brown, Harold Adams, Wm. Mullaney, Wm. Hoover and Carl Olney.

S. C. McKinlay, General Yardmaster, has made several changes, improving the service in the office and yards during the past year. Day Yard Clerk is Harold Mullaney; Record Clerks are Misses Myrtle Campbell and Mattie Martin, who are well posted at all times on the cars passing by the use of the index system.

The trouble and damage incident to the operation of the yard has been remarkably small this last winter, which is attributed in a large measure to the interest and efficiency of all the yard employees.

#### Why Druggists Go Insane.

"You will please gif the littel boi for five cents epecak for to trow up a fife mounts old baby. The baby has a sore stummick."

"This child is my little girl. I send five cents to buy two sifless powders for a grown-up adult who is sick."

"My baby has eat a peace of his father's parrish plaster. Sens a anecdote quick as possible by the enclose boy."

"I haf a hot time insides and would like a extinguisher. What is good for to extinguish it. The inclosed money is for the price and send the change back."

"Dear Sir Druggist. Please give berrer some auntv toxens to gargel sore troat in a littel baby three years last May."



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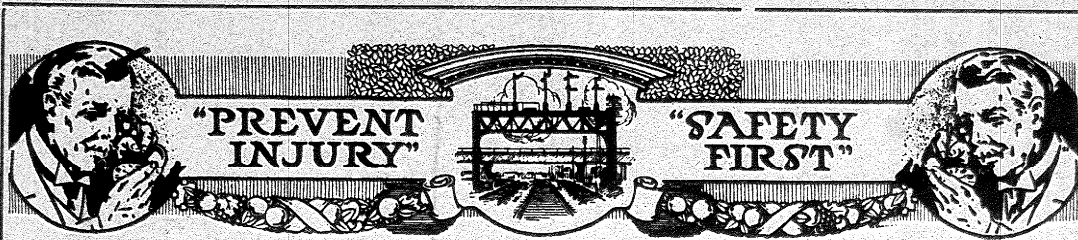
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**BELOW** are listed the names of our loyal licensed watch inspectors. The men on whom falls the important duty of maintaining the absolute accuracy of our system timepieces. They are experts in their line, offering the lowest prices and the squarest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

<b>Aberdeen, S. D.</b> D. G. Gallett.	<b>Kansas City, Mo.</b> J. H. Baker, 6907 Wash. Park Blvd.	<b>Plymouth, Wis.</b> C. C. Corbett.
<b>Austin, Minn.</b> Gleason & Johnson.	<b>Ladd, Ill.</b> D. L. Sandretto.	<b>Prairie Du Chem, Wis.</b> L. Cornelius.
<b>Brandon, Wis.</b> Edw. B. Hobkirk.	<b>Lewiston, Mont.</b> Sutter Brothers.	<b>Richland Center, Wis.</b> Chas. Speidel.
<b>Butte, Mont.</b> Towle - Winterhalter - Hannifin Co., 101 W. Park St.	<b>Madison, Wis.</b> W. J. Gamm, 3 W. Main St.	<b>Rockwell City, Ia.</b> F. Beauchamp.
<b>Chicago, Ill.</b> H. C. Watts, 3204 W. Lake St.	<b>Malden, Wash.</b> L. R. Dillingham.	<b>Seattle, Wash.</b> Max Kuner Co., 94 Co- lumbia St.
<b>Cle Elum, Wash.</b> M. W. Davies.	<b>Marinette, Wis.</b> Lauermann Bros.	<b>Sioux City, Ia.</b> W. H. Beck Co.
<b>Des Moines, Ia.</b> Frank Schlampp Co., Inc., 525 Locust St.	<b>Marmarth, N. D.</b> W. C. Vandervort.	<b>Spokane, Wash.</b> Scholer & Cohrs.
<b>Dubuque, Ia.</b> A. R. Staufenbeil & Son, Clay St.	<b>Mason City, Ia.</b> Livergood Bros.	<b>St. Maries, Idaho.</b> M. E. Peterson.
<b>Faribault, Minn.</b> M. C. Weyer.	<b>Miles City, Mont.</b> H. C. Smith.	<b>St. Paul, Minn.</b> Haman & Co., 352 Robert St.
<b>Farmington, Minn.</b> Rembold, P. J.	<b>Milwaukee, Wis.</b> H. Hammersmith, 208 Uihlein Bldg.	<b>Tacoma, Wash.</b> Andrews Jewelry Co., 1130 Pacific Ave.
<b>Ferguson, Iowa.</b> Frank W. King.	<b>Minneapolis, Minn.</b> W. M. Stone, 16 S. 3d St.	<b>Three Forks, Mont.</b> A. F. Robertson.
<b>Harlowton, Mont.</b> A. F. Robertson.	<b>Ortonville, Minn.</b> H. A. Brandon.	<b>Waukesha, Wis.</b> Estberg & Son, 401 Main St.
	<b>Perry, Ia.</b> C. H. Winner.	<b>Wausau, Wis.</b> Otto Mueller.
	<b>Platte, S. D.</b> Frank Dolire.	

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CHICAGO

RAILWAY TIME SERVICE

## Special Commendation

Mr. A. H. Case, operator at Groton, S. D., was out of the service for a few days on account of an injury to his right hand, which occurred May 30. An elderly lady, who came to the depot to take train No. 6, attempted to cross the track ahead of the train, became confused when in the middle of the track, and was unable to go either way. Mr. Case, seeing the situation, assisted her off the track just in time to avoid being struck by the train, and in doing so she fell, taking Mr. Case with her and spraining his hand. The lady was not injured.

The town marshal of Hector, Minn., is entitled to the thanks of the railway company for his service on June 10. When train No. 64 was passing Buffalo Lake, Mr. Antonson noticed a brake-beam dragging on one of the cars and notified the agent, who stopped the train about a quarter of a mile east of Buffalo Lake, and the brake beam was removed.

C. & M. Division Brakeman J. H. Costello is entitled to special commendation for discovering the loss of some bolts from the truck frame of P. & L. E. car No. 41889, loaded with gravel, at Rondout on June 12. His timely discovery undoubtedly prevented a serious derailment and damage.

Brakeman E. P. Raddick, LaCrosse Division, has received a letter of commendation from Trainmaster Rossiter, account of his discovery of a broken rail two miles west of Richwood on June 4. He immediately called the section crew and had the break repaired before No. 17 passed.

A singular and unusual occurrence took place on the morning of the 22nd inst. Section Foreman Bogda, near Pickett's Station, on the approach of train No. 33, discovered a cloud of dust beside the engine, and thinking that the wheels were off the track gave the approaching engineer a signal to stop, which was done, whereupon it was discovered that a chain which is carried alongside of the tank had become loose, one end catching in the truck frame and the other dragging, which had caught a crossing plank and had thrown the plank over the right-of-way fence. Had this chain caught in a bridge timber or some more firm obstruction, by slowing the engine tank trucks the entire train of passengers, going at full speed, might have been in a heap of ruins.

On May 21, while No. 166 Chicago stock train was pulling out of Madison yard, Night Watchman M. Dempsey discovered a sand board down under a car of horses, and by prompt action succeeded in getting the train to stop, preventing a bad accident and a bad delay to a passenger train. He has been commended for his prompt service.

On May 21, Section Foreman John Schwartz discovered a broken wheel under a car in train No. 61 while the train was pulling by him, three miles east of Bridgeport. He succeeded in attracting the attention of the trainmen and stopped the train, preventing a severe accident. He has been highly commended.

### Made Her Trip on the Columbian Pleasant.

The following letter, addressed to General Passenger Agent Haynes and by him passed to The Magazine, speaks for itself:

"Zanesville, O., May 23, 1914.

"Dear Sir:

"My son and myself recently used your line from Chicago to Missoula, Mont., and return. The service I received on your line I feel is deserving of recognition. The accommodations were very satisfactory and the crew in charge of the train were unusually courteous and painstaking, especially a Mr. R. H. Perry,

train porter on No. 17. It is only to be regretted that we do not have such attentions to the accommodation of the traveling public on all roads. I assure you that I appreciate your service very much and whenever possible I will use my influence in behalf of your line.

Yours respectfully,

"(Signed) MRS. B. D. CHRISTY."

Special commendation is due Brakeman Bert McGee, who discovered a fallen brake beam under St. P. car No. 504380 while pulling off passing track at Alden, April 25. The fallen beam was dragging on the rail, and had it not been discovered would undoubtedly have caused serious damage and possible derailment.

Section Foreman Bert Ward of Titus, Iowa, received a letter of commendation for discovering a dragging brake beam in train No. 272 on June 11.

Special Officer George W. Schlang had a narrow escape in an encounter with a train bandit at Lemmon, S. D., April 14, who was believed to be Harry Matthews. Schlang and Deputy Sheriff Fred Axtell opened a box car door to place Matthews and a companion under arrest, when they were met with a volley of bullets. Axtell was shot through both arms and Matthews was killed. Schlang escaped death from a bullet which struck him over the heart but was deflected by a package of papers in his coat pocket.

### Well Taken Care Of.

The annual outing of the Cook County Press club was held at the Dells of Wisconsin Saturday and Sunday, June 13 and 14. Not even a hard rain Saturday afternoon could keep the newspaper men from having a good time.

The trip was made in a private car and the Chicago, Milwaukee & St. Paul certainly did everything possible to make it pleasant for the editors and their wives. The car was attached to the Columbian Saturday morning and picked up at Kilbourn on the return trip Sunday night. O. W. Tewes, dining car conductor, had a job on his hands filling up the hungry bunch Saturday noon, but he accomplished this difficult task in a most satisfactory manner.

The very great courtesy of Mr. Albert of the passenger department, who arranged the details of the trip, and of the conductors and other employes of the Milwaukee road was thoroughly appreciated by all the members of the club.

T. F. Ruggles, pumper, Sinclair, Montana, has received a letter of thanks and special commendation from Superintendent Murphy for promptly reporting discovery of a broken rail three and one-half miles east of Sinclair, thereby preventing serious damage.

Operator W. T. Bright on duty at Elwood Sunday night, June 14, discovered a brake sticking on car in 2/63's train passing his station. Had train stopped at next station and brake released. This probably saved a broken wheel with its attendant disaster. Operator Bright will receive a letter of commendation from Superintendent Marshall.

Conductor H. N. Warfield, Brakemen J. B. Marshall and B. A. Irwin, and Fireman Walter Whiteside of the I. & M. Division have been given credit marks for assistance given by them to the section men in making repairs to washouts on the Decorah Line on Sunday, May 24.

We were very short of track men and the trainmen above mentioned did everything in their power to assist in making the repairs. This spirit when shown by employes is highly appreciated by every officer of the company.

**"In Union There Is Strength"**

ANNOUNCEMENT OF THE CONSOLIDATION OF THE

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**OPPOSITE  
DEPOTS**

**European Plan**

## MILWAUKEE RAILWAY SYSTEM

**The Puget Sound Pioneers' Club.**

(Concluded from page 30.)

Tavener, Frank Rusch, F. E. Burroughs, Messrs. Fry, Warner and Howell, and Alex Melchior. Little Dorothy Hamilton, the wee daughter of Tom Hamilton, spoke a little verse, welcoming the Pioneers, without a breath of hesitation, and Gerald Foreman, the small son of A. M. Foreman of Maiden, delivered an address of welcome that would have done credit to any of his seniors. Several musical selections were rendered, both during the banquet and at intervals through the talks. At the end of the toasts, Immigration Agent J. H. Ginet, Jr. presented some very interesting lantern slide pictures of scenes along our line, ending with a few cartoons of some of our popular traffic and operating men. The Magazine regrets not having space to reproduce the speeches of all, for there was much good and interesting talk. Mr. G. R. Lanning read a poem on "The Steel Trail," written for the occasion by Bridge Inspector Welch, which it would be interesting to publish if there were space.

On the morning of the 24th the business meeting of the club was held in the assembly room of the New Richmond. About one hundred and fifty members were present. The regular report of the same will follow in a subsequent issue of The Magazine.

Following the meeting of the Pioneers' Club was a "Safety First" meeting of the Coast Division, held in Eagles' Hall, Tacoma, which was attended by a number of the employees, who had remained over for it. The evening program consisted of an election of officers, speeches by Superintendent Richards and General Chairman A. W. Smullen, followed by an interesting moving picture entertainment.

**D. C. Cheney**

The sudden death of D. C. Cheney, on May 29th, is mourned by his legion of friends over the entire system. Mr. Cheney was born July 13, 1854; he entered the service of the Milwaukee Road as a boy at the age of nineteen as telegraph operator on the La Crosse Division. The major part of his railroad career was spent on the division where he was first employed and of which he became Superintendent in 1890, after he had served consecutively as dispatcher, chief dispatcher and trainmaster. In 1907 Mr. Cheney was again promoted and made assistant general superintendent at Milwaukee, occupying this office until 1909, when he was made fuel inspector for the System, which office he held at the time of his death.

During Mr. Cheney's long years of service he had made a close, extensive study of fuel efficiency and was recognized as one of the leading experts in the country on this subject. Mr. Cheney was the author of "The Equated Tonnage System," a work which shows the man's broad knowledge of coal and the power it should produce.

His long useful career with the Milwaukee Road is summed up in the sentiment of a veteran gray in the service. "D. C. Cheney never did a man a wrong nor did he ever miss an opportunity to help one."

The funeral services were held in Milwaukee under the Masonic auspices, and the burial at Watertown on June 2nd.

Mr. Cheney is survived by a wife and two sons, and a brother, Edward C., who is an engineer on the La Crosse Division. C. R. Cheney, one of the sons, is chief clerk in the general offices in Chicago. Their grief in this trying time of sadness is shared by the employes of the Milwaukee Road.

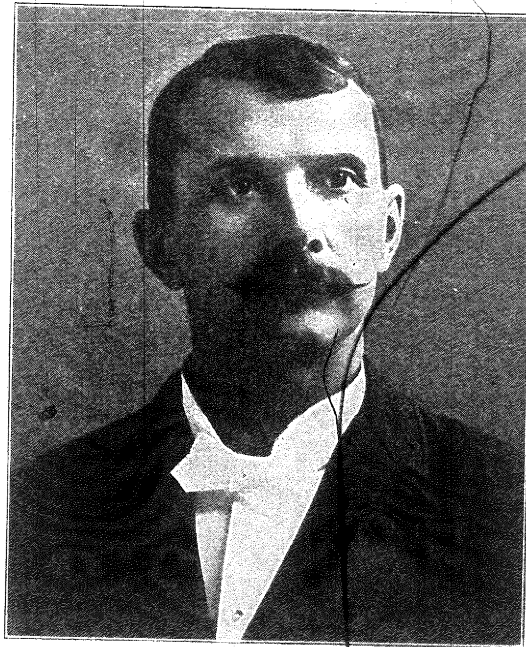
**Will the Lights Be White?**

Oft, when I feel my engine swerve,  
As o'er strange rails we fare,  
I strain my eye around the curve  
For what awaits us there,  
When swift and free she carries me  
Through yards unknown at night,  
I look along the line to see  
That all the lamps are white.

The blue light marks the crippled car,  
The green light signals slow;  
The red light is a danger light,  
The white light, "Let her go."  
Again the open fields we roam,  
And, when the night is fair,  
I look up in the starry dome  
And wonder what's up there.

For who can speak for those who dwell  
Behind the curving sky?  
No man has ever lived to tell  
Just what it means to die.  
Swift toward life's terminal I trend,  
The run seems short tonight;  
God only knows what's at the end—  
I hope the lamps are white.

—CY WARMAN.

**J. H. Lutiger.**

General Yard Master J. H. Lutiger, who is considered a very efficient yard official, has seen nearly thirty-five years of service. Joe is well known by many high officials, not only on the C., M. & St. P., but other lines. He commenced his railroad career on the old Clinton, Dubuque & Minnesota Railway when trains were governed by hand brakes and the brakeman's duty was to carry drinking water to passengers.

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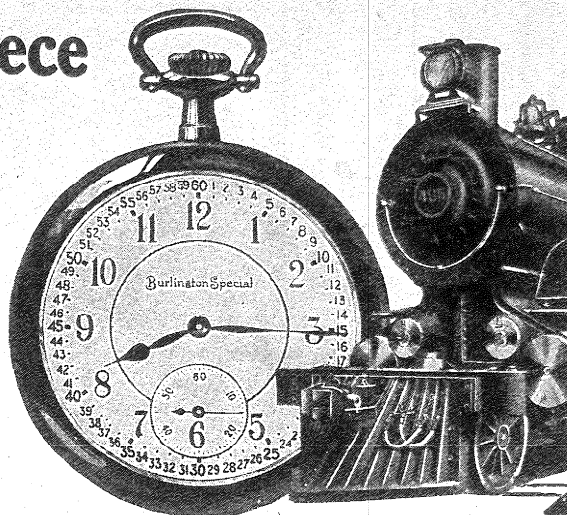
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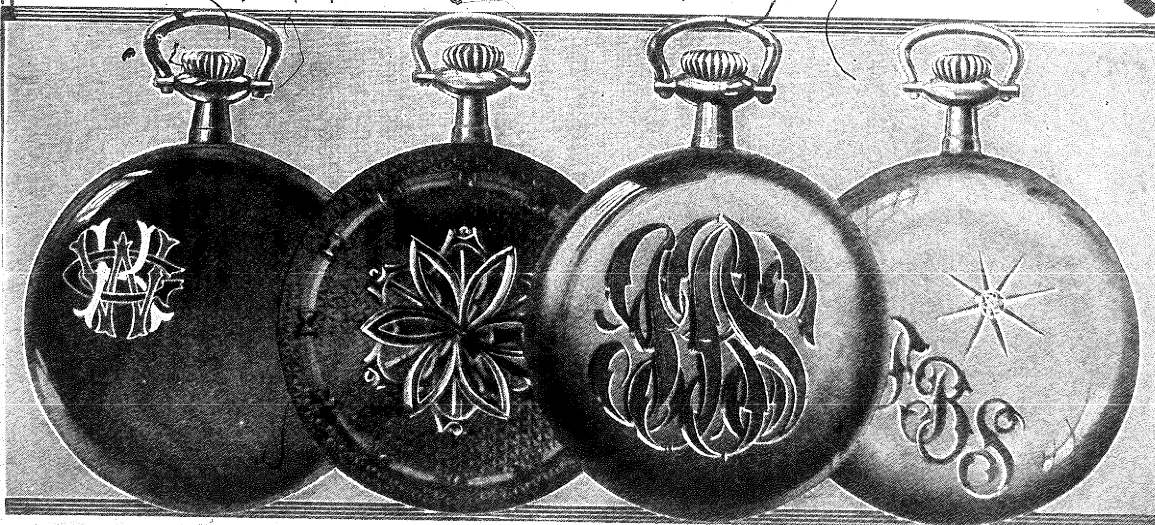
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MILWAUKEE RAILWAY SYSTEM

**Chicago General Office Employees Hold Annual Picnic.**

Friday, June 19th, was Milwaukee Employees' Day at Riverview, one of the large amusement parks in Chicago. Addison Jones, the veteran record clerk at Pullerton avenue, annually conducts these parties and it is a great get-together day for all employees residing in Chicago. All those attending were provided with an admission ticket with coupons appended to the numerous side shows which entitled the holder to reduced rates to see the performances. As there are no I. C. C. rulings on amusement parks, the reductions were legitimate and legal. The attendance was large, an excellent program was provided and the entertainment varied sufficiently to suit the tastes of all those who attended.

**The Idaho Division.**

The newly created Idaho Division, which came into operation June 1st, increases the Milwaukee to thirty-five operating units. The Idaho Division represents that part of the line east of Malden which was formerly a part of the Columbia Division. Mott Sawyer has been appointed superintendent with headquarters at Spokane. The new offices are located in the freight house. Mr. Sawyer brings the following with him as his staff from Malden: J. T. Sleavin, chief clerk; G. S. Bell, general clerk; Samuel Greengard, material clerk; Thomas Hughes, timekeeper; W. H. Friek, pay roll clerk, and John Henry of Spokane, as stenographer.

E. C. Taylor, statistician for the Milwaukee in Chicago, was one employe who helped to perpetuate the matrimonial fame of the glorious month of June. Mr. Taylor was married to Miss Betty Ince of Prophetstown, Ill., on June 1, at the home of the bride's sister in Quincy, Ill. The young couple recently returned from an extended honeymoon trip. The

groom's smile is broadened in connubial bliss. The Milwaukee employes extend their heartiest good wishes to Mr. and Mrs. Taylor.

**Southern Minnesota Division Note.**

Section Foreman Geo. Moe of the Southern Minnesota Division, has an alert practical eye for catching things that are not right. On June 1st, No. 94 was going over the line about a mile and a half east of Flandreau, S. Dak., when he noticed a brakebeam down on the head car of the train. Moe flagged 94 and the broken beam was taken off by the trainmen. His action is worthy of special praise by keeping his eyes peeled for anything that might go wrong. Moe prevented a serious accident.

A. L. Eidemiller, traveling passenger agent, Indianapolis, and Robert H. Fleming, traveling passenger agent, Pittsburgh, were callers at the general offices during June.

E. E. Brewer, who has been with the Milwaukee for fourteen years, was appointed traveling immigration agent May 1st. Mr. Brewer was formerly traveling passenger agent, New York City.

J. H. Skillen, New England Freight and Passenger Agent, Boston, was in Chicago for a few days last month. Mr. Skillen accompanied a party of Eastern Ticket Agents enroute to Yellowstone Park.

Conductor H. Huth of the Superior Division in discovering and reporting the defective conditions of bridge V-260 west of Tremble, has received merited commendation of his superiors, and his record credited with this good work.

Martin Marrar, one of the oldtime engineers on the La Crosse Division, died at his home in Chicago on June 6th, after an illness of three weeks. Mr. Farrar entered the employ of the Road in 1863 and served until a few years ago, when he retired and came to Chicago to live.

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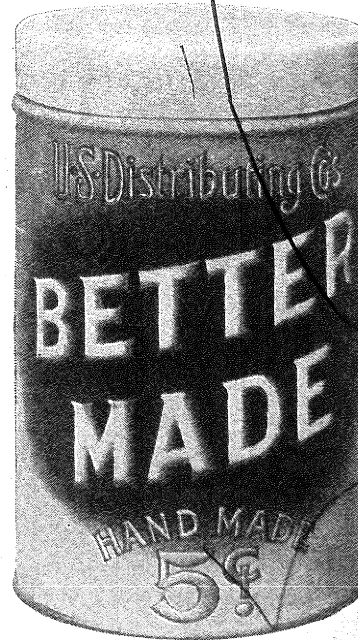
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**Items from S. C. and D. Division.**

Miss Silver, stenographer in Superintendent Beardsley's office, spent Sunday in Omaha, visiting friends.

Chief Clerk L. J. Sleer is engaged in corn planting this week. He reports the ground in good condition, but a severe hail storm last week, which did considerable damage to alfalfa and small grain.

Train Dispatcher O. A. Beerman is spending his vacation in Guttenberg.

Roadmaster Carlson was called out Sunday evening to repair washout between Ute and Mapleton. He reports that the washout was caused by heavy rains, and too much high water. It is planned to enlist the weather men on the Safety First committee to prevent rains of this kind in the future. Safety First.

Trainmaster Esse recently returned from a fishing trip at Lake Madison, and the office force has since been entertained by a choice collection of true fish stories.

Miss Elsie Brevik is the new stenographer in Roadmaster Carlson's office. She succeeds Miss Crawford, who is assigned to other duties on the Matrimonial Branch.

Mr. Earl Murphy, one of our popular young conductors, and also an ardent exponent of the Safety First idea, is to be married in June. Also Safety First Committeeman J. A. Reagan has fallen a victim. This should be a great aid in enlisting Safety First committee men in the future. In fact, several of the young lady stenographers have spoken for the position.

A. J. Vogler, who has been roundhouse foreman at Sioux City for several years past, has been transferred to the foremanship at Perry. His many friends are sorry to see him leave.

H. A. Shoemaker, clerk in the dispatcher's office, has taken a six months' leave of absence, and expects to spend the summer on a farm near Cleveland, Ohio. The vacancy will be filled by Leo McKnight.

Paul Barcus has been appointed special officer on this division, vice John Dineen, who was recently elected councilman.

C. A. Manson has been appointed yardmaster at Sioux Falls, vice F. M. Henderson, who has resigned.

W. D. Griffith has been appointed agent at Sioux Falls, in place of H. B. Donaldson, resigned.

O. W. Fagg has been appointed chief clerk at Sioux Falls, in place of J. J. Corbett, resigned.

Engineers Geo. Wulf and Dan Butcher report a very successful fishing trip at Madison Lake.

C. N. Curtis, our division freight and passenger agent, is spending a few days at Excelsior Springs.

Dispatcher J. Jamison is building a beautiful home on Riverside avenue.

Yardmaster H. L. Steen, our eminent canary bird expert, is figuring on a trip to Chicago, some time in the far distant future, for the purpose of purchasing canary birds.

**Chicago Terminal Notes.**

Switchman W. L. Ervin and wife, start on a trip to Key West, Fla., next week, and from what we can learn Bill is going to invest in Indian River fruit land. We don't know what is going to become of the Chicago Terminals, as there have been a number of the boys making trips to that neck of the woods lately, including J. C. Logan, the boss on the Grain Alley lead, who, we understand, purchased a farm in that part of the country. Assistant Superintendent W. C. Bush and Trainmaster J. Costello are land holders there also.

Mr. W. G. Murbach, chief operator "G. T." office, figured to go fishing at Long Lake last week but the arrangement fell through and Willie did not go. We have information, however, showing he got some of the fish; but the reason he did not go is another matter now. We know, however, he came out a day or so ago with a new summer suit.

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**\$4.00 per Month**

Instead of paying for the machine all at once, you can pay \$4.00 a month which is about 13c a day, and we will charge you no interest, we use no chattel mortgages, employ no collectors, you simply rent the machine at the regular rental rates until you have paid our special cut price, then the typewriter is yours. That is all there is to it.

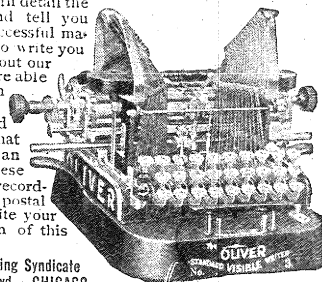
**No Salesmen—FREE Book**

We employ no salesmen, we do business direct with you by letter. As soon as we receive your name and address, we will send you our book which we call "Your Final Typewriter." This book

will describe to you in detail the No. 3 OLIVER and tell you why it is such a successful machine. We will also write you a personal letter about our offer and how we are able to save you so much money.

Be sure and send your name today that you may become an owner of one of these typewriters at this "record-breaking price." A postal card will do or write your name on the margin of this page.

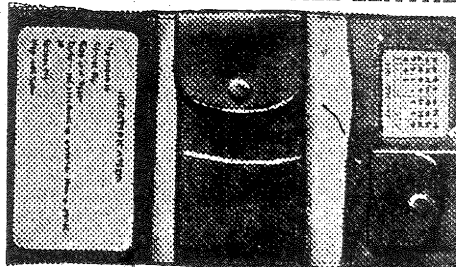
Typewriters Distributing Syndicate  
166-173 N. Michigan Blvd., CHICAGO.



**\$50 REWARD** Paid to anyone who can prove that our **SIX-IN-ONE**

**Combination Billfold & Railroad Passbook**

Are Not Made of **GENUINE ALL LEATHER**



**50c** All other manufacturers failed to produce what we now offer you—our **newly patented Billfold**, with 6 combinations into 1. This Billfold has been tested by many railroad men, who pronounce it perfect. From **inventor to you**. We sell **no stores, no agents**—we give you their profits. This Billfold is made of **real genuine leather**; no paper or cloth to rot from perspiration, will not fall apart in water. Has 3 folds and 6 separate compartments. Transparent compartments for the largest railroad pass, secret place for paper money, place for gold and silver, two separate places for large or small business cards, an identification card, place for postage stamps, car tickets, yearly calendar, etc. Ladies or gents can use this book.

**Worth \$1.50** Postpaid. Mention black or tan leather. Send money order, stamps, N.Y. draft only.

**50c** **Bestyet Leather Goods Co.** 718 Permanent Bldg., Cleveland, Ohio.

## On The Steel Trail

### Pebbles from the Musselshell.

W. F. Maughan.

Vice President H. B. Earling, General Superintendent W. B. Foster and Division Superintendent Spencer passed over the division recently, stopping at Melstone a short time.

Guy W. Halvig has accepted the position of second trick operator at Melstone.

Agent W. H. Hart of Harlowton made a short trip east recently.

Conductor J. F. Kittinger laid off recently a few days on account of a bruised finger. "Boots" you know the matter of the old P. P.

Car Foreman M. L. Hynes, Harlowtown, is visiting in Des Moines. He was accompanied by Ward Michaels, formerly foreman there, now in the train service.

Roadmaster W. J. Nix has a gang of fifty men widening the grade and putting new track to the coal mines to be opened soon, seven miles west of Melstone.

Conductor D. C. Keller is on the west local while Cane fishes.

Engineer E. R. Schofield with his piledriver outfit, has been putting in a bridge over the Musselshell at Japan.

Engineer A. Baltz will move his family to Melstone.

Brakeman E. Pratt has moved from Miles City to Melstone.

Telegraph Foreman C. J. McCannell and crew have been at work at Melstone for several days. He was formerly on the I. & D. Division.

A. A. Fleming, our popular boilermaker, has returned from a visit to Minneapolis, St. Paul and other cities.

Trainmaster C. F. Dow has been in Melstone on business quite frequently of late.

District Master Mechanic R. W. Anderson has been in Melstone recently. Come often R. W.

Conductor Cane is fishing in the Wisconsin lakes. "Dad" is a good catcher and will get his share and have a good time.

Foreman Lanning and gang are at Melstone raising the depot, getting ready for a cement sidewalk and a fine depot park. This will materially improve our station appearance.

### Scraps from the East Musselshell Division.

On May 28 Mr. F. D. Campbell, chief dispatcher, was promoted to trainmaster on the Trans-Missouri Division. Mr. A. O. Veitch was appointed chief dispatcher, June 1, to succeed Mr. Campbell. Our present officials are: H. Spencer, superintendent; F. C. Dow, trainmaster; A. O. Veitch, chief dispatcher; T. E. Corbett, first trick dispatcher; A. C. Kohlbase, second trick dispatcher; M. G. Pence, third trick dispatcher; P. G. Kearney, fourth trick dispatcher; J. C. Anderson, fifth trick dispatcher; A. P. Snailie, operator.

The Division is being ballasted from Miles City to Ismay and the work is going on very smoothly, with five hauling crews. This work is in charge of O. Miller, general foreman.

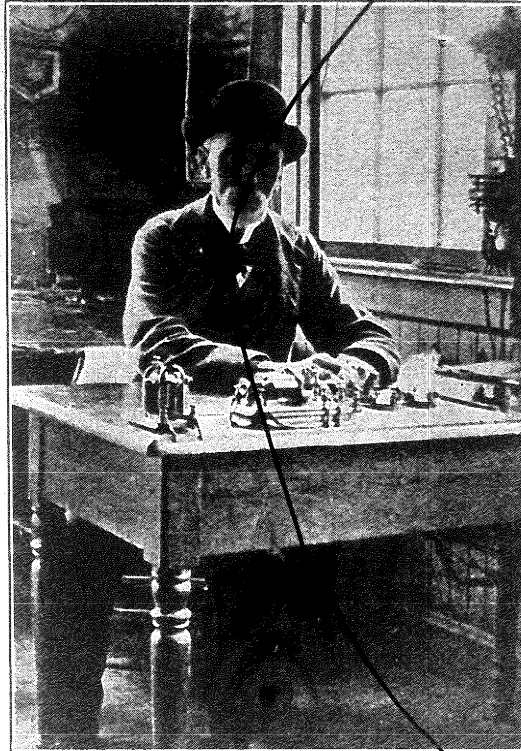
### Puget Sound East End Notes.

The B. & B. Department are now lining tunnel No. 3 in Sixteen-Mile Canyon and are preparing to put in eight or ten concrete bridges between Miles City and Whitney. There will also be two new steel bridges in Sixteen-Mile Canyon, near Lombard.

A new station has been ordered for Jefferson Island, Mont.

The preliminary work for the new Butte passenger station has been started and the station proper will be under way before fall.

Raymond H. Sullivan, assistant in Engineer Murray's office at Miles City, was married in June to Miss Loretta Hanrahan, daughter of Conductor Tom Hanrahan. When the young



S. P. Janes.

people were leaving on their wedding journey, they were followed to the station by a party of young women friends, laden with rice and old shoes. Mr. and Mrs. Sullivan heard of the "shower" intended for them, so they slipped away to Tusler in an automobile while the girls walked to Montana Street to wait for the train. When it arrived, someone had given the secret away and the girls were dragged aboard the train and taken to Tusler, where they had the pleasure of bidding the bride and groom a hearty adieu. Mr. and Mrs. Sullivan went to Chicago to visit Dr. and Mrs. Sullivan, parents of the groom.

Among the inestimable benefits of the recent rains in South Dakota are the filling of the reservoirs at Hettinger, Morrystown and Walker.

Unless something very unforeseen occurs, good crops are assured all along the Puget Sound line in the Dakotas and Montana.

Mrs. Arthur Baker and children are at home in Miles City for the summer after a winter spent in the East.

### North La Crosse.

H. J. Bullock.

C. L. Philbrook, one of the boys in the "G. O." office visited us recently. Phil looks rather tall to a person sitting down, but he is on the "square" just the same.

Conductor G. E. Sampson and wife have returned from a visit at La Farge, Wis. "Kickapoo" says the hop poles are still growing down there.

C. & M. Division Train Dispatcher T. C. Welch had the nerve to introduce himself here recently. Tim still retains that good natured smile and everybody was glad to see him.

J. W. Barber, Valley, Minn., recently.

Chief Train Dispatcher recently.

Train Dispatcher recently.

Chief train dispatcher J. F. Voltz.

Engineer E. after a long stay.

Lineman R. C. assisted by Liner.

changes in the Engineer Jas.

Springs, Mo. for The Hammon.

tract here for a basis.

Chief Yard C. rapher C. J. Hill to eastern points.

Traveling Agent Ia., transacted recently.

Ka

Dan Smith, o quite a literary all day!

The expense son's Hippodrome of the best for

Chas. N. Wright wife are having they having be

They have got honeymooners— will go to Mr

visit.

Miss Nellie M leaves on the She and five c

at Bean Lake descriptions of office wants to

a very successful twelve couples in a motor tru

day and on Monday Harry Zane

Ed. Keefner c



J. W. Barber, formerly agent at Spring Valley, Minn., gave us a pleasant call recently.

Chief Train Dispatcher J. F. Voltz is enjoying a vacation.

Train Dispatcher W. G. Bowen is acting as chief train dispatcher during the absence of J. F. Voltz.

Engineer E. Murrills has resumed duties after a long siege of rheumatic troubles.

Lineman R. C. Blakeslee of Milwaukee assisted by Lineman Probart, made important changes in the switchboard here recently.

Engineer Jas. McMahon is at Excelsior Springs, Mo. for a vacation.

The Hammond Bros. have taken the contract here for unloading coal on the tonnage basis.

Chief Yard Clerk P. J. Keaveny and Telegrapher C. J. Higgins have departed for a trip to eastern points.

Traveling Auditor J. B. Wallis of Perry, Ia., transacted important business here recently.

#### Kansas City Station.

*Ethel Kapy.*

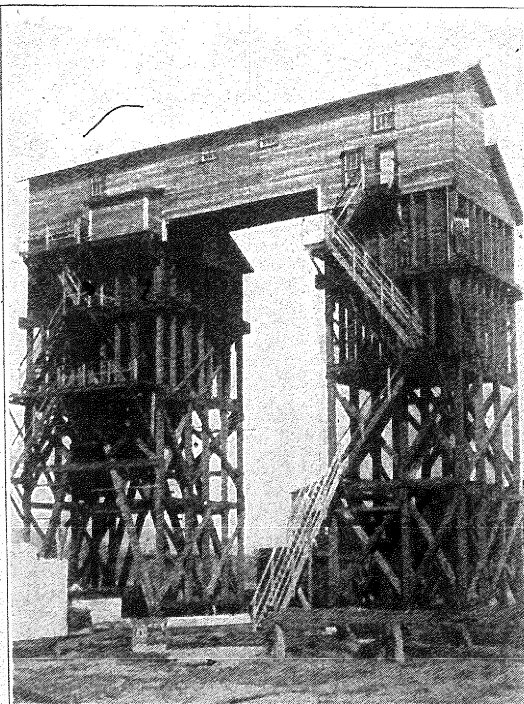
Dan Smith, on the expense desk, says he is quite a literary man because he writes "pros" all day!

The expense desk now is known as "Johnson's Hippodrome" where you get the "most of the best for the least."

Chas. N. Wright, O. S. and D. clerk, and his wife are having a belated wedding trip, they having been married in the early spring. They have gone to the haven of all good honeymooners—Niagara Falls—and from there will go to Mr. Wright's home for a short visit.

Miss Nellie McGraw, our telephone operator, leaves on the 6th of July for her vacation. She and five other girls are going camping at Bean Lake. She has such enthusiastic descriptions of their camp that the whole office wants to go with her. She engineered a very successful picnic two weeks ago, twelve couples going down to Forest Lake in a motor truck. They went down on Sunday and on Monday everybody was limping.

Harry Zane of the local freight office and Ed. Keefner of the commercial office, have



New Coal Dock, Ferguson, Iowa.

## 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 Employees

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

MILWAUKEE RAILWAY SYSTEM

organized a new dancing club, "The Furor Club." They hold dances every Friday night at Hocker's Grove and hope soon to be in the millionaire class.

The harvest fields called Tom Lynch last week and he left the office but he evidently tucked out, for he is now with the Rock Island.

H. J. Vail, chief clerk in the Superintendent's office, was at home with a lame foot four days last month, the first time he has been away from the office for a long time.

Mr. Vail had rather a warm experience the other day. He had advice that the wife and daughter of Foreman Hopps of the Dubuque shops would be in town and he was to meet them and take them for an automobile ride over the boulevards of Kansas City between trains. That special afternoon the thermometer was 94 degrees and he says he has inside information that it was 106 at the station. He met every train and asked every individual that wore skirts if she was Mrs. Hopps. Being a very timid man this was very embarrassing. He had them paged, but to no avail and a perfectly good automobile ride was wasted. (It is to be hoped that Mr. Hopp will see this note and know that everything was done to find his wife and daughter. It would have given Mr. Vail great pleasure to have entertained them.)

**Kansas City Roundhouse Items.**  
*Chas. A. Holcer.*

Mrs. Cassius Standart and daughters Helen and Mable are visiting friends and relatives in Winfield, Kas.

Eugene Reed, chief clerk in the car foreman's office, has been away for a week, spending his vacation.

Dr. A. B. Mulvany, the local company surgeon, made a trip to North English, Ia., recently.

Engineer C. M. Hartman, wife and daughter, will visit friends and relatives in Chicago, Milwaukee and Des Moines, before their return to Kansas City.

E. F. Reed, chief yard clerk at Coburg, has been in St. Louis for some time, recuperating.

Mr. C. C. Thompson and Miss Ava Gibbs of Oelwein Ia., were the guests of Mrs. James H. Lord, for a couple of weeks.

Machinist William Mellon has become quite an experienced fisherman. He catches them every day, some days.

Mrs. Robert Morrow, wife of the local car foreman, is visiting friends in Chicago.

**Scraps from the West End.**

*J. H. Ginet, Jr.*

Miss Maude Snow of the car service department has returned from a two weeks' outing spent, we understand, in the City of Destiny.

Miss Annabelle Houser of the car service department is spending her vacation at Antigo, Wis.

The poultry ranch of Barth & West on the east side of Lake Washington is fast becoming one of the leading ranches near Seattle, and the boys expect to open either a loan association or go into the banking business within a year or two. It is hoped they are not counting the chicks before hatching.

Miss Sneed, stenographer to Chief Clerk Kellogg of the traffic department, has been granted an additional leave of absence and will probably not return for another two weeks.

Miss Talmage, the efficient stenographer of the legal department, is spending her vacation in California.

A number of changes have taken place in the general passenger department. J. H. Ginet, Jr., has been placed in charge of the immigration and colonization work and expects to turn in reports for a banner year and increase the population of our wonderful state of Washington alone to somewhere near the 3,000,000 mark. Let us hope so. Mr. R. McLean has taken Mr. Ginet's place.

Mr. A. E. Harris, the genial T. P. & F. A. for Alaska, sailed on June 16 for the "frozen north" and last reports had it that "Al" had the "sour doughs" on the run for the Mil-

waukee service the coming fall when they return to the crude civilization of the states proper. Al says if the eastern people could only see Alaska and her wonderful resources they wouldn't tarry a week in the hot climates, but would tax the capacity of the Milwaukee system to start them toward Alaska.

Emil Hanson, freight claim department overcharge investigator, left Decoration day for Los Angeles, where he is to be married to Miss Julia Olson. We mentioned the fact once before that Emil was doomed and this is just to let everybody know that the sad event has now taken place. Emil has been a member of the claim department since it opened its offices in Seattle and all the general offices were quick to respond to the old guards suggestion of taking a collection for a wedding present. Quite a large sum was collected and when Emil and Mrs. Emil return from their honeymoon we are going to give them the surprise of their lives.

Herbert Foster, known as the Beau Brummel of the engineering department, is spending his vacation in Chicago and the Twin cities. We often wonder why people living in such a delightful climate as the Puget Sound country will rush back to the stifling climate of our Middle West cities. Perhaps Herb has visions of a home of his own and expects to induce some one to accompany him on his return and find out that we have the only country to live in.

The Milwaukee general offices at Seattle have organized their "Olympians" under the management of F. A. Bates for this season's baseball and have entered the Commercial league, where they have been giving a fine demonstration. Although the official standing shows them to be in only third place, in our estimation they should be at the top of the heap as the two games they lost was only through hard luck. They clearly outplayed their opponents, both in the field and at bat, and if it had not been for the aforementioned hard luck, would have walked off with the game. As a demonstration of their ability, I might state that they defeated the league leaders, C. H. Lilly & Company, by a 16 to 8 score, the Milwaukee being the only team they have failed to wallop. The "Olympians" lineup this year as follows: Lee, catcher; Bates, Finlayson, pitchers or short; Truckee, first base; Merrill, second base; Beem, third base; Leake, McAvoy, Hanson, Baxter and Grippan, outfielders. The season has just opened and by the time next month's Magazine comes out, we hope to be at the top. The team standing to date is as follows:

	Won.	Lost.	Pct.
C. H. Lilly Company.....	4	1	.800
Stewart & Holmes.....	3	2	.600
C. M. & St. P. Ry.....	2	2	.500
Swift & Company.....	1	2	.333
Y. M. C. A.....	1	2	.333
A. Hambach Company.....	0	3	.000

R. M. Boyd, commercial agent, Seattle, who has been on the sick list for the past few weeks, is back on the job again feeling better than ever.

F. K. Swan, traveling freight agent at Seattle, has been laid up with rheumatism for about a month, but is now back on his beat going it faster than ever—and that's some.

Dan Gorman, in the commercial freight office at Seattle, has just returned from a vacation trip with his wife through the east, including visits with relatives at Denver, Colo., Emporia and Osage City, Kan., Omaha and Chicago. Dan says he and his wife got along fine together on the trip and had a fine time.

Dalton C. Millward of the car service department has joined the ranks of the benedicts, and everyone is congratulating him on his choice of a Beatrice. May all the good things of life be theirs.

Once more we have to take our hats off to the English and canny Scot. The S. S. "Blister," manned by her sturdy captain, E. A. Hempson, R. E. N., and first mate, J. Curry, R. S. N., put out from the shores of Elliott Bay or nearby and rowed to Tacoma and back, a distance of seventy-five miles by

water of May a full Saturday making time of ing tin custom showing boat v for un eastern doesn't sort of Eye S Some boat, S in priv The Fullsto reflect of the Tho positio Mis off on Mr. Seattl Fre 3 for the ea Ail ment, of sta J. 1 of the tion is word at St. Hal from his v The wauk the c day a joyme loyal little A his t Store and a Jas a pos Mr. z Store S straw Mis has r soula Zurit Fre Rose Fre to Ce the e Ho some B. Kans H. Ferry Ra moun gan we e when Ma log fl rollin dust Tac for t some tired in di ing t was

water (not as the crow flies) during the month of May. We do not mean to say they spent a full month at the job, but they did it one Saturday and returned the following day, making the return trip in the remarkable time of five and one-half hours, actual rowing time. For a couple of office men, not accustomed to "life on the ocean wave," the showing is splendid. It is understood that the boat was well provisioned, even with "bait" for unsuspecting and unwary red eye. To our eastern readers we will explain that "red eye" doesn't mean what it does in the east, but is a sort of nom de plume for our celebrated Sock Eye Salmon, the king of Puget Sound fish. Some will probably wonder at the name of the boat, S. S. "Blister." If they will engage Jim in private conversation he will tell.

The new station parks at Beverly, Warden, Ralston and Corfu are in fine condition and reflect great credit on the care and good taste of the agents at those stations.

#### Tacoma Tide Flats News.

F. J. J. Kratschmer.

Thom, Hughes has taken the timekeeper's position at Spokane.

Miss Anna Zurluh of the telephone office is off on her vacation.

Mr. Jacobs of the purchasing department of Seattle, dropped in on us June 9th.

Fred Pohl of the time department left June 8 for a few weeks' vacation in Chicago and the east.

Alfred Soloos, formerly of the store department, has accepted a position in the secretary of states' office at Olympia, Wash.

J. Vivian Miller, our worthy correspondent of the store department, is spending his vacation in Two Harbors, Minn. We have received word that "Viv" delivered an alumni address at St. Thomas college, St. Paul, while there.

Harry Johnson, the "old reliable," just fresh from the Portland Dental college, is spending his vacation relieving Mr. Miller.

The baseball team representing the "Milwaukee" in Tacoma is one of the fastest in the city. They play out of town every Sunday and besides affording amusement and enjoyment for the boys on the team and their loyal supporters, they incidentally do quite a little advertising for the Milwaukee road.

A. J. Kroha, storekeeper, has returned from his trip back east. Mr. Kroha attended the Storekeepers' convention in Washington, D. C., and also visited in Milwaukee.

Jas. L. Ziegler of Dubuque has accepted a position in the store department, Tacoma. Mr. Ziegler formerly worked in the office of Storekeeper Dexter at Dubuque.

S. M. Berg wears one of the "new style straws."

Miss Edith Isrealson, one of our hello girls, has returned from a month's vacation in Missoula, Mont. During her absence Miss Rose Zurluh officiated.

Fred Lowert, general foreman, took in the Rose show in Portland last month.

Fred Kemp, machinist, has been transferred to Cedar Falls, where he will take charge of the engine repair work.

Howard May, who was hit by an automobile some time ago, is convalescing.

B. C. Claypool is visiting at his home in Kansas City.

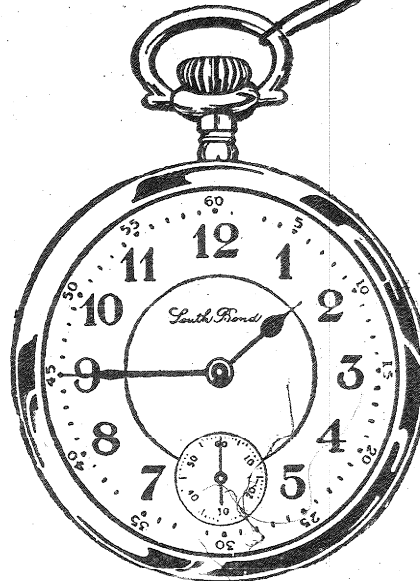
H. D. Stewart is visiting at his home in Perry, Ia.

Ray Forck, who had never been east of the mountains, is visiting with relatives in Michigan. This is Mr. Forck's first trip east, and we expect Ray to write a book on his travels, when he returns.

Material for the 150 new Tacoma eastern log flats, which are being built in Tacoma, is rolling in pretty lively and Mr. Ray says the dust will fly in a short time.

Tacoma shops recently established a record for tool steel, which we think will stand for some time to come. Fifty-four pair of steel tired wheels, ranging from 33 to 38 inches in diameter, were turned out, without removing tools from tool post to grind. This feat was accomplished at the rate of one pair per

*OK* — With  
5-Year Insurance @  
Against Time Changes



The SOUTH BEND  
*Studebaker*

#### Railroad Watch

In buying a South Bend Watch, you get:

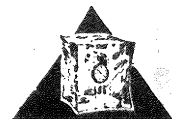
First: A watch that's guaranteed to pass inspection on any road in America.

Second: A 5-year guarantee certificate that protects you against any time changes on your road, or any road you may go with. It means making your South Bend Watch fit the new requirements, or you get a new watch.

Third: A watch of unequalled reliability—a watch that takes six months to build, that passes 411 inspections, that is adjusted to temperature, five positions and isochronism.

Fourth: A watch of such handsome appearance it excites admiration and envy wherever you show it.

See the nearest South Bend jeweler now. He'll show you the new South Bend models—\$15 to \$75. Ask him about the South Bend ice test, the electric oven test, the double roller movement. Our meaty little book sent free to railroad men.



(209)

The South Bend Watch Co.  
5 Mack Street, South Bend, Ind.

## Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton  
Trust & Savings Bank**

**The Dexter Horton  
National Bank**

**Seattle, Washington**

## Hirsch Uniforms

Are now being worn by the majority of trainmen on seventy-seven railroads in the United States.

**Made by Union Tailors**

Using the best standard cloth and workmanship has won for us a reputation among railroad men.

**Give Us a Trial**

**Jas. H. Hirsch & Co.**

M. F. BIRK, Manager

**223 W. Jackson Boulevard**

**CHICAGO**

hour. Mr. McKenzie, foreman, would like to hear from other points on the Milwaukee where this record can or has been equaled, and if so, would be very thankful to know what kind of tool steel was used.

Vernon Grant has resigned as messenger boy and is now in charge of the tool room in Mr. Strinsky's department. Ray Gates is the new messenger.

Can you beat it? The messenger job in Mr. Hamilton's office was recently open for discussion. One of the boys approached Mr. Toplif, our worthy office boy, and pointed out to him where the messenger job paid one "plunk" per, and where some months he could make thirty-one "simoleons." "I have been thinking about that," said George, "but then, I figure I would lose out in the month of February."

### Rocky Mountain Division Items.

*G. E. Hayden.*

Not much news just now around Three Forks, everyone attending the Pioneers' Meeting in Seattle.

Chief Dispatcher Ross was one of the Pioneers to go from here to the Seattle meeting. He reports a fine time and a very successful meeting.

Among others from this division to go to the Seattle meeting were: Engineers Douglas and wife, LeFever and wife, Flynn, Davis and Arnold.

Miss Ida Wolfe, for a number of years secretary to the Milwaukee Land company at Three Forks, has resigned and gone east. We are reliably informed that a certain Seattle railroad man has arranged it so she will not return here by offering her a permanent position as manager of a cozy bungalow in that city. Miss Wolfe is a favorite in Three Forks and her friends here extend hearty congratulations.

The new Presbyterian church at Three Forks is completed and is a handsome addition to the town.

Conductor Frank Fore of Lewistown is a recent benedict. He was married on June 24 to Miss Celia Jenks. After an extended trip through the west, they will be at home in Lewistown. We wish them much happiness.

E. B. Cornwell, for a number of years trainmaster of the R. M. Division, has resigned from the service to devote his attention to his fine ranch at Ryegate.

Conductor H. C. Thompson of Lewistown is taking a vacation and has gone to Omaha to join Mrs. Thompson, who has been there for the past month. They will visit friends in Iowa before their return.

### Missoula Notes.

*H. H. Tavenner.*

The Missoula Division sent a large delegation to the Pioneers' Club meeting at Seattle. Among those on the special from this section were B. J. and W. C. Cummings, Sloan Miller, C. O. Reed, C. H. Daniels, Frank Walters, H. H. Tavenner and H. R. Nelson, wife and baby. The baby was the best behaved and most popular member of the party.

An enthusiastic contingent joined the special at Alberton, including R. H. Foreman N. R. Lyon and wife, Engineer Salisbury and wife, Foreman McAndrews and wife, Earl McConkey and wife, Hobe Auchenbach and wife, M. Pelarski and wife, St. Regis; E. B. Wahl and wife, J. I. Campbell and wife, G. E. Cessford and wife, Deer Lodge; Alex Melchott, Missoula; C. E. Bolton and wife, W. E. Davis, Shorty Evans, John Mott, Deer Lodge.

Frank Walters had with him at the Seattle meeting his aged father, who is a real pioneer of the old line, having been a brakeman on the La Crosse Division before the civil war.

When second 17, bearing the Pioneers, reached Ste. Maries, it was met at the station by the Ste. Maries band. Nearly everyone had gone to bed and when some one suggested



that perhaps the music might awaken some of the party, the leader immediately announced that that was exactly what they wanted to do and the big bass drum pom-pommed louder than ever. The awakening was effectual and the concert was greatly appreciated.

As, second 17 was leaving Missoula with the Pioneers, Dispatcher Phejan came in on the run, saying he was going as far as Alberton with the crowd. When he got to Alberton he had not had enough so decided to go on to Avery. When he got to Avery he was enjoying himself so much that he went on to Ste. Maries. When he left us he was full of regret that he had not brought at least a celluloid collar so he could go clear through to Seattle.

**Greeting from the I. & M.**

*Katherine R. McShane.*

Since the last issue of the Employees' Magazine has occurred the marriage of Tom Hainstock of the B. and B. department to Miss Elisa Husman of Medford. The best wishes of the many friends of Mr. Hainstock are extended them as they start on their journey through life.

Fireman Francis Hale has gone to St. Paul for a few days on business.

Fireman Fr. Baire is enjoying a thirty days' leave of absence.

Brakeman Kriz has gone to his home in Montgomery for a few days' visit at the home of his parents.

Tom O'Donald has resigned his position as brakeman on the I. & M. and has gone to his home in Pennsylvania.

Louis G. first trick operator at Austin, was off duty a few days last week, George Leivs relieving him.

Miss Augusta Sprague, clerk in the general foreman's office at Austin, has begun a two months' vacation. She will visit in Chicago and other points east. Mr. Madison is assisting Mr. Ople during her absence.

On Wednesday of last week occurred the call boys and clerks of the Austin office forces' first annual picnic. A delightful time is reported by all. A slight shower of rain made it necessary to call off some of the entertainment, but at that everyone came home well pleased with the day.

On Tuesday of last week occurred a fire drill of the shop and roundhouse fire department. A call was sounded calling them to the coal shed and in one minute and fifteen seconds they had a stream of water playing on the shed. This indicates the very efficient men we have in our fire department in the roundhouse and shops.

A four-act drama entitled "Safety First" has been written by B. Jim Deneen, section foreman at Austin, and will be put on the road this fall. This is one of many plays Mr. Deneen has written and all of them have met with success. I am sure all of those who are interested in Safety First would like to see his play, and if we succeed in having him present it in Austin we will let you all know through this magazine so you will have an opportunity to see it.

Switchman Ed. Erickson and Conductor Roy Cleveland attended the ball games in Minneapolis and St. Paul Decoration day.

Chief Carpenter M. Caton, Dick McGreevy and M. McShane were among those who attended the Safety First meeting in Minneapolis the 12th.

Brakemen Tom Ward and D. J. Deneen have gone to Duluth to attend a law suit.

Switchman Jim Marvelette and wife spent Saturday in Minneapolis.

Switchman C. J. Kelm and Engineer Rob Lauffe have returned from Minneapolis, where they attended a shooting tournament.

Engineer Loren Trenary and Switchman Ed. Erickson attended the Austin-Mason City baseball game at Mason City Friday, Austin won, the score being 6 to 0 in their favor.

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Fireman Oscar Haversburg is spending a few days with his mother in Minneapolis. Night Ticket Agent W. B. Jack went to Minnesota Lake today to spend the day with Oscar Catlin.

Roundhouse Call Boy Romie Waters is back to work after a weeks' absence on account of illness. Too much picnic!

W. A. French, formerly roundhouse foreman at Austin, has been transferred to Farmington. H. Belitz has been sent to Austin to take the work there. We are all very sorry to have Mr. French leave, for in his short stay of one year here he has made many friends. As a way of showing their appreciation the roundhouse and shop force presented Mr. French with an 18-inch leather traveling bag.

Misses Julia O'Brien and Eleanor Kneip of St. Paul have been in Austin for a few days, being the guests of Ray McCarthy, clerk in the chief carpenter's office.

O. McCarthy of Lanesboro spent Tuesday with his son Ray at Austin.

Arthur Johnson has returned to his home in Minneapolis after spending a few weeks with Bert Sutton at the Depot Hotel in Austin.

**Milwaukee Terminal News.**

*Josephine Healy.*

George A. Steuer, clerk in Superintendent Hinrich's office, was married on Tuesday, June 2, to Miss Leone Gill, Milwaukee. After a pleasant honeymoon trip to New York city and the east, George is back at his desk, happier than ever. The clerks in Mr. Hinrich's office presented Mr. and Mrs. Steuer with a silver service, which was highly appreciated by the young couple.

G. A. Van Dyke, superintendent of terminals, Twin cities, accompanied by his two general yardmasters of Minneapolis and St. Paul, visited the Milwaukee terminal on June 9, with the object in view of establishing a car record system at the Twin cities upon the same lines as the one inaugurated at Milwaukee. The gentlemen were shown the Air Line Hump in operation, by General Yardmaster W. G. Breckenridge, after which they were taken to D. M. Strathearn's office, where they received information regarding car records. G. E. Simpson, supervisor of transportation, met them in Mr. Strathearn's office and gave them additional pointers on subjects in which they were interested.

**C. & M. Division Items.**

Conductor W. E. King would like to know who did the good job cutting down the crown of his \$5.00 London Hat, left in his locker in Milwaukee. When Billy went to wear it he found the crown had been cut down several inches. Joe Cook says he paid much less than \$5 for the hat and thinks he could get several dozen for \$5.00.

Conductor W. Roe will soon leave us for his usual summer outing at his lake home in Minnesota and the boys will join in wishing him a pleasant time and safe return.

Conductor C. M. Elliott of the "Olympian" is still looking for his dog, which was lost while on a hunting trip in northern Wisconsin last fall. Charlie Mitchell brought back the good news when he came from his fishing trip this spring, that the dog was still running. Hill says he can vouch for his speed for he stole a six-pound roast from his pantry when he had the dog at his home in Libertyville last fall.

Now that we have our new janitors why not have our new sun shades for the windows? Jno. Walsh, the genial Pency conductor, has added two new coat hooks, one for Ed. Wright and the other for himself. Can't get Jean to loosen for the shades. He says the sun don't bother him for he camps up in the corner in the big chair and let those that bid three or "all the way" pay for the shades.

Mrs. Arthur Slade, wife of Conductor Slade, is visiting at her old home in Canada.

Conductor C. W. Mitchell, Passenger Agent Jas. Thurber of the Union Depot, Milwaukee, and Conductor Milt Wadsworth of the Lax Division, were up north on a short fishing trip.

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Mrs. Thurber says the boys caught some very large fish, but that their first meat at home consisted mostly of sausage. Ask Jim.

The newly appointed janitors of the conductors' room Union Depot, Messrs. J.W. Hare and Joe Cook, are filling the position with much credit, considering the tools they have to work with—duster handle and broom. Jno. Ryan has charge of the cleaning up of the room, with Ed. Wright as his assistant.

W. B. Carr, conductor on the Libertyville run, will give tango lessons in the conductors' room every afternoon, hours from 2 k. c. till 5 k. c. Bill is some master when it comes to dancing.

Conductor Fred Wheeler has notified all the boys that the lock has been taken off the pump at his summer home at Long Lake, and if they come up to see him they can have all the water they want and guarantees them a good time providing they bring their own eats.

Conductor and Mrs. W. D. Wood and family entertained friends from Grand Rapids, Wis. recently.

Conductor Jas. Sweeney and family expect to leave the latter part of July for an outing in Northern Wisconsin to be gone two or three weeks. Jim says the fishing is good any place on the Valley Division.

Conductor O. C. Taintor of the Walworth run took his leave from the cares of work Monday, June 15, for thirty days or more. This is O. P.'s regular vacation time and from the tan he comes back with we don't think he can be under cover very much while away. Conductor Slade has been assigned to his run.

Conductor W. D. Wood will have the Delavan Saturday and Sunday run, which was put on Saturday, June 3. This gives Dave an opportunity to be with his family at the lake during the summer months. Dave has been on this train for over fifteen years.

Conductor H. Graves spent several days at his summer home at Long Lake with his family this month. Herman says there is nothing like it.

A. H. Hobert, who has been roadmaster on the Janesville line for several years, has been transferred to the south end of the Kansas City Division; Mr. E. Cush of Rondout, Ill., has been appointed roadmaster to succeed Mr. Hobert.

Brakeman William Barbour and Miss Maud McDougall of Chicago were married at Libertyville, June 18, at the home of his father, John Barbour. We extend to them our heartiest congratulations.

Engineer George Ruble met with quite a serious accident a few days ago. In some manner he fell from his engine, injuring himself. He is in the company hospital in Chicago at present, but understand he is getting along nicely.

D. P. McCarthy, who suffered a stroke of paralysis several months ago, while serving in the capacity of roadmaster at Missoula, Mont., died at his home in Libertyville, June 12. The bereaved family has our sympathy.

New industrial tracks have been installed at Spring Grove, Ill., for the Atlas Moulding Sand and Gravel Company, and also at Fox Lake for the Standard Oil company.

Conductor W. C. Cottrell has thrown aside his overalls and now travels around in his new uniform on the Fox Lake run.

Conductor George Dyer of the Libertyville switch run, has a "brand" new uniform and made a student trip or two, and is now a full-fledged passenger conductor.

Robt. A. Helton, second trick operator at Rondout, was away for few days, having been called to his home in Shelbyville, Ill., on account of the death of his uncle.

Engineer A. A. Grandy and wife spent a week in Cedar Rapids, Ia., as delegates to the Mystic Workers convention.

Baggage man Verne Gerred has a little daughter at his home in Libertyville. Oscar Warner is as proud of her as "Verne" for she is "Oscar's" first granddaughter.

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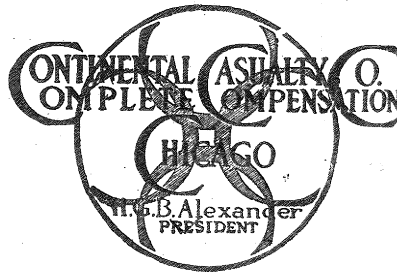
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**Notes from Aberdeen, S. D.**  
*H. Murphy.*

Chas. Samuelson is planning on taking a trip to Canada visiting relatives at Winnipeg and Edmonton. Chas. is our storekeeper and as he has been working pretty hard lately taking the inventory, we all hope he will have a nice trip and that he rests up before again resuming his duties as storekeeper.

Walter Kelly, caller, is thinking strongly of becoming a machinist apprentice and learning the trade, but he was heard to remark when he saw our friend Jim Quillan sweating while putting in a spring under an engine that "If that comes under the machinist trade, nothing doing for me."

Bob Young, blacksmith, has been letting his helper off easy on the heavy work lately and is doing most of the sledge swinging himself. The reason for this is that Harry Kelly, machinist, beat him at the bell contest here last week at the Moose Carnival by hitting the bell every time without very much exertion on his part, while Bob did not have quite such good luck, and of course he wants to be in condition to beat Kelly when the next carnival comes along.

James Quillan and Martin Mettitt, machinist apprentices, are both in love and it is rumored that the wedding of both is being put off only until their time is served and when they are getting the big pay. The boys around the house are having quite a few arguments in regard to just which of the girls Jim and Martin have chosen and there seems to be quite a difference of opinion in regard to who it will be.

H. S. C. McMillan, D. M. M., H. G. Dimmit, A. D. M. M., and Mr. Gilman were recent visitors at Aberdeen, S. D. Mr. Gilman is chief electrician for the C. M. & St. P. and was out to look over some of the work here and also to start some additional work in the Milwaukee depot.

P. Quinn, roadmaster, has been rigging up a device, with the help of some of the roundhouse mechanics, which is said to be one that will exterminate the weeds along the right of way.

C. F. Synder, machinist, has been in the employ of the company for a good number of years and is still doing business. Frank has a good many friends around the house and is always there with a smile and a greeting for all.

Geo. Zimmerman, general foreman's clerk, has taken a vacation and has departed for Chicago, where he will take in all of the sights and will also take in Washington, D. C., and several other points before again returning to work.

All the boys at the roundhouse appreciate the Employees' Magazine very much and begin calling at the office soon after the first of the month to find out if the magazines have arrived. The Magazine is improving every month and becomes more and more interesting and we all look forward to what the next editions will bring.

**Black Hills Division Notes.**  
*T. A. Biggs.*

Agent W. D. Rounds of Caputa has been enjoying a vacation and made a trip east with Mrs. Rounds.

Agent J. C. Pease of Kadoka took a week off recently and attended Masonic Grand lodge at Aberdeen. Mrs. Pease and children meanwhile are visiting at Manilla, Ia., and Omaha, Neb.

Mrs. O. L. Hopkins attended O. E. S. Grand chapter at Aberdeen during the week of June 7th.

The South Dakota Elks convention was held at Rapid City, June 3, 4 and 5. Among the visitors from east of the river we were pleased to meet W. A. Jenkins and wife, E. B. Steffen and wife, Clair Tilton and wife and Ted Dunsmore and wife, of the S. C. & D. Division. They had the time of their lives and enjoyed seeing the wonderful things of the Black Hills which they had not realized before were possessed by South Dakota.

Engineer A. O. Gardner recently returned from a three weeks' trip to Sherwood, Mich.

where he relatives.

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where he visited and enjoyed an outing with relatives.

Mrs. W. A. Rand arrived from Mason City during the week of June 7th to spent a month or so at Murdo with her husband and rest up after nursing her aunt, who has been sick a long time.

Section Foreman John Wendt of Murdo has been on the sick list, but is now at work. He went to Rochester, Minn., for treatment and we understand will have to go there again to undergo an operation.

Roadmaster W. F. Boland was called to Kansas City June 8, on account of his brother Charlie being reported very low. We are glad to learn later, however, he is getting better.

Conductor F. A. Maynard is off to attend the wedding of his daughter Mabel, which occurred recently, and to spend two or three months at his summer home on Puget Sound near Seattle.

Engineer Ed. Smith left June 6th with his sons Everett and Herald, via Rapid City, Denver and Salt Lake City, for an extended trip to the coast. Mr. Smith and family will reside in Rapid City after he returns.

Engineer Wm. Johnston has procured a residence in Rapid City and will move his family there about July 1st.

Mr. and Mrs. Ed. Beebe have been enjoying a visit from their daughter, Mrs. J. Williams, who resides at Gettysburg, S. D. Ed. pulls 3 and 4 east of Murdo regularly.

Mr. and Mrs. Ed. Roller are the happy parents of a seven and a half pound boy. Mrs. Roller is now doing nicely, but was in a serious condition.

**Lax Division Doin's.**

*Guy E. Sampson.*

Two crews began work about May 15th at Okauchee pit getting out gravel for repairing all rough places on this division. The East Division will be looked after first, afterward the West Division. On account of the many fast passenger and mail trains operated over this division our officials are practicing Safety First and sparing neither time nor money to try and keep the division in first-class condition.

Conductors R. Haines, J. Pugh and J. Bloomfield are now promoted to steady passenger runs. N. L. Morehouse taking Conductor Pugh's former place on the West Division local. J. Larkin came in for a steady position with Morehouse's ring crew and Ed. Wyman came in for Maines' ring crew. On account of the regular summer depression in business Conductor Bloomfield's crew was taken from the ring.

We have not heard of a fall in the price of silk, but we do know that two silk trains passed over our division, one on May 16th and the other May 17th. Coming pretty thick to keep track of all crews and time made on silk runs.

Frank Rusch, superintendent of motive power on the Puget Sound lines of the C. M. & St. P., spent a part of May visiting friends and relatives along the Lax Division. Thanks Frank, come again and tell us more about those large electric engines you will soon be using.

O. A. Rampson, one of the Dubuque Division train dispatchers, located at Dubuque, Ia., spent a few days' vacation at his old home in Portage. Besides being raised and working as an operator at Portage, Mr. Rampson has also held down a position in the chief dispatcher's office in Milwaukee. His many friends were glad to see Otto looking hale and hearty.

Switchman Geo. Bindley of Portage recently received a message telling him of the death of his mother. Geo. has the sympathy of all his coworkers in his bereavement.

Conductor Roy Young within a few days after his promotion to the position of conductor, bought a fine residence in Portage.

Conductor Harry Hatch enjoyed a vacation in June and we are informed spent the same visiting through the south.

While going to his home from the roundhouse at Portage after finishing his run at

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3 a. m. Engineer Fred Bennett discovered a rail on east bound main line with a 16-inch piece broken out. He at once reported the same and No. 4 was run through the yard on the west bound track. Fred has no objections to being called an "Eagle Eye" when he can detect conditions of that nature in the dark. And yet he thinks that conditions of that nature will be easier detected when our "Safety First" committee get the promised electric lights placed between roundhouse and depot.

C. T. Bishop has been in our midst selling a set of books to the railroad boys. The complete set treats on "Science of Railways" written by Kirkman. A great many of the boys who had not already purchased some works of this nature placed their orders with Mr. Bishop.

The following engineers, D. O'Leary and wife, Thos. Clary and wife, P. Riley, Lewis Hamele, John Robertshaw, Brakeman Herman Waltermeyer and Conductor James McDonald all spent a few days at the West Baden springs. They report a sweating good time and are now ready for the warmest weather the weather man has in store for us.

First trick operator at Portage, C. A. Peters, and family took a vacation in June and spent the same on the prairies of Minnesota. Third Trick Operator S. A. Hunter filled Mr. Peters place during his absence and Operator Smith handled the third trick.

Another silk train passed over our division on June 12. This made three silk specials within a month.

Conductor Chas. Shutter, who has charge of the Sparta pusher, laid off a few days the first of June and moved his family into the new cottage recently built on St. Paul street in North La Crosse. Being an extra conductor Chas. has not as yet moved to Sparta.

Conductor P. Hollinshead is taking a forced vacation on account of the foot he had partly amputated two years ago bothering him again.

About 1940 when we, if living, will be eligible to the old employees class, we need not be surprised to see the names of Stowers and Moody on the train registers, if Conductor C. E. Stowers and Engineer Moody will give their consent to the two young men that arrived at their homes in May becoming railroad men.

If any of our readers should pass the North Lax yards do not think that the two engines working in the east yard are brand new. The fact is Engineers Brewer and Blanchard, with the help of their firemen, have put some extra work on their engines, which gives them the appearance of the engines of 1849 in way of black boiler heads and shining brass. They sure deserve mention in the Magazine for the appearance of the machinery placed in their charge.

Your correspondent has not been very fortunate in receiving news items from parts of the division where he does not visit. If agents at different stations would kindly mail me notes when operators or other employes take vacations or are on the sick list and also who is taking their places or any other news items it would help to give the Lax Division as many items of interest as other divisions have.

The "old reliable" work train crew consisting of Conductor M. Kelley, Brakeman O. Sagen and J. Murphy handled the gravel that came to the west end for track repairing. This crew will be remembered as the crew who received a letter of praise from Superintendent Melin several years ago for the season's work done by them on a work train distributing gravel. Since then most of the work of this nature has fallen to this crew.

Wm. Blank, with a crew of foreign laborers, is busy putting under the gravel recently distributed on the west end of the Lax Division.

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

Ruby Eckman.

Roundhouse Foreman Vogler went to Soo City the latter part of June to make arrangements to move his family to Perry, where they will make their future home.

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Yardmaster Hewitt of Perry yard took a few days' layoff the latter part of June and went to St. Joseph to visit with his son. During his absence Charles Fields was acting yardmaster.

Edward Lee, who has just completed his work in the Perry high school, has taken a position as night yard clerk at the Perry yard.

Switchman Thos. Cummings is compelled to be off duty for a few weeks on account of injuring his knee.

Roy Horner, day car checker in the Perry yard, spent some time the fore part of June visiting with his parents in Nebraska.

Night Yardmaster Edward Banyard went to Denver the fore part of June to spend a few days with his wife, who has been there for some time for the benefit of her health. He reports Mrs. Banyard as being considerably improved.

Operator Merkle of the Perry yard force is quite contented, now that his family has moved to Perry from Rhodes. He doesn't like the lonely life he claims.

Engineer A. L. Morgan, wife and daughter Nettie will leave the fore part of July for a few weeks' outing in California.

Miss Margaret Johnson, daughter of Machinist Johnson of the Perry force, has been spending a few weeks at the lakes in the northern part of Iowa.

Machinist Apprentice Gus Vath of the Perry force seems to be having more than his share of misfortune. He was off duty for a few weeks on account of a siege of boils and had only been at work a short time when he injured his foot and was compelled to lay off again.

Engineer Ralph Owens has been trying the bachelor life for a few weeks while his wife was at the lakes for an outing. He joined her the latter part of the month, not being able to eat his own cooking any longer.

Paul Hammerstein, who has been employed as machinist in the Perry roundhouse for about a year, has resigned his position and will go to Savanna to work.

Walter Tomer, one of the pilot boys in the Perry yard, will spend the fore part of July visiting with his relatives in Indiana.

Eli Brotherson and James Wagner of the Perry roundhouse force were compelled to eat their own cooking for a few days the latter part of June, while their wives went to Marshalltown to attend a wedding of a relative.

Dispatcher F. E. Jackson and wife of the Perry office and Agent F. A. Jackson of Manilla have gone to Excelsior Springs for a two weeks' outing.

Harry Emberling, caller for train crews, had the misfortune to have an attack of blood poisoning, due to a small injury to his finger. He continued his work most of the time, but had a very painful hand.

H. L. Hill of the Perry dispatcher's force has joined the ranks of auto owners in Perry and is spending his leisure hours enjoying the outdoor air.

Brakeman O. M. Stevick of the Western Division claims to have the honor of catching the largest fish that has been seen in Perry for some time. He landed a catfish which tipped the beam at 17½ pounds, and is the largest ever taken from the Coon river. He has been spending quite a lot of time at the river since making the catch in hopes that he will do as well again.

Marlow Stotts, train call boy at Perry, made good his promises the fore part of June and returned from Illinois with a wife. The young lady was formerly Miss Anna Matson and her home was at Granville. Marlow had been telling the boys about the event, but they all seemed to take it as one of his jokes until he came back and set up the cigars.

W. T. Willant, who has been in the train service at Perry for some time, has resigned and purchased an interest in a pool and billiard parlor.

Operator C. A. Conklin, who is working a trick at Dedham, was married in Des Moines on May 23 to Miss Fern White. Upon their return to Dedham they were tendered a reception and went at once to housekeeping.



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GREAT FALLS MONTANA

Engineer Joe Bodenberger went to Des Moines to spend a short time with his family, who left the latter part of June for Montana for a few weeks' visit. Joe is now on the Perry to Milford gravel run.

J. P. Condon, agent at Perry, was one of the ticket agents invited by the Union Pacific to be their guests for a two weeks' trip through the Yellowstone Park. Mr. Condon's place was taken by T. C. Rodweald, formerly an agent on this division, who has recently returned to the service.

On account of the completion of the double track through to Coon Rapids on the Western Division the temporary telegraph office at Jeffry has been abolished. The telegraph office at Cambridge tower has also been abolished on account of the interlocking plant being taken out of service. The operators who were at Cambridge have been moved to Collins, which station now has continuous service and Cambridge is made a one-man station.

Homer Lyon of Perry has gone to Maxwell to take a position as night agent helper.

Wm. Uptegrove, who has been laying off for several weeks, has been assigned to the position as agent at Portsmouth for a period of three months while regular agent Posten is at Perry.

Ole Oleson from Council Bluffs yards is relieving Agent Blaikslee at Defiance for a few weeks.

The transfer of Chief Dispatcher Richards to Savanna was made the occasion of a farewell picnic by the families of the Perry train dispatcher's. They went to the timber on Decoration day with well filled baskets and had their dinner and supper. The same club helped Dispatcher Jordan celebrate his fifth wedding anniversary the latter part of June.

On account of the change of the grade in the Perry yard there will be a temporary telegraph office established at the east end of the old yard to facilitate the movement of trains over the one track while the other is being changed. Conductor Elmer Millard has been assigned to the work train, which will handle the men in the yard.

Machinist Frank Mullen of the Perry force has recently been appointed assistant day roundhouse foreman.

Arthur Laughlin of the agent's office force has been having a serious time on account of blood poisoning in his thumb.

Engineer Wm. Dahl of Savanna, with his wife, was calling on old friends in Perry the fore part of June. They formerly made this place their home and have lots of friends among the railroad people who gave them a welcome.

W. E. Losey and wife of Emmetsburg visited in Perry the fore part of June with his brother, J. M. Losey, chief dispatcher. W. E. has been an agent on the I. & D. Division for over twenty years.

A change in officials\* at the Perry office the fore part of June brought a promotion to some of the men in the office. F. L. Richards, who had been chief dispatcher at Perry for about a year, was promoted to the position of trainmaster at Savanna. J. M. Losey, former night chief at Perry, succeeded Mr. Richards to the position as day chief and J. J. Kindig, first trick dispatcher on the Western Division, took the position as night trick dispatcher. This also gave T. C. Peterman, second trick dispatcher, the day work and placed A. J. Elder on the list as a regular train dispatcher. C. R. Posten, agent at Portsmouth, came to Perry to do the extra work as train dispatcher. The friends of each of the men concerned were glad to see them advanced in their work.

E. E. Clothier and wife of Malden, visited the fore part of June in Perry with their friends. Mr. Clothier is now chief carpenter, with headquarters at Malden, and had been home to spend Memorial day with his father. They were given a warm welcome by Perry friends.

Victor Lewis, who has been employed in the car department at Perry, had a peculiar accident the fore part of June which kept him

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from work for some time. He was riding to work on a handcar which was being followed closely by another car loaded with men. He fell off his car and could not get out of the way in time to avoid being run over by the following car.

Mrs. W. A. Hockett, wife of one of the West Division firemen, has gone to Washington to spend a few weeks visiting with her mother. W. A. expects to go west in the fall and return home with his wife.

Charles Sherman, who has served his time as a fireman, has taken his time card and mechanical examination and is now being used as an engineer.

Fireman Harry Berry welcomed a fine baby boy into his home the fore part of June.

Operator Herman Krasche of the Perry dispatcher's office has taken a three months' leave of absence on account of sickness and has gone to Illinois to spend the time with relatives.

#### The Accountants' Special.

One hundred and fifty-three members of the Association of American Railway Accounting Officers left Chicago for Minneapolis on a special train of twelve glistening Milwaukee cars at 7 o'clock June 23, to attend the Twenty-sixth annual meeting of the organization. The accounting officers traveled as guests of the company. Messrs. B. A. Dousman, W. F. Dudley, G. F. Bunting, J. Welch, J. R. Brice, R. N. Dudley, W. M. Harvey and W. E. Beecham acted as hosts for the road.

The train consisted of eight twelve section-drawing room sleeping cars, two dining cars and an Olympian observation car. A Delaware & Hudson Railway private car was also carried. The passenger, operating and dining car departments covered themselves with glory in the perfectly executed arrangement they provided. "This is the most perfectly equipped train in the world," was the enthusiastic declaration of one of the members.

O. L. Swanson, assistant superintendent of dining car service, accompanied the train and he and his efficient assistant are entitled to well merited praise for the excellent manner in which they handled this important work.

A piano was installed in the observation car, and the musically inclined furnished much entertainment.

Our accounting officers and the Milwaukee road are pleased to have had as their guests so many members of an organization representing one of the most important functions in the entire transportation business.

#### Baseball.

Baseball team from the car accountant's office continued their winning streak and have yet to taste defeat. The last of their victims was the freight claim department from Mr. Detrick's office of the Fullerton Avenue building, who were defeated in a seven inning game, 7 to 0, at Wrightwood Avenue playgrounds, Saturday afternoon, June 20, the game being called by agreement to let another team have the diamond. Two singles, a base on balls and a home run scored four for the Accountants in the first inning, when they again scored three more in the second, which ended the scoring. Game scheduled with the Yard Clerks from Manheim, June 28, at Bensonville, was called off by Manager Bishop, without an excuse, much to the surprise of the Accountants, who figured on giving the Yard Clerks a drubbing. Manager Kirbach cites the case as "cold feet." Car Accountants have the following games scheduled: July 12, Milwaukee Union Depot employees at Grant Park, Chicago, 2:00 p. m.; July 19, Savanna Yard Clerks, at Savanna, Ill.; July 26, Milwaukee Terminals at Grant Park, Chicago; August 3, Milwaukee General Store Department at Milwaukee, Wis. Would like to hear from the Silver A. A. of Portage, Wis. When applying for games address H. Kirbach, manager Car Accountant's office, Chicago.

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### C. & C. B. Iowa East Division and Calmar Line.

J. T. Raymond.

Born to Conductor and Mrs. Thos. A. Nevins in June, a son. Tom is desirous of having the boy become a first class roadmaster, and thinks there is something in a name to assist in accomplishing the desired end. Agreeable to this idea he will name the boy George B.

Chief Dispatcher L. A. Turner spent a couple of days in Sioux City on business. H. C. Van Wormer was acting chief during Mr. Turner's absence.

Superintendent and Mrs. B. F. Van Vliet paid their customary visit to Monticello on Decoration Day. The remains of Mr. Van Vliet's parents are interred at that place. Mr. and Mrs. Van Vliet were given a cordial reception by many oldtime Marion friends, where they stopped off for a day while en route to Mason City via Savanna.

First Trick Operator C. A. Kell of Oxford Junction spent several days at Des Moines attending the Masonic Grand Lodge as a delegate. Operator Fred Rathbun of Martelle acted as relief.

Engineer Charles Merrill and wife arrived at Marion, June 12, and visited at the home of Engineer and Mrs. F. S. Keith. Mr. Merrill has improved greatly in health and talks of resuming work in a couple of months. While en route back East he visited some friends on a Colorado farm where Charlie milked six cows a day.

Miss Ruby Eckman of Trainmaster Anderson's office at Perry was an over Sunday guest of Mr. and Mrs. B. F. Hoehn at Marion. Miss Eckman is well acquainted with the force in the superintendent's office here and came around and said "Howdy" to us all.

Conductor William Correll was called to Carbondale, Pa., the middle of June, account of death of his brother.

Ralph Kendall has the baggage run between Calmar and Perry in place of F. C. Newlin.

Roundhouse Foreman G. W. Erickson and wife spent Decoration Day in Dubuque.

Lloyd Stobough and Herbert Price the call boys, spent a few days at Perry, just looking things over.

Fireman H. E. Johnson has been confined to his home on account of illness.

Fireman O. Pierce is wearing a big smile and passing the cigars—it's a boy, June 8.

Storekeeper George Titus and family go to Seattle for a ten days' vacation, visiting Mr. Titus' father.

Machinist Walter Foster has been enjoying a few days' vacation.

Brakeman G. O. White, who was injured at Maquoketa, is reported as getting along nicely, but will be a month or so before he will be able to return to work.

Work on auto block signals on Eastern Division has begun and is being hurried along.

Conductor D. E. Shook is off for ten days looking after interests in Davenport. Conductor D. L. Pulley relieved him and took ten days himself to weed garden.

Did you ever hear "Doc" Drury swear? Brakeman John Cone is on a two weeks' vacation. He and Mrs. Cone intend spending the time in Colorado.

Conductor W. D. Shank is taking a two weeks' leave of absence.

R. M. Calkins visited old friends on the Iowa Division last week.

Dispatcher J. J. Brown and family of Montevideo visited in Marion en route to Indiana for a visit with friends. Seems good to know that Jesse is back on the "Old Milwaukee" again.

Mrs. Howard Lindsay of Missoula, Mont., visited in Marion with Miss Sadie Nott. She was en route home from a two months' visit with relatives in Marshalltown, where she was called on account of the illness and death of her mother.

Miss Hazel Merrill of Chicago visited her brother, Operator Merrill, at Marion.

Mrs. F. W. Winsor of Miles City, Mont., visited Marion relatives and friends.

Agent Martin Maloney is back after several weeks' vacation.

Brakeman F. C. Newlin is now on No. 11 and 6 with Conductor Hefner.

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Conductor W. A. Brubaker is now on the passenger run between Calmar and Perry. Brakeman Chas. Landis is on a 60 days' leave of absence on account of ill health.

The third operator has been put on at Delmar Junction, giving Operator Don Fox first trick, Geo. Coker second and A. M. Bollinger third. Agent Herb Steen is a great hustler, and has certainly been a busy individual for the past year. This additional help will greatly facilitate matters.

Conductor Charles Reber has purchased a nice residence in Marion and has moved here from Savanna.

Mrs. George F. Hennessey has gone to Green Bay for an extended visit with her parents. Mr. Hennessey accompanied her on the journey.

Mr. and Mrs. J. T. Gallivan attended the Ames College Commencement early in June. Their daughter, Miss Dorothy, was a member of the graduating class.

Boilermaker Harlan Briggs was painfully injured June 6 while expanding flues. A chip from a hammer flew into his right eye, necessitating its removal the same afternoon at St. Luke's hospital, Cedar Rapids.

Machinist John Law took a ten days' lay off last month.

Several of the boys at the roundhouse at Marion went on a fishing trip one day last month. They claimed that the water was fine. They sat for two hours in the rain in an open auto two miles from home, all on account of the engine refusing to work. "Some mechanics," Eh?

Dispatcher H. C. Van Wormer is enjoying a month's vacation on his farm in Minnesota. F. W. Ray acting as relief.

The gravel pits at Sabula and Springville have been worked out and are now of the past. Gravel is being hauled from the R. & S. W. Division to finish graveling Eastern Division.

The double track has been extended from Browns to a point one mile east of Delmar Junction, known as Hill Top, where a block office has been established. The double track work has been somewhat retarded owing to bad washouts on the night of June 4. The precipitation in this vicinity was heavier than any ever recorded since the Government Weather Bureau has been established at Cedar Rapids.

We are indebted to Trainmaster Hoehn and Clerk Ed Griffiths at roundhouse for items for the Magazine. We wish that the boys on the Eastern Division and Calmar Line would send us items that may be of interest to all.

John Q. Adams, a former conductor between Chicago and Marion, is now writing insurance, and is a frequent visitor at Marion.

Conductor Charles E. Cross, who resides at Marion, has been in poor health for some time, but is gradually gaining. We hope he may regain his old time vigor.

Fireman E. Shepherd on No. 28, June 16, was severely wounded in the knee by a piece of glass flying into cab while passing No. 92's train at Martelle. He suffered much loss of blood and had to be taken in charge by the Company's doctor at Oxford Junction.

Operator C. E. Robison and wife are enjoying a vacation in Northern Minnesota.

Engineer W. H. Young is running on Nos. 37 and 4 in place of Engineer D. Culbert.

Miss Alice McGuire of the chief carpenter's office is enjoying a vacation with relatives at Hopkinton.

Miss Hazel Rhoades attended the graduating exercises of Cornell College at Mt. Vernon. Her brother Herbert was a member of the graduating class.

D. A. Newman of the water supply department discovered a brake beam down on 1/62 passing Elwood. He notified the dispatcher and train was stopped at Delmar Junction to repair same, thus avoiding what might have caused a serious accident.



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**Accurate Way-Billing.**

By O. B. Tripp, Agent, Hettinger, N. D.

It is perhaps more frequently appropriate to criticize for the careless manner in which many way-bills are made out than to comment otherwise on them. But this is not the case with billing made at Twin City Transfer, Minnesota, where upward of 15,000 way-bills, including many blanket bills, are made each month, in a manner which is not only a credit to George A. Brewster, agent, his chief clerk and entire working force, but a credit as well to the Company and other employes which they serve.

That they are painstaking in their efforts to render good service is evidenced by the neat and correct manner in which their billing is made with the billing machine. The average station man, who usually has plenty of work on hand, and those stations which receive a number of blanket bills daily from Twin City Transfer will fully appreciate the efficiency shown, and also recognize the fact that billing of this kind counts for something.

It is a pleasure to handle billing of this kind, and those responsible are to be highly commended for their accuracy. On the other hand, we might find more stations to criticize for careless and improper billing in all its integral parts, and in this connection I think we should all feel as free to use and receive words of criticism as on the contrary.

Let Twin City Transfer be an example to encourage others.

**A Missoula Invitation.**

Our depot and office are very attractive, we believe one of the nicest on the system, and were it not for taking up so much of our editor's good space we could go on and give you more of this line of talk. If this does not hit the waste basket we may come again later. We extend a cordial invitation to all ticket men passing over the line to drop off at Missoula and make themselves known and view our surroundings.

Circular announcing the appointment of Mr. W. V. Wilson as assistant general auditor was issued April 16. Mr. Wilson was formerly examiner in charge of the Chicago Branch office of the Interstate Commerce Commission and left that position to accept service with this company. He will be stationed at and have general supervision over accounting department matters at the Fullerton avenue offices in Chicago.

**Kansas City Division Items.**

Mr. G. L. Gallaher, agent at Sigourney, has returned from a three-months' stay in Mexico and Southern Arizona.

Lineman C. J. Liston is off duty during April on account of illness.

Roadmaster William Shea has been granted leave of absence on account of other duties. R. H. Cunningham is filling the vacancy.

The well-known veteran foreman of the car department, Admiral Doyle, is preparing the ground for his spring garden. It is surprising what beauty one can discover in the environs of local yards.

W. C. Parker, formerly division freight and passenger agent, was a visitor at the local offices one day recently.

Daniel Walters, Southwest Limited engineer, is still confined to his room with illness.

Misses Catherine Doran and Marie Meany of the general office spent Sunday, March 15, in Kansas City.

"O'll worruk no more f'r thot mon Dolan," said Casey.

"An' why?" said Larry.

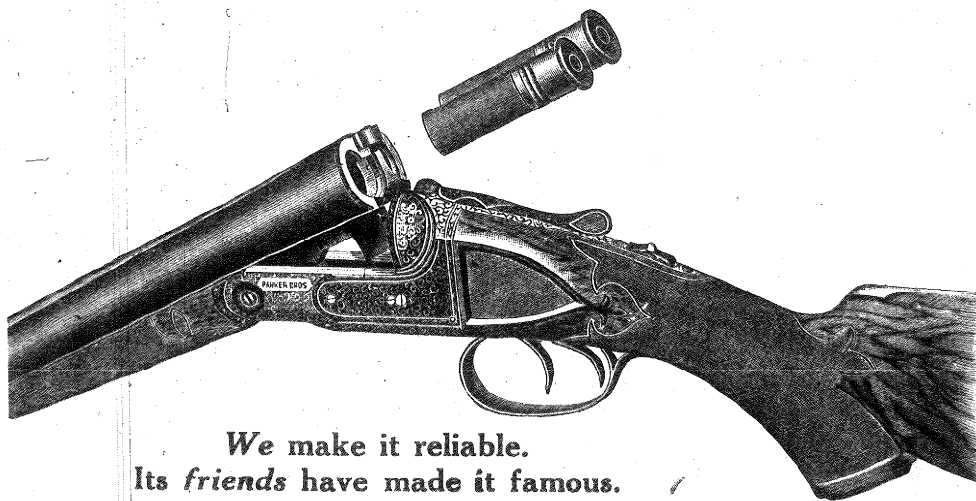
"Shure, it's on account av a remarrk he made to me," said Casey.

"An' phwat was the remarrk he made to yez?" said Larry.

"Indade, 'twas 'Casey, ye're discharged."

"'Tis a good rason indade, to be shure," said Larry.

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**Geo. S. Sloan  
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*Wholesale*

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Car Inspectors' Lamp**

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Made to endure rough use.

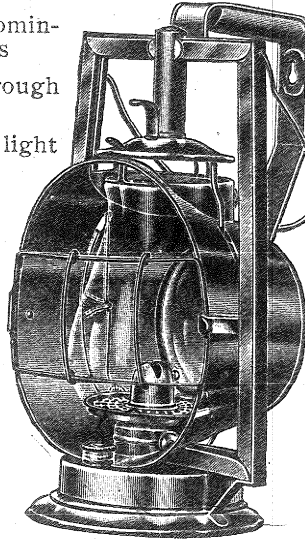
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Ventilated handle

**Price \$2.25**

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Descriptive circular sent on request.



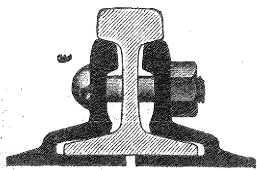
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**R. E. DIETZ COMPANY**

Largest Makers of Lanterns in the World

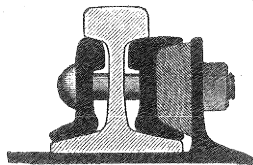
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**Q & C**  
**BONZANO RAIL JOINT**  
MILLIONS IN USE  
**THE Q & C CO.**  
NEW YORK CHICAGO



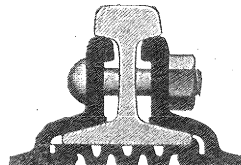
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50,000  
Miles  
in Use



*Weber Joint*

Rolled  
from  
Best Quality  
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*Wolhaupter Joint*

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- Chicago, Ill., Railway Exchange Bldg.
- Denver, Colo., Equitable Bldg.
- London, E. C., Eng., 30 New Broad St.
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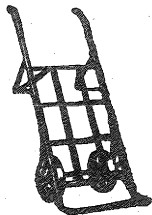
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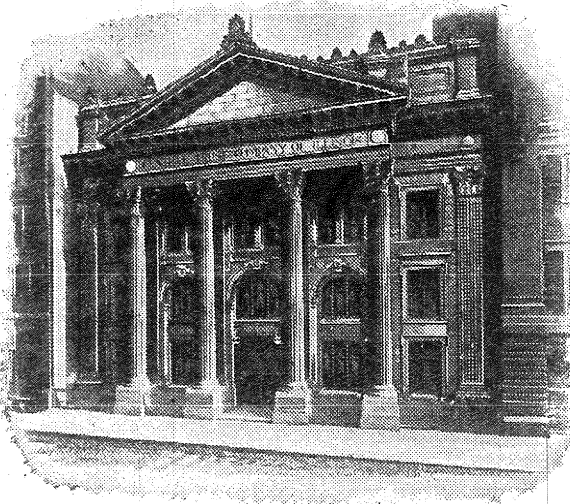
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