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## Standard Oil Company

(AN INDIANA CORPORATION)

Chicago, Illinois

## MILWAUKEE RAILWAY SYSTEM

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Hard work and low pay are for the man who *thinks* he "hasn't a chance." But the ambitious man trains himself for a better job—and *gets it*.

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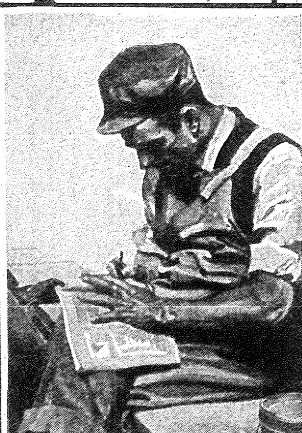
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Street and No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

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Toward a  
Good Job  
TODAY**



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# A FOB FOR YOU

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Of course, the fob is emblematic of the railroad you are working on, one of the great, railroad systems in the world.

## The Milwaukee System

These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

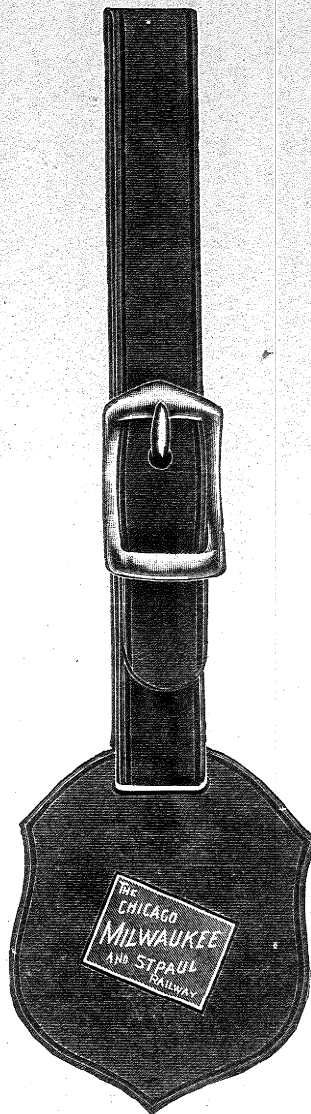
In the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished, thereby eliminating the possibility of it tarnishing.

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Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



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# The Milwaukee Railway System Employees' 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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VOLUME II

NOVEMBER, 1914

NUMBER 8

## The Lewistown-Great Falls Line

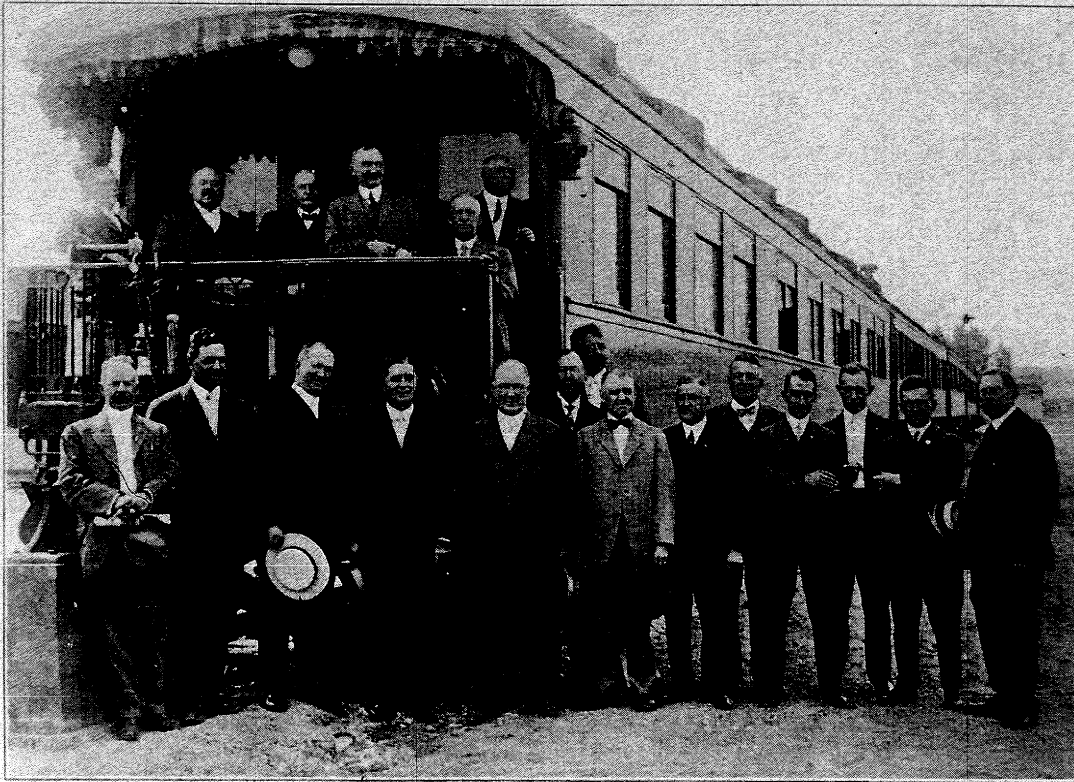
The Lewistown-Great Falls Line has been completed and turned over to the Operating Department as the Northern Montana Division, with Mr. Charles L. Whiting, superintendent. The line is 137 miles long and runs through a country interesting from engineering, scenic, traffic and operating viewpoints. It passes through Fergus and Cascade counties, and for the most of the distance the surrounding country is a part of the famous Montana "benchland" and is well settled. Through experience and observation of the past few years we have come to know the remarkable fertility of the benchlands, and those contiguous to the Northern Montana Division are equal in productivity to any in the state, while the wide-spreading, rolling country, ribboned with creeks and little rivers and dotted with many a handsome farmhouse, with its comfortable barns and outbuildings, is supremely beautiful to the eye. In a country of such splendid agricultural resource traffic is ready as soon as rails are laid, and this division's earning power is already demonstrated.

In an engineering sense this country is difficult, for the benches are high, sloping gradually to river level, and to construct a line of low grades requires much bridging and many viaducts. This feature of the Northern Montana Division is highly interesting, for the line was located and has been built in strict conformity to the modern tenets of efficiency

with regard to tonnage. As the line approaches the Missouri River it gets into the Highwood Mountains, and here, too, is much engineering work of great interest and many fine scenic effects, for the Highwoods, while differing materially in formation from the Rockies, are bold and magnificent in outline and characterized by varied and brilliant coloring, not unlike that of the Grand Canyon of Arizona.

Considering the construction of the line, data for which The Magazine is indebted to Mr. A. G. Baker, division engineer: It starts out of Lewistown, running along and down Big Spring Creek for a distance of nine miles to Cottonwood Creek, where a joint crossing is made with the Great Northern Railway, on a trestle 1,300 feet long and 80 feet high. Then it takes a direction almost true northwest, for twelve miles, to Sage Creek, crossing, in that distance, the Judith River and Indian Creek on high steel viaducts, the former 1,954 feet long, with maximum height of 135 feet, and the latter 1,303 feet long, height 154 feet. The benches and valleys here are superb, and the perspective of unsurpassed beauty. To keep the line well up necessitated the building of long concrete culverts and high embankments to care for the cross drainage. At Sage Creek there are about two miles of supported line along "bad land" formation on the east side of the creek, with heavy cuts and fills up to the crossing. Sage Creek viaduct is 1,693





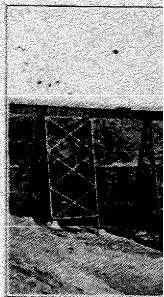
Vice Presidents E. D. Sewall, J. H. Hilland, H. B. Earling and C. A. Goodnow and party at Great Falls, Aug 10, 1914.

feet in length and 163 feet high, and thence, on the west side, the line is supported along formation similar to the east side, to Sage Creek Tunnel. This tunnel is 2,000 feet in length and pierces the divide between Sage and Dry Wolf Creeks. The line then continues in a generally westerly direction, crossing Running Wolf and Coffee Creeks, making rolling grades to a point about forty-five miles west of Lewistown, on the so-called Arrow Creek Bench. At this point the line begins to descend on a 1.5 per cent grade, with side hill development and heavy cuts and fills, following the drainage of Coffee Creek for nine miles. To make this descent the line loops up Surprise Creek for two miles, then, crossing the creek, descends on the opposite side. There is a total drop of 800 feet from Arrow Creek Bench to the Big Sag country. This portion of the line displays some very interesting features in location, and the bad land formations on each side of Arrow Creek show geological freaks of various kinds. About sixty miles from Lewistown the line leaves Arrow Creek and ascends a feeder

of same into the Big Sag. This is a section of comparatively easy construction, as the country is wide and level. The Sag trends in a northerly direction and leads to the Highwoods, on their north side, following their base for some distance.

The so-called Big Sag is a great depression many miles in length and width, with a rich alluvial soil, indicating it to have once been the bed of a mighty water course, presumably an old channel of the Missouri River, whose present course lies but a few miles to the north. The Big Sag is surrounded by mountains and high benches, and in its protected area is a broad acreage of farming lands, whose fertility is unrivaled. The climate here, also, is mild throughout the year, permitting crops common to latitudes much farther south. The line descends Highwood Creek for about four miles, thence on ascending grade on heavy side-hill support over a divide for four miles to the point where Belt Creek is reached. Here are six miles of extremely heavy work developing down the slopes of Belt Creek, with heavy curvature and deep

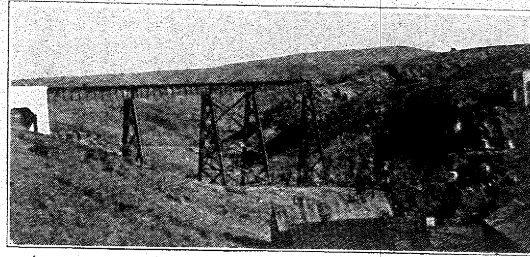
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cuts and fills. Four tunnels are necessary through these mountains, with an aggregate length of 2,700 feet. Also two viaducts crossing Belt Creek and Red Coulee. Several long concrete culverts, with the corresponding deep cuts and fills, make the portion of the line from the point where Belt Creek drainage is encountered to Great Falls unusually difficult. The location along Belt Creek is also an interesting piece of work. The Belt Creek Viaduct is the shortest but the highest of any of the steel structures on this line, it being 651 feet long and 200 feet high. That at Red Coulee is 675 feet long and 150 feet high. All viaducts are substantial steel construction, on concrete piers, in conformity with this company's policy of safety and durability.



**Belt Creek Viaduct Under Construction.**

Surprise Creek Tunnel: Blue shale; 250 feet long.

Four Belt Creek Tunnels: Blue shale, hard pan, solid rock and loose rock; length, 2,728 feet; excavation, 60,000 cubic yards.

**RAILS, TIES AND BALLAST.**

Rails used, 75 pound. Sawed ties, 3,000 per mile. Ballast is gravel, which is found of fair quality along the line. About 3,600 cubic yards of same per mile will be used.

The construction of this line 137 miles in length called for the handling of the following amounts of material:

Earth and other material, cubic yards .....	6,000,000
Culvert pipes, lineal feet.....	12,000
F. B. M. pile bridges and culverts.....	1,500,000
Lineal feet piles.....	50,000
F. B. M. Timber in tunnels.....	2,000,000

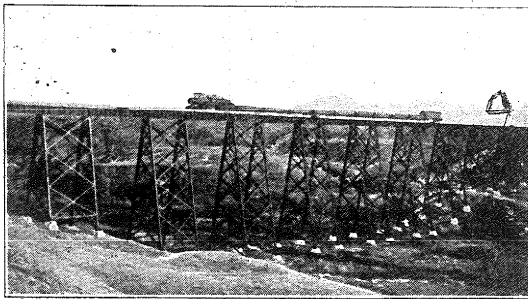
**CONCRETE ARCH CULVERTS.**

	Length, Feet.
12 Mile Coulee.....16'x12' 6"	237
13 Mile Coulee.....10'x 8'	244
Squaw Coulee.....16'x12' 6"	198
Scotchman's Coulee.....20'x15'	226
Rogers' Coulee No. 1.....18'x14'	214
Rogers' Coulee No. 2.....14'x11'	282
Box Elder Creek (double)..20'x15' 6"	189

Between Lewistown and Sage Creek the highest embankments were 86, 90 and 108 feet. Along Surprise and Arrow Creeks the highest fills were 75, 78 and 92 feet, and in the Belt Creek District 90 and 150 feet in height. Some of the large steam shovel cuts contained 75,000 to 170,000 cubic yards of material. In some cases steam shovels were moved across the country from stations on the Great Northern Railway a distance of twenty-five miles.

**STATIONS AND SIDINGS.**

Eighteen in all, the average distance apart being 7.6 miles. Nearly all the new towns located along the line show a substantial growth. The country tributary to them is being rapidly cultivated, and another year will show a large increase in acreage and revenue therefrom.



**Indian Creek Bridge.**

Following is a tabulated statement of grades, curvatures, tunnels, etc.:

**GRADES, CURVATURES, TUNNELS, ETC.**

Maximum curve, 8 degrees 2 minutes.  
Maximum grade, 1.5 per cent east bound 8.6 miles. Balance of line, 1.0 per cent. Helper Grade up Surprise Creek to Arrow Creek Bench.

**TUNNELS.**

There are six tunnels in all between Lewistown and Great Falls.

Tunnel sections, 16 feet by 21 feet 6 inches inside concrete lining. Sage Creek Tunnel on tangent, 2,000 feet long. Surprise Creek Tunnel on tangent and spiral of curve, 250 feet long. Belt Creek Tunnels, of which there are four, 480, 814, 654 and 780 feet in length, respectively; total length, 2,728 feet. These tunnels are on 6-degree and 8-degree curves.

**KIND OF MATERIAL AND YARDAGE OF EXCAVATION IN TUNNELS.**

Sage Creek Tunnel: Blue shale, hard pan, loose rock; 2,000 feet long; excavation, 38,000 cubic yards.



MILWAUKEE RAILWAY SYSTEM

One of the most interesting features in relation to scenery is Square Butte. This is an isolated peak of the Highwood Range of Mountains rising to a height of 6,000 feet above sea level and about 2,600 feet above the general level of the track where it enters the Big Sag between Pownal and Square Butte stations. The white serrated peaks and pinnacled slopes of the butte can be seen for many miles. The view from the top is magnificent and well repays the effort to reach the elevation. The line makes a semicircle around the butte, the finest view being from Square Butte Station.

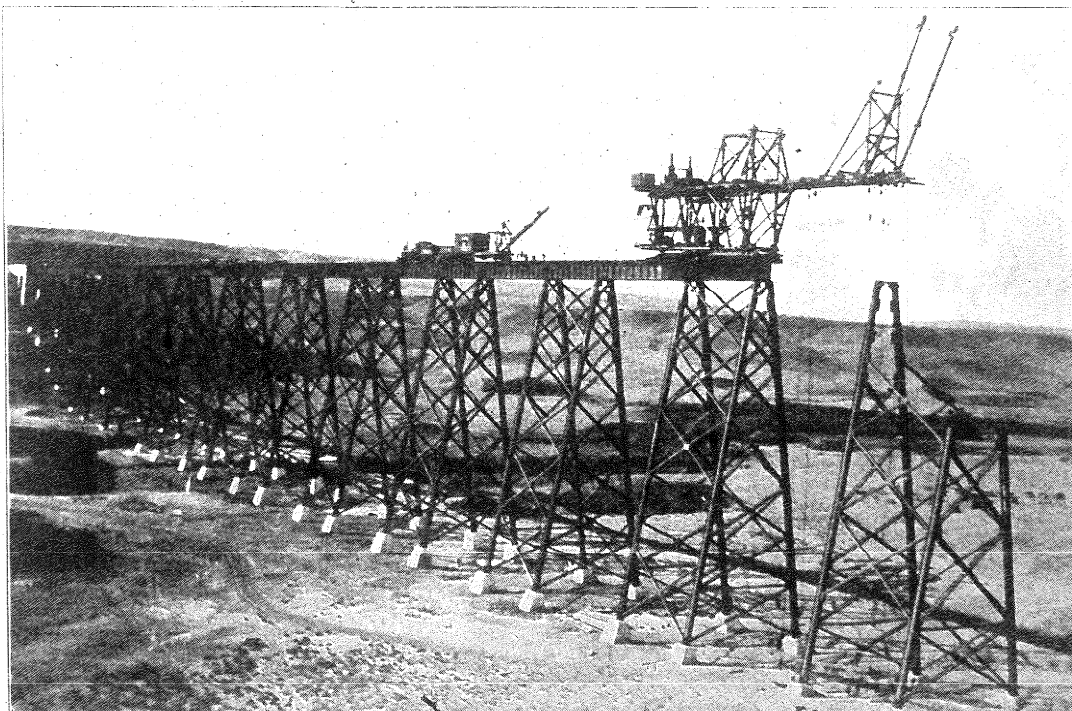
The headquarters of the division engineers, Mr. A. G. Baker, are at Lewistown, and the line under construction was divided into three districts, each district being under charge of district engineers, with headquarters at Lewistown, Square Butte and Great Falls. Each district engineer had four resident engineers located in camps along the line, with residencies of ten to fifteen miles in length. The line was located in the winter of 1911-12 and was done by three locating parties under Mr. Baker's direct charge. The locating engineers in charge of the parties were Messrs. C. F. Jackson,

W. R. Felton and J. D. MacVicar, who later also had charge of the grading, tunnels and bridge work, except the concrete and steel structures and concrete lining of tunnels; the last having been in charge of Mr. F. J. Herlihy and later Mr. F. B. Walker.

Construction work commenced in June, 1912, and the contract work was completed by January 1, 1914. The contract work of grading tunnels and bridges was done by Twohy Bros. Company and the Winston Bros. Company, each firm building about one-half of the line. Track-laying and ballasting has been under the charge of Mr. C. L. Whiting, superintendent of construction. All terminal buildings at Lewistown and Great Falls were under the supervision of Mr. Walker, and all water stations and depots were built by Mr. R. D. Coulter, chief carpenter.

The original Great Falls Line, projected and surveyed in 1910, ran considerably further north than the present line, this latter being about twenty miles shorter than the original location.

The terminals at Lewistown and Great Falls are extensive and efficient, and will be treated in a separate article in the near future.



Sage Creek Bridge—1913.

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## The Annual Report

The results of the fiftieth year of the Company's operations, as set forth in the Annual Report of June 30th, 1914, are hardly appropriate to the Golden Jubilee attained on that date, though comparing favorably with the results reported by other companies similarly situated.

A decrease of \$2,301,364 in gross earnings, a decrease of \$944,447 in net operating income, an increase in taxes of \$282,725 and an increase in the total of outstanding bonds (the proceeds of which were invested in necessary improvements of the property) amounting to \$33,753,901, carrying an additional interest charge of over \$1,300,000, so concisely express the situation that every intelligent employe should appreciate the gravity of the problems confronting the management.

The operations for the year show the following results:

Operating revenues .....	\$91,782,690.74
Operating expenses .....	61,360,061.17
Net operating revenue.....	\$30,452,629.57
Net revenue—outside operations.	260,483.24

Total net revenue.....	\$30,713,112.81
Taxes accrued .....	4,106,557.41

Operating income .....\$26,606,555.40  
Taxes accrued in 1913 amounted to \$3,823,832.52; in 1914, taxes were \$4,106,557.41, an increase of \$282,724.89, or approximately 7½ per cent.

Miles of track June 30th, 1914, owned solely by this company:

Main track .....	9,578.48	
Second main track.....	924.95	
Third main track.....	21.72	
Fourth main track.....	13.11	
Connection tracks .....	45.13	
Yard tracks, sidings and spur tracks .....	3,083.07	13,666.46

Owned jointly with other companies:

Main track .....	102.90	
Second main track.....	5.59	
Third main track.....	1.94	
Fourth main track.....	1.93	
Connection tracks .....	4.98	
Yard tracks, sidings and spur tracks .....	165.67	283.01

Used by this company under contracts:

Main track .....	305.92	
Second main track.....	64.81	
Third main track.....	1.14	371.87

Total miles of track... 14,321.34

Average miles of main track in operation during the year:

Owned solely .....	9,279.24
Owned jointly .....	102.90
Used under contracts.....	301.81

Total average miles operated..... 9,683.95

Authority has been given for the purchase or building of additional equipment as follows: 5 locomotives, 10 passenger coaches, 16 sleeping cars, 1 dining car, 4 parlor cars, 2 observation parlor cars, 2 cafe observation cars, 2 passenger and baggage cars, and 2 mail and baggage cars.

Additional main tracks, as follows:

Construction work has been in active progress during the year on the second main track and grade reduction work on the Chicago & Council Bluffs Division in Iowa, and on the Hastings & Dakota Division. Between October 1, 1913, and July 1, 1914, the unfavorable financial conditions caused a suspension of a large part of the work on the Hastings & Dakota Division and a portion of that on the Chicago & Council Bluffs Division in Iowa. Since July 1, 1914, track laying has been resumed, and it is expected to have the Chicago and Council Bluffs Division in operation before winter between Green Island and Manilla, Iowa, a distance of 270 miles.

### AUTOMATIC BLOCK SIGNALS.

Authority was given for the installation of automatic block signals on the line between Chicago and Minneapolis, and a portion of the line between Minneapolis and Aberdeen, also on the line between Chicago and Manilla, Iowa, on the Chicago & Council Bluffs Division in Illinois and Iowa.

### ELIMINATION OF GRADE CROSSINGS.

The depression of tracks, for a distance of about three miles along the Hastings & Dakota Division, in the City of Minneapolis, extending from Hiawatha Avenue to Hennepin Avenue, contemplates the elimination of thirty-seven grade crossings.

The elevation of the tracks along the Bloomingdale Road, in the city of Chicago, a distance of 2.4 miles, is progressing satisfactorily. When completed it will eliminate thirty-five grade crossings.

Elevation of tracks in the city of Milwaukee is in progress. This work, which extends from Kinnickinnick Avenue to Fowler Street, and from Clinton Street to First Avenue, a distance of 1.4 miles, is about 15 per cent completed and will be continued over a period of two years.

The elevation of tracks on the Chicago & Evanston Division, from Montrose Avenue to Howard Avenue, Chicago, the northern city limits, a distance of about 4.4 miles, was begun in February of this year and is now about 15 per cent completed.

### NEW LINES AND EXTENSIONS.

The work on the extension from Crystal Falls to Iron River, Michigan is practically completed.

The line from Lewistown to Great Falls, Mont., a distance of 137 miles, is practically completed.

Construction of the Choteau Line, extending from Great Falls to Agawam, Mont., a distance of 70 miles, has been temporarily suspended, and will not be completed before next season.

The lines from Hilger to Roy, Mont.; from Roy Junction to Winifred, Mont.; from Lewistown to Grass Range, Mont., and from Colorado Junction to Cliff Junction, Mont., have been completed and are in operation.

The line into Spokane, Wash., has been completed and is in operation.

### TERMINAL YARDS.

All of the improvements on the terminals and yards mentioned in last year's report were completed during the past year, and are now in operation.

### TUNNELS.

The construction of the Snoqualmie Tunnel, at the summit of the Cascade Mountains, is nearing completion, the work being carried on from both portals.

### ELECTRIFICATION.

The work on the electrification of the Puget Sound Line was started in April, 1914, and on June 30, 1914, thirty miles of poles were set and ready for wiring. It is expected that the work of stringing the wires from Three Forks to Deer Lodge will be completed by July 1, 1915.

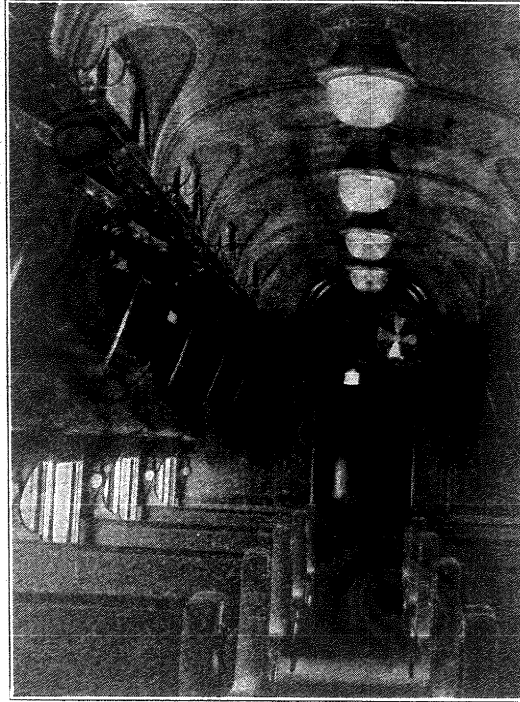
## Illumination of Passenger Trains

*C. R. Gilman.*

In opening this subject, I believe a short history of the development of passenger train lighting will be of interest. I therefore quote from a paper read by Mr. J. L. Minick on illumination of passenger cars, read before the Society of Illuminating Engineers May 16th, 1913, as follows:

"In their paper read before the American Society of Mechanical Engineers, last winter, Messrs. Wood and Currie divided the development of passenger car lighting into four twenty-five year periods, beginning with the candle period in 1825. Oil lamps came into general use about 1850 and gas about 1875. About 1900, electricity came into use as a means of lighting passenger cars in steam train service, though it had previously been used extensively in electric cars.

"Information concerning the early use of candles is very meager. It is known, however, that Thomas Dixon, the designer of the first passenger car, furnished his patrons with candles. He also furnished a rough board table in the center of the car for supporting the candles. The passengers were required to light the candles and attend their feeble flames. The board table later gave way to sockets attached to the walls, and these were superseded by fixtures having glass chimneys to protect the flame, and a coil spring in the bottom of the socket



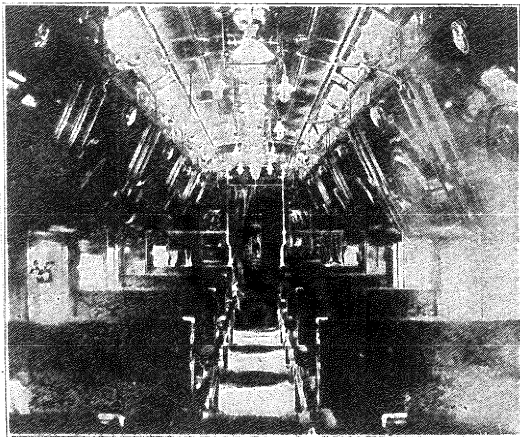
**Latest Type Electroliers Fixtures and Berth Lamp.**

to force the candle upward as it burned away, thus maintaining at a predetermined position. This type of candle fixture is used extensively today as an emergency lamp in case of failure of the primary gas or electric system.

"Center lamps, with one or more candles, came into use during the latter part of the candle period. Many labor-saving conveniences were developed, as, for instance, an adjustable top to hold the chimney in position without the aid of thumb screws, and brackets that permitted the shifting of the position of the lamp, both vertically and horizontally.

"While comparatively little has been written concerning the earlier type of oil lamps, it is safe to assume that they resembled the candle lamp in general design.

"Burners, wicks, etc., were adapted to the kind of oil used. The use of the heavier oils, such as rape seed and Colza vegetable oils, lead to the development of central-draft burners, in which a current of air was delivered to both sides of the



**Combination Oil and Electric Fixtures and First Berth Lamps.**

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flame to produce more rapid combustion.

"Two wicks feeding one flame was another means of securing more rapid combustion, and a brighter light.

"Coal gas was probably the first kind of gas used in lighting railway cars. It was secured from the City gas mains and stored in a canvas reservoir, reinforced by wooden hoops in the guards' van. Iron pipes and rubber hose between the cars served to connect the lamps to the reservoir. Gasoline mixed with air was very extensively used. Acetylene gas was also used to some extent. Pintsch gas, invented in 1867, came into very general use on account of its reliability and increased storage capacity, obtained by high pressure.

"Generally, the fixtures used prior to about 1905 were very ornamental in design to correspond with the interior finish of the car. The introduction of the steel car has changed this condition, and present-day fixtures have been greatly simplified.

"While it has previously been used in electric cars, the incandescent lamp did not come into general use as a means of lighting passenger cars in steam train service until about 1900. Carbon, metalized carbon, Tantalum, and Tungsten filaments were all used in about the order named, the latter type being in gen-

eral use to-day. It was the high efficiency of the Tungsten lamp that made electric car lighting possible, as the demand upon the battery for current was brought within the necessary limits of battery capacity and weight."

In the Fall of 1888 we equipped two trains for electric lighting, as follows:

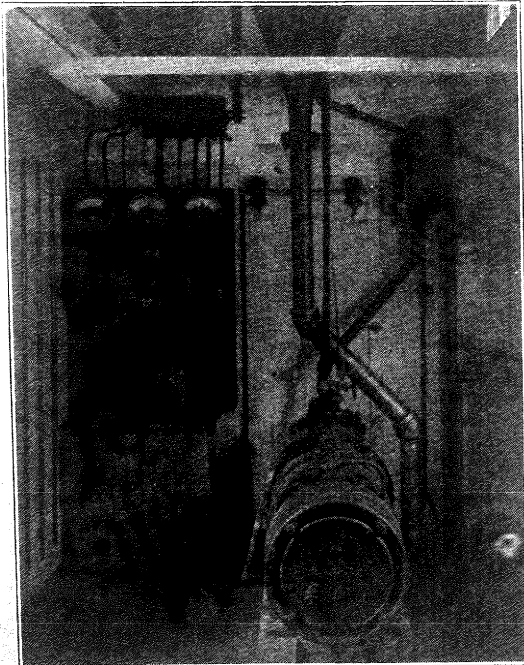
A 60-volt Acme dynamo, direct connected to a 3-cylinder Brotherhood steam engine, was placed in each of two standard baggage cars. Steam was taken from the locomotive boiler through iron pipes, and rubber hose between tender and car, to operate the engine, much the same as is done to-day. Each passenger car in the train was equipped with a Julian storage battery, which was charged from the dynamo in the baggage car, and during the hour of all lamps burning assisted the dynamo in lighting the train.

The general scheme to electric light sleeping cars was to fasten two single brackets to the center oil fixture. Sleepers were wired for 33 lamps and coaches for 11 lamps.

These two trains operated between Chicago and Minneapolis during the next two years. In 1890 two more trains were equipped to run between Chicago and Council Bluffs. The next year, owing to the trouble we had in keeping the Brotherhood engine in repair, it was decided to try out a Westinghouse engine belted to dynamos. Two baggage cars were equipped in this way and they proved greatly superior to the old outfits, soon becoming our standard arrangement.

At this time we also changed from 60 to 110 volts, on account of the better type of lamp made for 110 volts.

In 1890 steam heating had been put in most of our through trains, and the amount of steam required for heating and running the dynamo became such a burden on our locomotives that a special car was built at the shops, containing a steam boiler, engine and dynamos, coal bunkers, and a storage battery. The idea of this car was to light and heat the train without taking any steam from the locomotive, it being believed that the car could be hauled with less expense and interference with the locomotive's oper-



Steam Turbine for "Head End" Lighting.



ation. These went into service in the Winter of 1891.

Two of these cars were built and operated on the "Pioneer Limited" for several years. In the meantime, larger locomotives were manufactured, with better steaming qualities, and the special cars were ultimately taken out of service, the engine and dynamos being again placed in baggage cars.

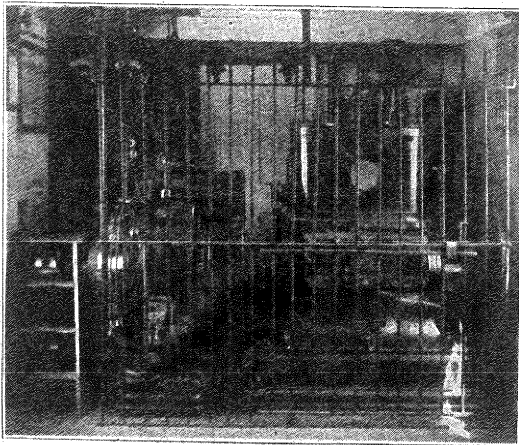
The belted equipments took up so much room in the cars that to overcome this objection Mr. Gibbs, Mechanical Engineer, conceived the idea of connecting the dynamo directly to the shaft of the engine.

A small dynamo was made up of parts of an electric motor and parts supplied by the shop and placed in a car. This operated for a while, but as there was continual demand for more light in each car and the number of cars on the trains were increased, it soon was too small to satisfactorily do the work, and we obtained from a manufacturer a larger type of the same general design.

These proved even better than the belted type, and were generally used until 1906, when we purchased two steam turbine train lighting outfits, these having been brought out in the general evolution of steam equipments.

This steam turbine is now standard on all roads using "Head End" electric lighting, and is very satisfactory for that purpose.

While these improvements were going on in the baggage car equipment for lighting the lamps on trains, the cars



Dynamo Now Installed in Baggage Cars.



were undergoing general improvements, and the interiors were greatly changed, likewise the electric fixtures, which are now of a type calculated to soften and diffuse the light, making it more agreeable and restful to the eye.

### Thanksgiving Proclamation

According to custom, the President of the United States has set aside November 26, the last Thursday in the month, for the annual National Thanksgiving Day.

In his proclamation, he points out the many causes for gratitude we, as American citizens, have—and I would recommend all loyal Americans to read what he has to say. One paragraph makes a special appeal, and is given below:

KEPT PEACE WITH HONOR.

"It has been vouchsafed to us to remain at peace, with honor, and in some part to succor the suffering and supply the needs of those who are in want. We have been privileged by our own peace and self-control in some degree to steady the counsels and shape the hopes and purposes of a day of fear and distress. Our people have looked upon their own life as a nation with a deeper comprehension, a fuller realization of their responsibilities, as well as of their blessings, and a keener sense of the moral and practical significance of what their part among the nations of the world may come to be."

The New Passenger Terminal in Kansas City was formally opened October 31st. The Terminal Company railroads and Kansas Cityites held a general rejoicing over the long delayed event. After greetings and feasting over the new station, a "wake" was held at the Old Union Depot. Peace to its memories and its floods.

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## From New England, N. D., to Old England and Return

New England, N. D.,  
September 20th, 1914.

DEAR EDITOR:

Having just returned from a visit to England, I have been asked to contribute a little description of my trip. We left New York June 12th in the S. S. St. Paul of the American Line, 392 cabin passengers and 213 third class, going to all parts of the continent; though if we could all have foretold what was to happen in two short months the passenger list would probably have been smaller.

The voyage across was void of any excitement, the weather being fairly calm. We sighted the Scilly Isles Friday, June 19th, and passed the Eddystone Light about 3 p. m. that day, having a good view of this well-known lighthouse, passing close to it. This is the third lighthouse which has been erected on these rocks. The ruins of the second one are still standing, close to the present building. We reached Plymouth at 5:30 p. m.; were met by two tugs and the task of disembarking the passengers, mail, etc., was commenced. There were 1,734 mail bags put off at this port and several thousand dollars' worth of silver bullion. After all the passengers, etc., were unloaded we proceeded down the Channel towards Cherbourg, France, which port was reached at midnight. Some more passengers were unloaded for the continent and all the mail, 637 bags. After this we started across the Channel again for Southampton. It was very foggy and we were nearly run into off the Needles. The fog was so dense that we could not see the shores of the Isle of Wight as we went up the Solent. However, we made dock safely and had breakfast while the ship docked. After landing we had to hunt up our baggage and get a porter to cart it to a table, upon which it was placed, ready for the customs inspector. All the questions asked are, "Have you any cigars, tobacco or silks?"—questions which could be very easily answered by a poor station agent. A few chalk marks were made and then we again requisitioned the porter to take our baggage to the train, which was waiting on the docks, for

which service we were separated from some of the currency of the realm. After every one was ready and all the baggage loaded, we started for London, which place we reached in about two hours. Here we had a jolt to our Americanism in the way the baggage was handled. A portable fence was put around the car and we got a porter. Standing with him on the outside of this fence, we pointed out our stuff as it was piled up on the platform, in a heterogeneous mass, and sent the porter in after it, like a terrier after a rat. No checks or mark or anything else to say whose baggage it was. After a good scramble we managed to collect our stuff and were transferred to Charing Cross via the cab route. A month spent in Tunbridge Wells, twenty-three miles from London, noted for its mineral spring, to which in olden days royalty and nobility came; a week spent in Hastings, by the sad sea waves; one in London, taking in Hampton Court, Westminster Abbey, St. Paul's Cathedral, houses of parliament and the Anglo-American Exposition, at Shepard's Bush. At the last-named we saw a working model of the Panama Canal, which took up a whole building. The London & North Western had a big exhibit, also several of the other English roads, but the Southern Railway was the only American exhibit in the transportation department. The exhibit of the Metropolitan Railway in the latest signaling appliances was very interesting. It must be borne in mind that trains in England are run on a positive block and not by train orders, all roads and branches being double tracked. In the Underground and the Tubes trains run every ten minutes, hence an effective signaling system is essential. A thoroughly American and Dakotan show, the "101 Ranch," was in full swing.

A week in historic St. Albans, with its old Cathedral, and in the outskirts the site of the Roman city of Verulum, with its old Roman wall still standing. The Tower of the Cathedral dates back to the time of the Romans and the old brick and mortar that they used have stood the test of centuries. Two weeks in the Southwest, in the county of Somerset, completed two months' pleasant trip. We were with my brother when war was

declared. The excitement was not very great, but it put a damper on everything. All the horses that were fit for service were commandeered. We saw horses taken from the wagons of farmers, in town. They were paid for, but it was somewhat uncomfortable to have to walk home. Harvest was just beginning, and what with the reservists being called out and the horses being taken, it put the farmers in a hard fix. Fortunately, we had reserved our berths two months before, so that we did not have to worry over that, except there was a chance that the sailing would be cancelled, as all the British liners belong to the Naval Reserve and are subject to the Government's call if needed, but we were advised by the steamboat company that they did not anticipate cancelling the sailing of the Adriatic, so all we had to do was to sit tight.

The conditions in that country and this are so different that it is hard to compare the way of doing business. The side doors used on the railway carriages, as they are called over there, are perfectly suitable in their case, account of the heavy volume of traffic, as by their use the loading and unloading of passengers is more expeditiously handled. The big London terminals such as Charing Cross, Paddington, Waterloo, Victoria Street and St. Pancras handle from seventy to a hundred trains in and out every hour of the day, counting the suburban business. All platforms are high, coming level with the floor of the coach. Engineers and firemen have to stand up, no seats being provided, and no cab, only a wind shield. The fireman is paid a bonus if he uses less coal than the amount scheduled for that run, and he has to crack his own coal. Nice job at sixty miles per hour, in all weather. The trains are much lighter than ours, and engines are not worked to their full capacity. The passenger trains have, on an average, ten to twelve carriages, but they are light, some only having four wheels and some eight. Tenton capacity for a box car is the maximum. The box cars look like claim shanties put upon four iron wheels with spokes. Coal cars bear a resemblance to our air dumps. All roads have a big supply of tarpaulins to cover freight loaded on flat cars. Average freight

trains seemed to be twelve cars. There are no trainmen, the crew consisting only of engine men and a guard, as he is called, the porters at the several stations doing all the loading and unloading of freight. Station grounds are all fenced in, and tickets are not taken up till you reach your destination and hand them to the ticket collector at the gate as you go out. What are called slip carriages are quite an institution. All passengers for a certain point and their baggage are loaded into one carriage, and at a certain land-mark, as the train passes, the engineer slacks up a bit, the guard cuts the air and coupling, waves a green flag out of the window, the main part of the train goes on through the station at fifty miles per hour, and presently a lonely carriage comes drifting in. Then, after all passengers and baggage are unloaded, a couple of horses are hitched to the carriage, and it is dragged off onto a siding. On the main line of the best roads there are four sets of rail, two for passenger business and two for freight. Ninety pound rail is used. These are bolted through iron chairs to oak ties, creosoted and resting in crushed rock ballast. All grades and curves have been reduced to a minimum, but it must be borne in mind that these roads have been in operation for years. Freight cars have the brake on the side, similar to a wagon brake, instead of brake wheel and staff on the top, as we have; automatic couplers are unknown, coupling being made by means of a long reverse screw and hooks in the end of the cars, by means of which the cars are drawn up tight, making the train more rigid than ours. One day we watched a train going through a station, and saw the engineer with a hard hat, white collar and a swallow-tail coat on, the tails streaming out behind him. The collar and coat were naturally somewhat soiled, but the collar had at one time been white, and the coat had tails.

One thing at which we were surprised was the difference in the way they handled bread and dry goods. The former was put into carts and baskets without any covering, while the latter were all wrapped up nicely in brown paper, tied with ribbon, which had to be all undone before the goods could be shown, and then wrapped up again after the sale.

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As soon as war was declared the government took over the control of all the railroads. A governing body of the general managers of these roads was appointed, the same as any of the other government departments. It was wonderful the way regular traffic was maintained as well as the extra service that the mobilizing of all the troops entailed.

We embarked from Liverpool Aug. 20, Thursday, but did not get out of the Mersey till Friday morning, reaching Queens-town that night about ten. Searchlights were sweeping the sea and air, and when they spotted our ship a red light was run up and we had to stop. After we had shot off some green rockets, a green light was run up and we were allowed to proceed up the harbor. The voyage was made with lights out on the decks, the portholes all covered up with blankets and canvas stretched the length of the promenade deck from the rail to the upper deck. We had three days of rough weather, which upset the internal anatomy of most of the passengers. Counting the crew, there were 3,000 people on board, 16,000 bags of mail; the ship had 62 fires and used 500 to 600 tons of coal a day, also carried four 6-inch guns. The daily practice with these guns was part of the excitement. The morning of Aug. 28 we were all glad to take off our hats in New York harbor to the statue that stands for equal rights for all, and had soon gone through the necessary formalities of landing and passing the customs.

*R. S. Lowis, Agent New England.*

#### Autumn.

*N. B. Sill, R. M. Division.*

Comes Autumn, gorgeous, triumphant,  
And along the quiet streams,  
Through the green of the dying Summer,  
The blazing hawthorn gleams.

Where the hem of her trailing garments  
Has swept the tops of the trees,  
The flashing wing of a bluebird  
Makes rustle of falling leaves.

I walk in the silent places  
Where the longer shadows creep  
And all God's little creatures  
Are lying down to sleep.

The call of quail in the stubble,  
For the harvest is almost done.  
Mountain and mist and sunset  
And the Autumn days are gone.

## The Mysteries of Alchemy Revealed

*By Porter P. Lowry.*

A rather sensational title, is it not?

The ancient alchemists believed that some day some one some place would discover a process by means of which gold might be made from a baser metal. Figuratively speaking, I believe that I know of such a process.

From time to time I have noticed that scrap brass has been rather carelessly shipped from repair points in open cars with scrap iron and that very often many pieces which a slight amount of repairing would render serviceable, were in the scrap.

That a great amount of this scrap material is stolen while in transit cannot be doubted. To support this statement, let me say that early in the month of July the Minneapolis city detectives apprehended several young men and boys who were attempting to dispose of over two hundred pounds of C., M. & St. P. brass which they had stolen in the yard *in one night*.

There are, then, two very obvious faults with the system of handling the brass now in vogue. First, many pieces which might be utilized are carelessly scrapped. Second, the exposure of the brass while it is in transit is a constant temptation to the public, and consequently a great deal of the brass is lost.

How can these faults be overcome? Several roads, among which, I believe, is the Great Northern, have what is known as a "Brass Day" system. On a scheduled day each month a man stops at each repair point to collect the scrap brass. He has a car which is equipped with bins and a scale; he separates the brass which may be utilized from that which is no longer serviceable and transports all to the district store-house.

If such a system were inaugurated I truly believe that we would be making gold from brass.

Brakeman S. J. Ives and wife are parents of a boy born September 14 at their home in Malden.

Engineer X. E. Harrington and wife mourn the loss of their baby daughter, who passed away at Malden on Saturday, September 17, aged seven weeks and three days.

Agent H. R. Keller of Othello made a business trip to Cle Elum.



## The Columbia Division

*Sted.*

Joe Mitchell Chappel has edited two books, one of old-time favorite songs, entitled "Heart Songs"; the other a companion book of old-time favorite sketches in prose and verse, entitled "Heart Throbs." There is not an overabundance of sentiment attached to railroading, yet as I endeavor to write this short sketch of the Columbia division, somehow these two titles come to mind and I can but feel that in conducting the operations of a railroad division, a proportion of efficiency and team work is due, in a large degree, to the personality of the "Boss," or superintendent. What little of sentiment is permitted to develop between "Boss" and subordinate, creates that which for want of a better term might be called human element, which happily has become one of the recognized features of the Milwaukee system, in contrast to that cold blooded authority exhibited by officials on less favored roads, where this human element is lacking.

Until recently the Columbia division was a big one, too big in fact. On June 1 it was made into two divisions and we still maintain a division large enough to keep all hands working at top speed. At present it has a main line of 201 miles. Warden branch forty-seven miles, Moses Lake branch fifteen miles and Priest Rapids branch forty-five miles, so even now we are of average size as railway divisions go. The main line extends from Malden to Cle Elum; Warden branch from Warden to Marcellus; Moses Lake branch from Tiflis to Neppel; Priest Rapids branch, Beverly Junction to Hanford; all in the great state

of Washington. The country it traverses is agricultural, the crops produced, composed of grains, grasses and fruits; the eastern terminus of the division is located in Whitman county, which is the third largest wheat producing county in the United States. In the middle and at the western terminus are found the true sons of Agricola, where orchards, hay and alfalfa ranches help swell the receipts of the Milwaukee.

The "Boss" of this favored division of railroad is A. E. Campbell, division superintendent, with offices at Malden. His clerical force is headed by Chief Clerk E. M. Grobel, one of the most painstaking and efficient chief clerks on the system, who is ably assisted by Material Clerk A. A. DeLeo and Stenographer Miss Charlotte Newton; the writer also draws a check each month for sundry duties. The handling of trains is under charge of Chief Dispatcher H. L. Wiltrout, a competent and hard working chief, supplemented by Trick Dispatchers R. C. Peterson, R. W. Beal and L. V. Curran. The maintenance of way and track forces are under the jurisdiction of Roadmasters Edward McGee and I. M. Dorsey, with offices at Malden and Ellensburg who have under their joint charge forty sections, besides working the past season four extra gangs, one steam shovel and two Lidgerwood crews. It is due to the roadmasters and their training of their section foremen in keeping the track at all times in first class shape that the head offices look to the Columbia division to make up the greater proportion of the time lost on other

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Superintendent A. E. Campbell.

divisions by our trans-continental passenger trains.

The mechanical department, under General Master Mechanic Frank Rusch of Tacoma, is represented by W. O. Blaser and F. R. Holdiman, roundhouse foremen at Malden and Othello. District Master Mechanic T. J. Hamilton and Traveling Engineer T. E. McFarlane spend a portion of their time up and down the division, and under the supervision of the above officers the employes have been instructed until they have become an efficient unit that is recognized as one of the best working staffs on the system.

The pleasant part of it lies in the perfect harmony that exists between division officers and division employes from superintendent down, for his broad personality has encouraged this human element factor by creating co-operative interest, giving it a chance to win out where cold blooded demonstrations of authority would only cut like cold steel and sear like a red hot iron.

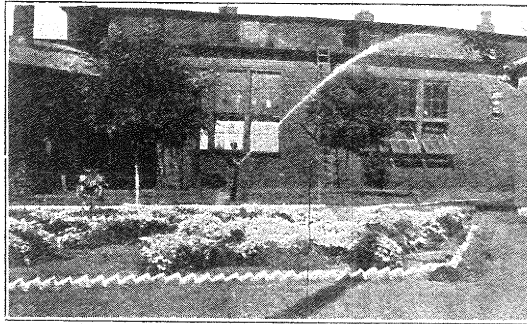
Our engineering department is headed by T. E. McFadden, chief carpenter, with offices at Cedar Falls, and while we do not see much of Mr. McFadden, a trip over the division where his various gangs are at work gives reasons and proves he is hard at it from morning until night, on the various jobs under his supervision.

The stations of the Puget Sound lines are not as numerous or near together as on the lines east, this division having only nineteen agencies. In the transportation department we employ about thirty-five train and engine crews and as Washington is one of the states with the full crew bill

on its statutes we employ more men per train hauled than is done on many other divisions. The two yards of the division are located at Malden and Othello under charge of H. E. Sullivan and Robert Easton respectively.

While our stations and grounds are all of recent construction, yet the parking system is in vogue and around each station you will notice a little patch of green with ornamental shrubs and trees planted in systematic order attractive to the vision. Especially is this the case at the Malden roundhouse; the accompanying picture shows what co-operative interest may do along these lines. The park in question was started by former Roundhouse Foreman W. A. Chubb, when he was transferred to Deer Lodge his successor, Geo. W. McGee, took hold and on his promotion to Harlowton he turned over to W. O. Blaser the attractive plot of ground so prettily reproduced here with. There is not an employe in the roundhouse or machine shops who is not proud of this park and they all take an interest in keeping it watered and trimmed, Mr. Campbell also has an eye for the scenic effect and the coming season will endeavor to make two blades of grass grow where none grew before. The car department is in charge of C. C. Witts and he and his force are among the busiest employes on the division.

All in all we are happily situated, happily governed and proud to be one of the little units that have helped to make the Chicago, Milwaukee & St. Paul the greatest system west of the Great Lakes.



Malden Round House Park.

Engineer Joe Flynn and family are home from a camping trip spent on Big Creek. They report a big trip and a big time.

Brakeman L. J. Morin and family have returned from their vacation spent on Big Creek, where they were in camp. Say they caught slathers of fish and had lots of fun.

Conductor P. J. Gallagher was accorded the honor of piloting the first passenger train into Spokane via Marengo.

The cartoonists of the daily papers must be having horrible dreams, as all their efforts are directed along the lines of skeletons, famine and other dreadful features of the European war.

Jim Murphy, machinist at Othello, is again on duty after a two months' vacation.

Brakeman John Webb is now adopting the latest European styles, having one eye in mourning due to contact with the hard part of a caboose when the slack ran out.

Conductor L. J. Terrien is again on the job after several months' absence due to typhoid fever.



**The New Addition to the "Big Family."***V. B. Ross.*

On January 22nd of this year, one of the happiest and best regulated families in the northwest was broken up and scattered afar by the transfer of control of the Idaho & Washington Northern Railroad to the Chicago, Milwaukee & St. Paul Railway. The transfer, naturally, necessitated the moving of the general offices to various departments of the Milwaukee Railway, and severed the companionship of the best lot of "good fellows" that ever associated together.

To those of us that are still on the job at Spirit Lake, (and I feel sure I voice the sentiments of those whose fate it was to seek pastures new), this incident was a most unpleasant one to pass through, the only atonement and consolation being the fact that the "little old road" was passing into mighty good hands, and would be well taken care of.

The spirit of good fellowship that existed on the Idaho & Washington Northern Railroad cannot be exaggerated. Everyone connected with the road, from the president to the wipers in the roundhouse, considered and felt that they were one big family, and all worked with one object in view—the success and prosperity of the I. & W. N. From this it can readily be seen that there is even tragedy connected with the transfer of railroad stock.

While the above sentimentalities cannot probably be fully appreciated by the majority of the readers of this magazine, I feel that these few words will be read by some of the "old boys" who are now on the main line, and thoroughly digested by them.

"The Pend Oreille River Route," as the Idaho & Washington Northern Railroad is known, is one of the more recent acquisitions in the railroad hub which centers in the city of Spokane, Washington. It was built to Newport, Washington, in 1907, and extended down the Pend Oreille River in 1909 to Ione, Washington, and to Metaline Falls the following year. In all, the road traverses a distance of 126 miles, passing eastward through Spokane Valley to McGuires and thence to the terminus at Metaline Falls. In passing northward through Spirit Valley the I. & W. N. serves a district hitherto unreached by other railroads, and extremely rich in timber and fertile farm lands. It also serves Spirit and Twin Lakes, two of the most beautiful mountain lake resorts in all of Spokane's noted lake region.

The great Pend Oreille Valley extending northward from Newport was formerly served only by steamers on the Pend Oreille River, hence its real development was retarded till the coming of the I. & W. N. in 1909. The wonderful natural resources of the district consist of billions of feet of valuable timber, white and western pine, fir, tamarack and cedar, the products of fertile farms, and farther to the north of silver-lead mines and cement.

The many mills which have sprung up along the Pend Oreille River Route are now marketing an enormous output via the I. & W. N. R. R., having, as it does, connections and joint rates with through lines east and west. The I. & W. N. connects with the C., M. & St. P. Ry. and the S. & I E. R. R. at McGuires, the S. I. Ry. at Clagstone and Grand Junction, the Northern Pacific at Rathdrum, and the Great Northern at Newport.

Although originally built for the handling of freight traffic, the I. & W. N. has earned an enviable reputation from the excellence of its passenger equipment and service maintained.

In closing this article, for the benefit of the readers wish to write just a few lines describing the home of the I. & W. N. R. R., one of the best little towns in the Northwest (or, if not appearing too conceited, in the world). Spirit Lake, Idaho, had its inception with the building of the I. & W. N. R. R. The town has a population of more than 1,500, and is ideally situated on the high ground at the east end of the lake at an elevation of 2,552 feet above sea level. Laid out and built upon thoroughly modern lines, the town has fine city water, electric lighting and sewer systems, graded streets and five miles of concrete sidewalks. There are up-to-date stores, four hotels, four churches, excellent school with graded and high school building costing \$33,000, the Herald, a live newspaper, and the Bank of Spirit Lake, with deposits of \$127,000.

The chief industries are the I. & W. N. shops and the big Panhandle Mill. The Panhandle Mill is one of the largest and best equipped in the Northwest, and has a daily capacity of 250,000 feet of lumber for a twenty-four hours' run. The merchantable timber now standing tributary to this mill is estimated at 725,000,000 feet, enough to keep the mill busy for thirty years.

Spirit Lake, from which the town is named, is an exquisite little mountain lake reaching out to the west for a distance of five miles toward the base of Mt. Spokane (old Baldy). Many beautiful summer homes are located along its shores, and it is rapidly becoming the week-end resort for hundreds of pleasure-seeking parties.

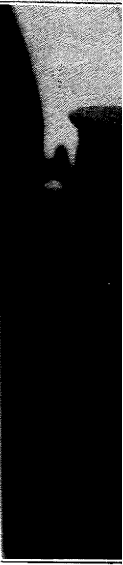
In passing, allow me to extend greetings to all members of the "happy family," and assure the Milwaukee Railway System Employees' Magazine of our heartiest co-operation, and we will do the utmost to keep our allotted space in the magazine filled.

Rail Inspector Griswold of the Illinois Steel Company, accompanied by Roadmasters Dorsey and McGee, made a recent trip over the Columbia Division, inspecting failed rails.

John Hurley, Jr., son of Agent Hurley and wife of Cle Elum, was recently operated on for appendicitis. He is getting along in fine shape.

Dwight Davis, son of Conductor S. W. Davis and wife of Cle Elum, was accidentally shot in the leg while on a trip in the Cascades. He was cared for in a Seattle hospital and is getting along nicely.

Ed Priest, machinist at Othello, is visiting with relatives in Indiana.



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W. P. Warner and T. J. Hamilton at the Pioneer Club Meeting, June, 1914.

### Southern Minnesota Memories.

*C. J. Cawley.*

The C., M. & St. P. was built into Pipestone Nov. 25, 1879, and I came with it. I remember very well the banquet and reception given the railroad boys on that Thanksgiving Day. A fine supper was got up by the citizens and after partaking of the refreshments, speeches were made and the construction crew sang a song. There was a great outburst of applause and they responded by singing several times. I do not remember the song, but I never will forget the chorus: "Joint ahead and center back, Jerry ile the car."

The next day the crew started track laying for Flandreau. Orders were given that they must reach that point by January 1, 1880. There was a purse hung up of \$20,000 in shape of bonds, and that a locomotive must be in Flandreau by that date or the bonds would not be paid. The weather turned cold and stormy and most of the cuts between Pipestone and Airlie had from two to ten feet of snow in them and had to be shoveled out before track could be laid. After track was laid to Airlie, Supt. Egan came in for news and it was bad news he received. A message from the St. Louis Rolling Mills that the balance of the steel could not be furnished for three weeks. He did not say a word, but I saw determination in his face. He came back to the office next morning and said, "Hold all west bound trains at Pipestone until further notice. I will take up five miles of track west of town and have that locomotive in Flandreau Jan. 1, 1880." And he did. They were there at 8 p. m. Dec. 31, 1879. In the face of this great hardship to himself and the construction crew the people of Flandreau had the heart to repudiate the bonds and they never were paid. Flandreau was an even 100 miles from

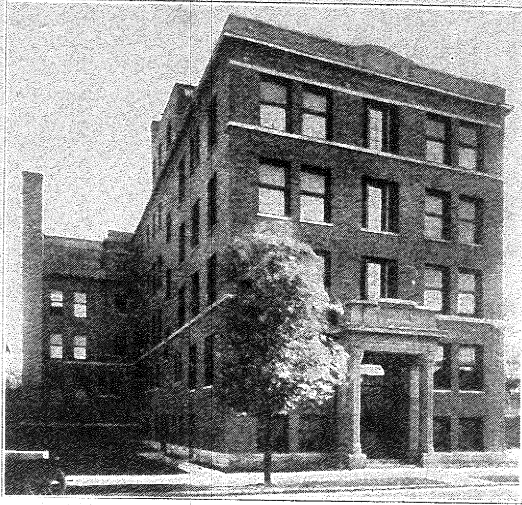
Jackson and was destined to be the division. This act of repudiation changed matters for Flandreau. Egan was started and the division located at Madison. Storms came on and Supt. Egan sent all the crews home and remained himself to arrange water tanks, etc.

I asked Supt. Egan for relief about that time to go east to get married and he said he would send a man to take my place. The great blizzard came on and Supt. Egan as well as myself were snowed in with no trains running west of Fairmont, 106 miles away. Supt. Egan received a message from Mr. Van Horne that he must be in St. Paul as soon as he could get there as a witness in the U. S. court and no way to get there only to walk. He started out with the snow as high as the telegraph poles in one place and down to the track in another. How that man ever walked that distance through that great body of snow is more than ever I could figure out. He told me afterward he crawled on his hands and knees over the Jackson bridge at 3 a. m., afraid to walk in the snow as the valley was level full. He had an iron constitution and great will power. He never was sick a day in his life.

He came back to Pipestone on the first train which was May 1st, with a train of timber and built all bridges and culverts as he came to them. The water had washed them all out. He stepped off at the station and motioned to me to come out of the crowd that had gathered at the station and took me around back of the depot and this is what he said: "Will that girl have you now."

Soon after the line was open for traffic I received a letter from our auditor, Mr. H. G. Haugen (and I want to say that there never was but one H. G. Haugen made, God lost the pattern) that there were fifty-seven cars of coal charged to my station and he wanted a report of the engines that used it, etc. I answered that I came from a lumber country and knew nothing about coal reports or where the coal went to. He said the explanation was not satisfactory, and that I would have to show every engine that used the coal.

Frank Root was a locomotive engineer at that time and he took the coal out in the night to the engines that were working, and to the construction camps and I never knew where the coal went to. However, for the next thirty days I took the number of every engine that came to town and I charged her with all the coal I thought she used, and as the old S. M. had only sixteen or seventeen engines I had quite a balance left to charge up. I figured that if engine No. 14 was running out here that engine No. 13 (unlucky number) would be running on east end. I therefore charged that heavy balance to engine No. 13. Mr. Haugen wrote back a very polite letter, saying the coal report received had balanced perfectly, but that engine No. 13 had gone into the Mississippi river five years ago, and hadn't used any coal since.



### Washington Boulevard Hospital, Chicago.

The employes of The Milwaukee are to be congratulated upon the excellent hospital facilities which are now available for the care of disabled employes in Chicago.

Sixteen years ago the company's chief surgeon, Dr. A. I. Bouffleur, established the Monroe Street Hospital to care for his private patients and those of The Milwaukee, and as the size and appointments of that building were inadequate to meet the demands of the present day Dr. Bouffleur, with the assistance of Dr. B. F. Lounsbury, assistant chief surgeon; Dr. C. D. Wescott, company oculist, and other physicians, erected the Washington Boulevard Hospital.

The new hospital is a large, commodious fireproof building of steel, concrete and brick construction. It is equipped in a strictly up-to-date way in every department. The rooms are all light and airy, heated by steam, lighted by electricity and provided with telephone connections and the latest systems of bedside signals.

The operating rooms are complete and thoroughly up-to-the-minute in every detail. The equipments and service in the X-ray laboratory are superior to those of any hospital in Chicago, and the general laboratory is completely equipped to make the various chemical, microscopical and bacteriological examinations, so essential to accurate diagnosis and adequate treatment.

The hospital is conveniently located on Washington boulevard, corner of Campbell avenue, only four blocks south of our Western avenue station, and is readily accessible by the Oak Park "L" and the Western avenue and Madison street car lines.

The hospital has accommodations for 125 patients and is conducted as a general hospital, caring for all classes of patients excepting those afflicted with insanity or diseases of a contagious nature.

In addition to the attending staff of physicians, surgeons and other specialists a resident staff of four physicians and thirty nurses is maintained to look after the details of the care of patients.

## The Attention of All Agents Is Called to the Following

Circular 1464

The American Railway Association  
National Car Demurrage Rules.

New York City, Sept. 21, 1914.

The following interpretations have been approved as recommended practices:

### Interpretation (New) No. 209.\*—Rule 2, Section A.

**Question**—A consignee has four plants or yards located three or four miles apart in the same switching district and on the same road. Cars are billed flat to this consignee at destination, and held in the break-up or hold-yard of the carrier by reason of lack of information as to which one of the plants delivery is desired. Consignee is notified of arrival and cars are held until ordered to one of the several plants. No additional switching charge is made.

**Should consignee be allowed twenty-four hours for switching orders and then, after car is ordered to one of his plants should forty-eight hours additional be allowed for unloading?**

**Answer**—Consignee should not be allowed twenty-four hours additional time. Cars are held for unloading and not for switching orders, and are subject to the note under Rule 2, Section A.

\*Interpretation formerly numbered 200 has been changed to No. 210.

### Interpretation No. 711—Rule 7, Section B.

Rule 7, Section B, provides: "Refrigerator cars used for shipments of perishable freight, after the expiration of free time allowed, will be subject to the following charges, which are in addition to the charge provided in Section A. For the first two days, \$2 per car per day, or fraction of a day; and for each succeeding day, or fraction of a day, \$3 per car per day will be charged until car is released."

**Question (a)**—What is the proper definition of the term "perishable freight"?

**Answer**—Perishable freight includes any commodity moved or to be moved in refrigerator cars under refrigeration or ventilation or protection from heat or cold.

**Question (b)**—Do the additional charges provided in Section B of Rule 7 apply on refrigerator cars when used for shipments of non-perishable freight?

**Answer**—No.

(See also Interpretation No. 911.)

### Interpretation No. 911—Rule 9. Average Agreement.

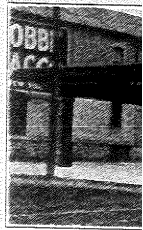
Rule 7, Section B, provides: "Refrigerator cars used for shipments of perishable freight, after the expiration of free time allowed, will be subject to the following charges, which are in addition to the charge provided in Section A. For the first two days, \$2 per car per day, or fraction of a day; and for each succeeding day, or fraction of a day, \$3 per car per day will be charged until car is released."

Rule 9, shipper or consignee, in making agreements with carriers, providing for the care of cars on all cars.

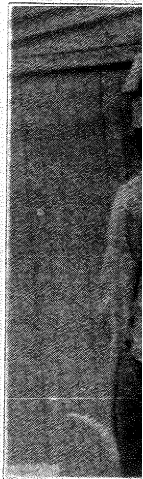
Rule 9, S. of the carrier, days credit total number day charged.

Question—provided in celed by cr Agreement.

Answer—(See also



The new Wisconsin. It is hollow foundation, sill course, window sill, dark face, and the interior tile. The size of the building is 102 feet, and by 27 feet 5 inches. This state cause of the



P. J. Kenney, superintendent of the Rock Island, was in 1879 at the time of the construction of the building. Mr. Kenney is now at Rock Island.



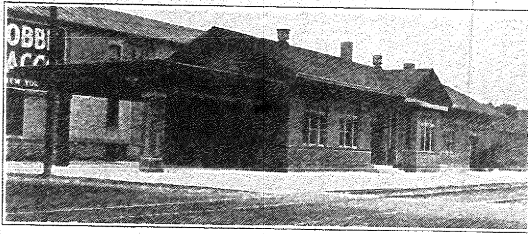
Rule 9, Preamble, provides: "When a shipper or receiver enters into the following agreement, the charge for detention to cars, provided for by Section A of Rule 7, on all cars held for loading or unloading \* \* \*"

Rule 9, Section B, provides: "At the end of the calendar month the total number of days credited will be deducted from the total number of days debited, and \$1 per day charged for the remainder. \* \* \*"

Question—May the additional charges provided in Section B, Rule 7, be canceled by credits earned under the average Agreement?

Answer—No.

(See also Interpretation No. 711.)

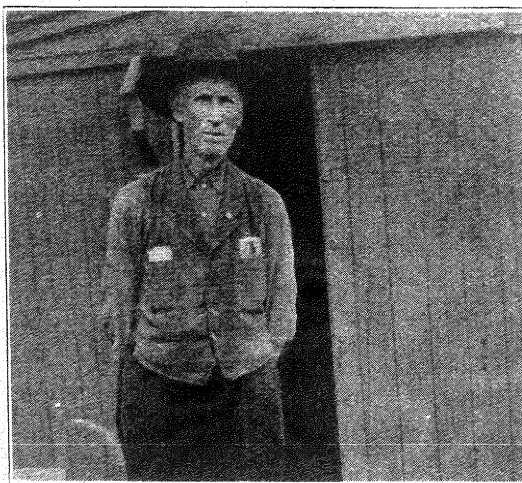


The new passenger station at Stoughton, Wisconsin, was recently completed.

It is hollow tile construction on concrete foundation, using 10-inch tile to the window sill course and 8-inch tile above. The cap, window sill and water table courses are of a dark face brick. Exterior finish of stucco and the interior plaster are directly on the tile. The roof is of shingle tile.

The size of the depot is 27 feet 6 inches by 102 feet, and the pavilion is 21 feet 6 inches by 27 feet 5 inches.

This station is of particular interest because of the new style of construction.



P. J. Kenney, car repairer, entered the service in 1879 at Rock Island. D. A. Olin was then superintendent, A. E. Eddie general car foreman, J. W. Taylor master mechanic, and I. B. Dutcher was agent at Rock Island.

Mr. Kenney is still employed as car repairer at Rock Island.

#### Address of Mr. J. F. De Voy.

Asst. Supt. Motive Power.

To the Traveling Engineers' Association, September, 1914.

Secretary Thompson of your association has assigned for my address the subject, "The Traveling Engineer." While it is not difficult for me to speak to individual members of your organization, yet it seems to me, in view of the splendid work which has been done by the traveling engineer, that I might properly call to your attention some of the conditions existing on American railroads today. I do not do this with a view of fault-finding or charging that any of you are either directly or indirectly responsible for the conditions; but merely to express my opinion that this association must go farther in its efforts to handle railroad business with the least possible amount of expense, before it has entirely fulfilled its obligations, not only to the railroads, but to the entire country.

Railroad earnings have continued to make an unsatisfactory showing. Final reports show gross earnings for May to have declined twenty-six millions as compared with last year and net earnings to have declined nearly sixteen millions. Gross earnings for June for 116 roads were \$149,000,000 compared with \$157,000,000 last year and net earnings were only \$42,000,000 compared with \$45,000,000 a year ago. Preliminary reports indicate that July gross earnings fell about 5 per cent below July of the previous year. Gross earnings of all roads so far reported for the first seven months of the year are 6 per cent below the same period of 1913. The falling off in earnings has taken place in all parts of the country and on nearly all roads. The small freight rate advances permitted by the recent ruling of the Interstate Commerce Commission will not be sufficient to change this situation to any appreciable degree. The general crop movement will help the railroads, but the wheat and cotton movement to seaboard will be slower because of difficulties attending the exporting of any commodity. During the past five years freight rates per ton mile have decreased about 4 per cent, while the average daily wage of railroad employes has increased about 14 per cent. This leaves an item of something like \$250,000,000 to be offset by more economical management. We are not prepared to believe that the management of railroads generally has been so profligate that \$250,000,000 can be saved in a year by better management, and this without in any way crippling the service.

There is no question but what your association has helped by better methods and management to make up some of the losses in the earnings due to increased taxes and higher rates for material and wages, but the fact still remains that the difference between the expenditure and earnings of

the railroad companies from different causes has been unsatisfactory.

From the best records available, I get the following: The railroad with which I am associated has, since the year 1875, reduced its average rate of transportation from 2½ cents per ton per mile down to a rate of 79/100 cents per ton per mile for the year which closed with June 30, 1913. I have not seen the rates for the last year—these will be published in a short time—but you can almost say, without having seen the report, that the rates will have been lowered below the 79/100 cents. You will see from this that the road now receives an amount equal to only one-third for the unit of service as compared with 1875.

Can you think of any other commodity that is today sold at any such a depreciated rate? When these matters are referred to, the answer will probably be that your railroad is vastly over-capitalized, and that you are looking for a return on a fictitious capital, but these statements are made without a true knowledge of the facts. We usually look to Europe when considering cheaper costs of manufacture, largely due to the fact that labor has always been at a much lower rate in those countries, and they being the large users of the surplus commodities of the world, fix the price for the world on such commodities. The capitalization of the railroads in the United States as compared with the European countries is for England about four to one, and for the continent of Europe from two and three to one. When we consider the value of an article, there may be several different ways in arriving at an understanding, either that somebody wants that article so urgently that they are willing to pay an unreasonable price, or that the price is compared with what other articles of the same kind are manufactured or sold for in the world, and it is on this latter basis that the rates of capitalization of railroads in this country compare with those in Europe.

As to the rate received for transportation: A year ago the average rates for all the railroads in the United States was 75/100 cents per ton per mile for moving freight. In England they receive 2½ cents, in Germany 1 44/100 cents and in France 1 39/100 cents. If the rates received in the United States were equal to that paid in the European countries, the railroads here could readily meet almost any demand that might be made upon them so far as taxation, rates of pay, etc., go, and still pay a reasonable dividend on the investment in the property.

It may be that these facts which I have put before you do not get directly to the point which I am attempting to make, namely, my own personal thought that until such time as organizations similar to yours take a hand in the management of affairs other than directly pertinent to your business, there will be no true equalization of the difficulties which seem to me must

come to all railroad business. It is this condition, which, all who are working along lines to better general conditions, must keep uppermost in mind, and do their share to educate the people up to a full and proper understanding of the true conditions that prevail in your line of business.

I shall, therefore, leave these few figures before you and start directly on the subject which has been assigned to me.

If the information I have been able to obtain is correct, and I think it is, it was about twenty-five years ago when the first traveling engineers were used on the railroads in this section of the country.

Operating conditions then were rapidly changing, due to changes from smaller to larger power, larger number of trains operated over the same stretch of track, capacity and weight of cars increased and new appliances were being put into general use. The air brake was being rapidly developed into a highly sensitive and complicated apparatus. Improved injectors, lubricators, sanding devices and other new auxiliaries were being put into use. Longer and heavier trains were being handled and the responsibility for the handling of a train was gradually placed entirely with the man on the head end.

The change from a few to many engine men on any specified division brought about a condition where it was impossible for the master mechanic and the superintendent to come into as close contact with the individual engine man as was necessary for economical and safe operation. In other words, there was a gradual drifting apart or widening of the gulf between the engine men and their immediate superiors, the master mechanic and the division superintendent. These conditions were responsible for the creation of the office of traveling engineer.

At first the duties of the traveling engineers were not very well defined, but after a time it became very apparent that it was necessary to leave to these new officials several things which had previously been handled by other officials. On some roads this office has been developed until the title "Traveling Engineer" would not fit in with the duties of the position and they have more properly applied the title "Road Foreman of Engines."

In looking over the requirements and duties of a traveling engineer on the various roads, I find there is a lack of uniformity as to just what is required of him. In general, it may be said he is expected to instruct new men, to correct the faults of those longer in the service, to investigate cases of improper work of engine men, to investigate failures in the service over which engine men themselves have no control, to observe and report on the operation of new devices and special equipment and to report on the limitations of power with respect to its ability to handle any particular service.

Some railroad companies have gone farther than this and we find traveling engineers with title of "Road Foreman of En-

gines" taking house foreman relation to firemen and men.

In order successful travel he must be that are not engine. The have the se ing engine great deal for the pl various th manner. be capable engine me be able to not tend to to get fro forts. He superior of that when man in the performan equipment, ing actual final.

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gines" taking over the duties that roundhouse foremen have on other lines with relation to the assigning of engineers and firemen and to the hiring of new engine men.

In order for an engineer to become a successful traveling engineer, it is evident that he must be able to do many things well that are not required of a man running an engine. The motive power officials who have the selection and appointing of traveling engineers, must give this question a great deal of thought in order to get men for the place who will be able to do the various things required in a satisfactory manner. The man selected must himself be capable of doing what he expects of the engine men he is instructing and he must be able to do this in a manner which will not tend to antagonize the engine men and to get from them their best possible efforts. He must be a man in whom his superior officers have absolute confidence so that when he makes a report on an engine man in the operation of an engine, or the performance of any locomotive or special equipment, it will be received as representing actual conditions and considered as final.

After a man has been running an engine for a number of years it is not always the easiest thing for him to view conditions from the standpoint of the superintendent as well as that of an engine man in the service, or the head of the motive power department. A gathering of traveling engineers, therefore, represents the best talent in the body of locomotive engineers and it is with great pleasure that I am permitted to address your association today.

Opinions differ greatly as to the territory, the number of engines and men which should be assigned to any one traveling engineer. There are two extremes. One is a case where there is one traveling engineer for a number of divisions with so many men that he never becomes thoroughly acquainted with more than a very few of them. In such cases, there is usually so much special work to do—looking after new equipment, working on the most important trains, that the traveling engineer has very little time to ride with and instruct the men who very often are very much in need of assistance. The other extreme is where the assignment is such that he can ride with each and every crew every two or three weeks. It is my opinion that best results are obtained with a system making it possible for a traveling engineer to ride with each crew and engine at least once a month. His territory should not be so great but what he can get to any part of it in a few hours. Very often an engine crew makes a poor performance due to lack of error in judgment, and where it is possible to have a traveling engineer ride with that crew on its next trip, a correction can be effected and subsequent delays or trouble avoided. I know of many instances where engine men have been performing unsatisfactorily day after day and their poor

performances could have been changed into good work had a traveling engineer been available to ride with and instruct them at the beginning of their troubles.

In looking over the requirements of some roads, I note that the same burden of making numerous written reports is imposed upon traveling engineers as on the other officials. The fewer reports required, the better results. It is much more gratifying or satisfactory to motive power and operating officials to secure a short report from a traveling engineer advising of corrections made or matters adjusted, than to have a long detailed report of every move made. A traveling engineer who can himself improve conditions is much more valuable to any railroad company than one who is continually telling his superiors what someone else in another department should do.

I believe that a traveling engineer should be allowed a great deal of latitude in selecting the men he rides with. He should keep in touch at all times when on the road, with the train dispatcher, so that in case anything occurs, requiring his services, he can be promptly notified. He should keep in close touch with the roundhouse foreman and the roundhouse force and when he finds a locomotive which requires attention, he should not be satisfied by making a report to the foreman, but he should stick around and see that the work is done. There are altogether too many reports being made by all classes of officials and not enough attention is being given to the bettering of bad conditions instead of only writing about them.

A traveling engineer should not lose heart or interest in his work when he finds it impossible to have everything done that he would like to see done. There are a great many defects on locomotives reported by engineers which are given prompt and proper attention by the roundhouse force and it is not always well for a traveling engineer to duplicate these reports as it often antagonizes the roundhouse foreman and his force.

I do not believe the best results are obtained by having the traveling engineer spend too much of his time investigating cases of failure and delay. He can do more good working with the men in lining them up to prevent similar failures and delays. It has been said that the roundhouse foreman and the train dispatcher run a railroad. It is true that what a good trainmaster is to the operating department, a traveling engineer is to the motive power department. Show me a railroad company which has first-class men for train dispatchers, trainmasters, traveling engineers and roundhouse foremen, and I will show you a railroad which is being operated safely and economically.

When the boss wants something done it simplifies matters to let him have his own way.—Exchange.



## Smiles



### His Health Was Impaired.

The undersigned laborer at C., M. & St. P. R. R. Co. in the extra gang No. 7. I am working during the last for (4) months in this R. R. Co. and I am continuing to work yet. Myself I am of ill-helth and the wether of this state may be could not be favorable to me. Alloyes here in the U. States I have been working in the factories, I decided to try out door life, but I see it is worst for me here. I beged our foreman that he reportes to you about me, so yourself as supreme administrator of this Devision you would be kind to suply me a pass so I could be able to go back untill Chicago, Ill. where I camme from. The foreman did not paid attention to my complains, answering to me so: "Here are many Hospitals you could be treted there." I am sure that I have a pass dependes in your power and your will. So I apply and I clame to you to have pity for me and I thing you would do one service of humanity to me if you kindly please to let me have a pass from Lewistown, Mont. to Chicago, Ill. in this way you save me and myself I could reestablish my lost helth. Relying in your noble sensebility, I hope that you wouldn't let me to suffere any more in illness and misery. I trust to you that you will make me this favor the soonest possible.

I remain respectfully yours very trully.

### Business.

I ax old Mistah Honey Bee  
How business is today,  
I ax de fishes in de sea,  
I ax de birds at play.  
An' all of 'em, dey made reply,  
"We got so much to do,  
De Sun slips clear off de sky  
Befo' our work is through."

I say, "Oh, Bee an' Fish an' Bird,  
You's livin' in a drcam,  
I spects dat you all hasn' heard  
How skyahrt de white folks seem!"  
Den says dat bee, "Too long I's stood  
A-talking here wif you.  
No business kin be any good  
Dat don't git 'tended to."

—Washington Star.

Young Hibbard was exhibiting some photographs to a charming society girl, with whom he was very much in love.

"This one," he said, handing her a picture, "is my photo with my two French poodles. Can you recognize me?"

"Why, yes, I think so," replied the young woman, looking intently at the picture. "You are the one with the hat on, are you not?"—Exchange.

Anything to amuse the small people.

A woman, leading a little boy, said to the ticket agent in a railroad station:

"What is the fare to Monmouth?"

"Thirty cents," the agent answered. "I've told you that eight times, now," he added, mildly.

"I know you have," the woman answered, smiling; "but little Willie likes to see you come to the window. He says it reminds him of the Zoo."—Los Angeles Times.

As the early morning Missouri Pacific train out of Kansas City drew up at a station one morning, a pleasant-looking old gentleman stepped out on the platform, and, inhaling the fresh air, enthusiastically observed to the brakeman:

"Isn't this invigorating?"

"No, sir," replied the conscientious employe, "it's Pleasant Hill."—Exchange.

Pierrette—"What was Mrs. T. Smith-Hulligan supposed to represent?"

Pierrot—"Judging from that long, trailing split skirt she had on, I should say an observation train."—Life.

Little Boy, at booking office—"I want a return ticket, please."

Booking Clerk—"Where to?"

Little Boy—"Why, back here, of course."—Exchange.

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## At Home

*Anna M. Scott, Editor.*



Dorothy Louise Peck, Three Years Old.

### Vacation Book.

Who has not felt the need of a book in which to store away notes of interest concerning one's vacation? You can imagine what pleasure it would be in years to come, when turning the leaves of such a pretty souvenir as a vacation book. It can be made of tinted cardboard, beautifully printed in colors, and contains appropriate headings under which both yourself and your friends are expected to record whatever incidents of the trip have given you pleasure and helped to make your vacation a pleasant one. Among the subjects suggested may be mentioned the following: "Arrival and First Impressions," "Walks and Drives," "Social Events," etc. Besides these there are several pages given up to a diary.

One very attractive book I saw was of green linen, embroidered. The design was sweet peas, and it was done in outline stitch. The book was tied together with pink ribbon three-fourths inch in width. The method of mounting the embroidered cover is that of all books of this kind, which is the same as when covering a book with paper. This makes a very pretty Christmas present.

### One Woman's Success with Chickens.

Every man and woman, in these strenuous times, is concerned with the high cost of living, and casting about to find some means of relieving the pressure on the pocket-book; and while, perhaps, more people fail than succeed in attempting some course wherein they are totally lacking in experience, I have had much pleasure in following the work of one woman who grasped the horns of the dilemma and won a measure of success in poultry.

This woman is an employe of The Milwaukee living in a small town, and here is her narrative of procedure, with its results:

"I started out on my poultry career as utterly ignorant of the subject as one could imagine. But I found some good ideas and illustrations in a poultry journal, and also sent to the Department of Agriculture at the University of Illinois for whatever literature they might have for distribution on the subject. From these I learned that the best successes invariably came from the small flock—small enough, that is, for one person to care for and give it all the attention needful. I also learned that the low, "cozy" chicken-house facing the south and with open front was an ideal home for the flock. I, therefore, drew my plan for a house 6x10 feet on the ground, 5 feet high on the front, the roof sloping back to a 4-foot height on the back. At the front I put two window sash, with an opening between, and outside directly beneath this I arranged for a low winter scratch pen on the south front, with a sloping glass roof on hinges. The area of the scratch pen was 2x10, giving me that much additional room for the flock to move about, as well as to scratch, when the weather was too cold or stormy to permit of their being out in the chicken yard. The sash in the roof let in sunlight and made their little winter play-yard very warm and comfortable. The interior of the house was fitted with roosts at one end, as close up under the roof as possible, with a slanting drop-board beneath them. This board sloped to the end wall, where a trap door in the wall lifted to allow of it being cleaned thoroughly. The nests were covered and placed on the south wall, beneath the fresh-air opening and the two window sash, facing inward, making them quite dark, a feature of nests which is very popular with Mrs. Hen.

"The door into the house opened on the end wall opposite the roosts. There I had a compact and perfectly convenient abode for the flock. Old boxes were utilized for the nests, scraps of lumber and boxes for the roosts and drop boards, and the lumber and sash purchased amounted to a little over fifteen dollars, Chicago prices. A good



space was set off for the chicken yard, and fenced in with six-foot wire fencing, with gates on two sides. This was so that if I wished to fence off a portion of the yard for the purpose of separating the flock at any time, access to both yards would still be easy. The lumber and wire fencing for the yard cost in the neighborhood of seven dollars. The labor was performed by the boy of the family, with what help I could give him.

"Now for the flock: Of course I was advised to get Leghorns, Orpingtons, Wyandottes, Rhode Island Reds, Langshans, etc., but no one hereabouts had a good word to say for the Barred Plymouth Rocks. I, however, had a leaning to the Rocks, probably because of their name, for I did not know anything whatever of the merits of any of the varieties. I first bought four Wyandotte hens which I was able to pick up, and, as they were laying, started with them. They cost \$3. Then I bought three Single Comb Rhode Island Red pullets, costing \$3, and six Barred Rock pullets, costing \$5. This was in September, one year ago. The hens laid steadily, two and four a day, up to about January 1, when the pullets commenced laying. After that the Wyandottes were killed for the table, and the Reds and Rocks did yeoman service throughout the winter. You see, there were nine of them, and not one week have I missed selling two dozen eggs, at the top price, besides having all I wanted for my family use. During the winter I received fifty and forty-five cents a dozen, and at no time less than twenty-five cents. In the early winter I bought a Rock rooster, of good, vigorous stock, paying \$1 for him, and in the latter part of March we set fifteen eggs with one of the Rhode Island Red hens. This breed are great 'setters,' and it is almost impossible to 'break them up' when they once become broody. From this hatching, which came out April 14, I got only three pullets and seven roosters. The balance of the eggs did not hatch, probably because of the cold weather and the impossibility of the young hen covering so many eggs. However, the ten chicks were as bright as possible, and as the hen had been sitting in an old sugar barrel placed side down on the ground, out of doors, the

youngsters were hardy and thrive from the first. One month later I put another setting of fifteen under a Rock hen, and hatched fourteen, getting six pullets. After that when any of the hens became broody they were put in prison for a few days and soon started laying again. You see, it is the aim to keep a small flock, and I had as large a family in the henhouse as I felt could be cared for without interfering with other necessary pursuits.

"Now, the success of this flock is plainly due to the good care they have, for other flocks around me owned by people who do not read the 'poultry books' have not and are not doing anywhere near as well as this one. I now have gotten rid of the Reds and have only the Barred Rocks—six old hens, nine pullets and a few cockerels that are to be sent to the table sooner or later. From the first hatching I had one pullet that commenced to lay when not quite five months old, and two that were laying at six months. The others, which were hatched about the middle of May, are not laying yet, but will be before December, if all goes well. So that now, when the old hens are moulting, there are three pullets on the job right along, and an occasional egg from one of the elderly ladies.

"Now about the care: During the winter they were fed cracked scratch grains twice a day, which I bought already mixed in the proper proportions. This is the best plan for the small flock, because it is a balanced ration. I used Red Comb and Globe Scratch Feed all winter and during the coldest weather threw in an extra handful or two of whole corn with the afternoon feed. The morning feed was scattered under the straw in the house at night after they had gone to roost, so that as soon as they were about in the morning they had something to scratch for, and so kept themselves warm. At noon they were fed a warm dinner of table scraps—potato skins cooked up with drippings, or any other vegetable parings treated in the same way. With this was stirred in enough of prepared dry mash, of which there are several varieties on the market, to make a crumbly mash. The chickens were always crazy to get this ration, and, as it has all the ingredients for egg production, I gave them a good allowance. Also about every second day I gave them a tray of sprouted oats, which furnished them with the necessary green stuff. The water cans were also filled three times each day with tepid water. This sounds like a great deal of work, but none of it takes much time, and the condition of the hens certainly more than repays one for the trouble. The oats were sprouted in trays that stood alongside the furnace in the basement. Enough oats were spread over the trays to make a thin covering, and then watered once every day. In about seven days the oats are ready to feed to the chickens.

"Every Saturday morning the boy of the family cleaned the drop boards, and once in two weeks raked out the old straw from

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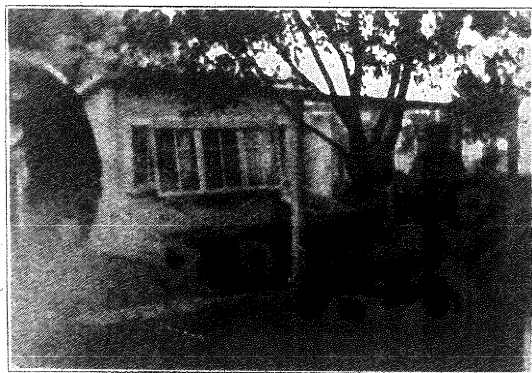
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Scratch Pen Raised.



house and scratch yard, putting in fresh. This gave the flock a perfectly clean and sanitary house to live in, and no matter how cold or inclement the weather the hens were always comfortable and happy, and always sang their little songs of welcome whenever anyone had occasion to visit them. When spring came on the two sash in front were taken out, making the entire south exposure open, the trap to the drop board was lifted and the outside door of the house taken off and a wire door put there instead. This gave a completely open house, while the glass roof to the scratch-yard was also removed, so that all summer the hens and chicks have practically lived out of doors. Every Saturday the interior of the house has been sprayed with kerosene, and it has also been sprayed once with whitewash. There is, therefore, absolutely no chance of the flock being infested with vermin, and I have never had to dust them with insect powder, except when the brood hens came off the nests with their hatching. These were dusted as a measure of protection to the youngsters. Once a week, also, half of the chicken yard is spaded up, so that it will not become sour and so the flock can always have good dusting and scratching. They also have grass every morning and all the green stuff from the garden that is not used on the table. They have had the table scraps all summer, but no egg mash—they were doing so well they did not need it. There is nothing any better for chickens than table scraps and cleanliness. To the latter I place the credit of what success I have had with a small flock of Barred Rocks; and I may say, in conclusion, I am confirmed in my faith in the Plymouth Rock hen."

#### Pretty Boudoir Cap.

One of the newest boudoir caps is the Dutch cap. A very dainty one I saw was made of cream all-over lace in a lovely shadow pattern over another cap, a lining of cream net. The cap itself was softly gathered, and the turned back flap, which in most Dutch caps is cut perfectly plain and straight, is of the same shape, but shirred softly in half-inch rows. White satin wire is used to wire the flap about its edges to keep it in place. The three edges of this flap, meaning the back and two sides, were edged with lace.

#### A Few Suggestions.

A garment container is admirable to protect clothes against dust or moths. It is made of cretonne or chintz and is long enough to hold several garments. It is conveniently fitted with a strong hook at the top, by which it can be hung from a peg.

Buy cheap nickle or aluminum spoons, both table and tea, bend back the handles like those on baby spoons and keep a teaspoon each in tea canister, baking powder can, mustard can, etc., and a tablespoon in coffee, rice, starch and other such containers. You will find them great time savers.

When your bread or rolls rise before you are ready to bake them you may wait as long as you please if you will place the pans of dough in the refrigerator. The cold will prevent the bread from rising any more or souring.

Before washing fine lace or muslin collars or cuffs baste them to a piece of heavier muslin and they will not be apt to stretch or tear in the process of laundering.

Garments that have become yellow from disuse may be made white again by washing and boiling in water to which has been added cream of tartar, two tablespoons to one gallon of water.

Delicate glass and china must not be exposed to extremes of heat and cold, but should be gently heated before hot food is put into them.

#### Good Things to Eat.

**Breast of Mutton, Tomato Sauce**—Boil breast of mutton slowly, adding two carrots, two onions, celery and small bay leaf. Cook one and a half to two hours, according to age of mutton. Season one-half hour before done. Take from fire and remove bones without breaking meat in pieces. Place with some stock between two dishes under a weight until cold. Strain and save remainder of stock for soup. An hour before dinner stand mutton in oven until warm. Remove, score top, rub in a mixture of one egg, chopped parsley, grated onion, salt, pepper and pinch of tobasco. Over all sift fine bread crumbs, dot with butter and brown well. It will take about twenty to thirty minutes. Serve with tomato sauce.

**Pineapple Delight**—Boil two tablespoons of rice until soft and then drain. Dissolve one tablespoonful of gelatin in two cups of boiling water or pineapple juice, then add sugar to taste and the rice. Cool slightly, then add pinch of salt, one cupful of chopped pineapple and one cupful whipped cream. When entirely cold serve in dainty glasses with a cherry on top of each.

**Curry Salad**—Cream together one cream cheese, one tablespoon of butter and a half a teaspoon of curry powder. Serve on lettuce with a French dressing.

**Spice Cake**—One cupful sour cream, one cupful sugar, one-half cupful crushed walnut meats, one level teaspoon of soda, baking powder and salt, one beaten egg, enough flour for a stiff batter, spice to taste. The cake should be baked in a slow oven until double in size, then the heat should be turned on to finish.

**Quick Cake**—One-third cupful soft butter, one and one-third cupfuls brown sugar, two eggs, one-half cupful milk, one and three-quarters cupful flour, three teaspoons baking powder, one-half teaspoon cinnamon, one-half teaspoon grated nutmeg, one-half pound dates stoned and cut in pieces. Put ingredients in a bowl and beat all together for three minutes, using a wooden cake spoon. Bake in a buttered and floured cake pan thirty-five to forty minutes. If direc-

tions are followed this makes a very nice cake, but if ingredients are added separately it will not prove a success.

**Creamed Cauliflower**—Two cups cooked cauliflower, two cupfuls milk, one teaspoon salt, one-third teaspoon pepper, one tablespoon butter, one-half tablespoon flour, three slices toasted bread. Break cauliflower into branches and season with half the salt and pepper. Put butter into saucepan. When hot add the flour and stir until smooth, then add milk, stirring all the time. When sauce boils add salt, pepper and cauliflower. Cook ten minutes; serve on toast.

#### Household Hints.

Special cloths for cleaning tub, bowl and faucets should hang on a row of hooks fastened behind the tub, where they will be out of sight and yet easily accessible.

Kerosene is excellent to use in cleaning porcelain bowls and tubs. Apply it with a woolen cloth to take off brown water stains. Afterwards wash with warm water.

When possible, have a glass bathroom shelf for bottles, tooth powder, etc. If this is out of the question, cover a pine shelf with white enameled oil-cloth, tacked on smoothly, or get the handy man to give it three coats of white enamel paint.

#### Let Us Smile.

There is no room for sadness when we see  
a cheery smile;  
It always has the same good look—it's never  
out of style.  
It nerves us on to try again when failure  
makes us blue;  
The dimples of encouragement are good for  
me and you;  
It pays a higher interest, for it is merely  
lent—  
It's worth a million dollars and doesn't cost  
a cent. —The Lariat.

An Irishman who was too old for active work was offered the position of crossing tender at a small railroad station. He looked dubious as the duties of the office were explained to him and the meaning of the various flags was clearly stated.

"In the case of danger with a train coming, of course, you wave the red flag," said his friend, proceeding with his explanation.

A hard old hand grasped his arm.

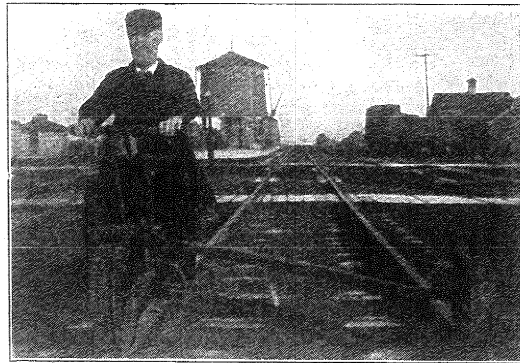
"Man, dear, it'll never do," said Patrick, shaking his head solemnly. "I could never trust myself to remember to wave a red flag when there was a green wan handy."—Current Literature.

#### Heard in the Dispatcher's Office.

On second thought, guess we had better omit what we heard, as it might shock some of our suffragette employees. If any employe cares to guess, to the winner we will award a year's subscription to the Employes' Magazine. Contest closes November 5.

## A Record Run

On October 4th a record run with a silk train was made on the West Division. Conductor C. S. Jones and crew—Engineer Beattie and Fireman B. Rust, Engine 8010—left Lax at 1:15 p. m. with fifty-nine cars, arriving at Portage at 4:50 p. m. One shipment of twenty-eight cars of cattle, owned by Mr. Sullivan, shipped from Square Butte, Mont., was a part of this train. Mr. Sullivan had this to say: "I drove my cattle seventy-five miles to ship over the C., M. & St. P., this being the first shipment I have ever given this road. In all my shipping experience this is the best run I ever had. I am certainly pleased with the service given me by this road."



Line Repairer, Henry McConnell

Green Bay.

Dear Editor:

Another month has passed and our magazine has arrived and been read with pleasure, although a little disappointed that I do not see more about the good and faithful men on the old Superior Division of the Milwaukee road. So I will start by giving you an item of one of the most faithful men they have on this division. Henry McConnell, line repairer, was given this division on the first day of August, 1880, taking the place of Charles Persons. Mr. McConnell has been in constant service ever since, only asking for a leave of absence for three days in all those years. Mr. McConnell has constructed the entire line from Milwaukee to Ontonagon, Mich. The most of the line work was in the winters of 1883 and 1884, when snow was three and four feet deep in the north country, and many a night the men were obliged to walk four and six miles to a logging camp for supper. Mr. McConnell says he put in many hard days and got many hard knocks, but "the Superior Division for me" is one of his favorite sayings. He is one of four brothers, all telegraph repair men; Henry, of Green Bay; Alec, of construction crew out of Milwaukee; John, of Tacoma, Wash., and Will McConnell, on the Green Bay and Western Railroad.

Hoping you will find room for some of this in the magazine, and also father's picture, which I enclose, and oblige,

Martha McConnell.

# Hamilton Watch

*"The Railroad Timekeeper of America"*

## The Watch

that Goes Hand in Hand with

## "Safety First"

It is more than just chance that makes the Hamilton Watch the standby of thousands of veteran railroad men who wear the Safety First Buttons. Hamilton accuracy and long, reliable service, year after year, are responsible for this.

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 alone (in Canada \$12.50) up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new railroad watches.

To the left of the Pennsylvania Safety First Emblem is Conductor C. C. Hottenstein; and to the right, Conductor W. L. Hottenstein. Both are Pennsylvania men who have carried Hamilton watches for years with perfect satisfaction.

Below, Conductor E. Davis and Engineer W. R. Henry, of the Santa Fe. Both have carried Hamilton watches for years with perfect satisfaction.

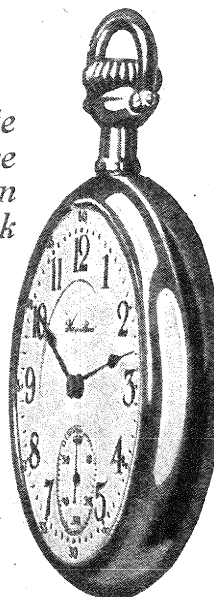
Write for the Hamilton Watch Book "The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information

**HAMILTON WATCH COMPANY**

Lancaster, Pennsylvania

*Master Builders of Accurate Timepieces*





# Get Together

## The Prospective Heavy Travel in 1915.

Ever since the war storm broke over Europe the prevailing and growing expectation is that the railways of this country may look forward to and prepare for a heavy passenger traffic next year. This is especially true of the trans-continental routes, for the two California expositions in operation during most of the year (the San Diego Exposition the entire twelve months) will attract great numbers of people from every section of this country, many of whom have been in the habit of going over seas for their vacation travels. The European jaunt will, in all likelihood, be fraught with some terrors and much inconvenience for some time to come, even though the war should not last through to another summer; but the American is a confirmed "gadabout," and if he can't go abroad he will be certain to set about seeing America, and the coming year will be our opportunity to show him his native land, and make him feel that he never traveled so happily and comfortably before, or ever beheld in any quarter of the globe such wonders and beauties as are right here in "His own, his native land." The September number of the Agents' Bulletin, issued by the Missouri Pacific Railway, has a timely article on "America's Opportunity in 1915," showing that the railroad agent will have an important part to play in helping Americans to see America. Railroad agents all over the country will be called upon to assist these travelers in planning their trips, and The Bulletin recommends its readers to study with more than ordinary care the routes and desirable features of Californian trips, so as to be as helpful as possible and so as to co-operate to the fullest in securing for their line its share of the traffic.



This is the best possible means of cooperation, not only for ticket agents, but for all employes truly interested in the welfare of the company. Trainmen, in particular, will have opportunities to point out to travelers the advantages of our trans-continental routes and the superior service of our coast trains, and so on, in every department—let every man constitute himself a committee of one to induce travel our way. We have a fine through train to San Francisco each day, and our share of the through rate helps to pay salaries; while we have, as every one knows, two of the most perfectly appointed trans-continental trains in existence between Chicago and Seattle and Tacoma, where every penny of the rate is ours, and the attractions of the Puget Sound country are unsurpassed. California is as charming in summer as in winter, and San Francisco and San Diego are as joyous in July as in January, so that tourists may avail themselves of our train service and our scenic route to Puget Sound points, enjoy the rare delights of the summer months in that country and go on to California for the expositions, returning via the California line, or reverse the order and return via the northern route. There are an almost endless number of route combinations and stopovers for these trips, on all of which agents should be especially well posted, and other employes could do well to study.

There will be, moreover, many opportunities to induce travel over our lines to intermediate cities, towns, resorts, lakes, national parks and other attractive spots scattered everywhere throughout the middle western states. As long as it seems probable that for the coming year, at least, Americans will travel in America, let us all interest ourselves to see that as many as possible travel on The Milwaukee. The Magazine will shortly publish a descriptive story of the Panama-Pacific Exposition in San Francisco and the Panama California Exposition in San Diego, and every month hereafter will have at least one picture of some beauty spot along our lines.



**Turn Disappointment Into Delight**

**Come to the Big West**

War Time "Ads" Used by Our Passenger Department.

## The Railro

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**The Railroad's Duty in Serving the Public.**

In a leaflet issued by the Pennsylvania Railroad, devoted to "Information for Employees and the Public," the question of the duty of a railroad company to instruct shippers how to pack goods in order to secure the lowest freight charge is taken up, and a case in point is used as illustration:

"Is it the duty of the railroad to instruct shippers how to pack their goods in order to secure the lowest freight charges?"

This pointed question was put up to Pennsylvania Railroad freight traffic officers at a recent meeting by one of their number. He wanted to know the company's policy on the subject, if it had one. If not, he wanted a policy established.

The following case is what brought up the question.

A shipper sent a less-than-carload consignment of bulk freight, approximating 7,000 pounds in weight, to the South. The railroad regulations do not permit the loading of less than carload lots of goods in bulk, as when so loaded they may injure other freight in the car. Therefore, as the shipper delivered his goods to the railroad, to be forwarded in bulk, it was necessary to give him the exclusive use of a car, and to charge freight on the basis of the minimum weight for a car, in this case 36,000 pounds.

If, however, the shipper had packed the goods in barrels or boxes, he would not have been charged for the minimum carload weight, but for the actual weight, and the freight charges would have been much less than the carload rate.

But the shipper didn't know the difference. The result was that it cost him some \$200 more for freight charges than he needed to pay, simply because he apparently didn't know about the rates and requirements as to bulk freight.

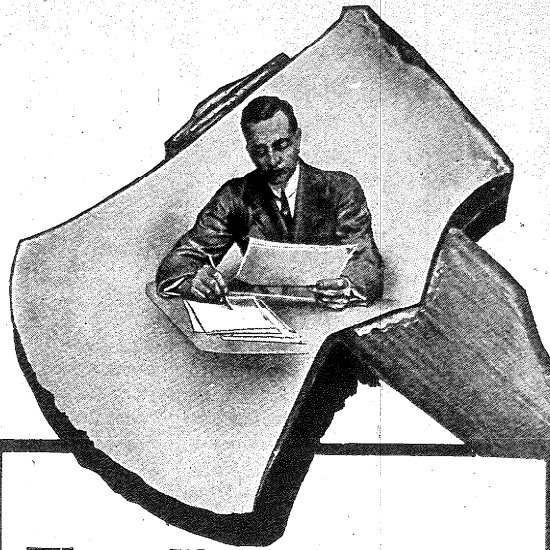
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Every freight rate is published and filed with the Interstate Commerce Commission. The railroad takes the orders of shippers and must carry out their instructions under the published tariffs or rates. It is not incumbent on the carrier, under the law, to give any advice to the shipper. But when the facts in the case mentioned were considered, this—in the official language of the minutes—is what the Pennsylvania Railroad freight traffic officers—the men who are dealing with shippers every day, trying to help them solve their problems—decided to be the policy of the Company:

"When possible, as a matter of courtesy, shippers should be informed as to the proper method of packing and loading to enable them to get the advantage of the lowest freight charges."

**The Monthly Bulletin.**

The Monthly Bulletin issued by our Passenger Department is becoming a recognized and valuable help to ticket agents, both on the line and in foreign territory. It is full of news relative to new tariffs, passenger tariff rules, changes in train service,



**The Trained Man  
Dodges the Axe**

This old axe has lopped off heads since the year one. The inefficient man always gets it. The *efficient* man dodges it.

Efficiency means being a "Cracker Jack" at some particular work. It means being able to more than hold your own in filling a good job that pays a growing salary.

The International Correspondence Schools will impart *efficiency* to you in your own home during your spare time—no matter where you live or what you do.

It costs you *nothing* to learn how the I.C.S. can help you. Simply mark the attached coupon opposite the occupation you like best. Mail the coupon today. Doing so places you under no obligation.

You've got to get *efficiency* or eventually, "get the axe." Choose today. **Mark the Coupon NOW.**

**INTERNATIONAL CORRESPONDENCE SCHOOLS  
Box 1068, Scranton, Pa.**

Please explain, without obligating me, how I can qualify for the position before which I mark X.

Locomotive Engineer	Electrician
Air-Brake Inspector	Electrical Engineer
Air-Brake Repairman	Tel. & Tel. Engineer
General Foreman	Plumb. & Steam Fitt'g
R. R. Shop Foreman	Mining Engineer
R. R. Eng'ner	Bridge Engineer
R. R. Trav. Fireman	Agency Accounting
R. R. Const'n Eng.	Gen. Office Account'g
Mechanical Engineer	Bookkeeper
Civil Engineer	Stenographer
Surveyor	English Branches
Automobile Running	U. S. Civil Service

Name \_\_\_\_\_  
 Employed by \_\_\_\_\_  
 Street and No. \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_  
 Present Occupation \_\_\_\_\_



announcements of meetings, and notes and items of interest to those engaged in the business of selling tickets over The Milwaukee, or otherwise securing passenger traffic for our lines. It should be carefully read every month by all concerned, and due note made of all important matters within its pages.

A get together of considerable importance on this line is The Baggage-men's Mutual Benefit Association. This association was organized under the state laws of Wisconsin twenty-seven years ago for the purpose of mutual support of its members and their families in case of accident, sickness or misfortune. Those eligible to membership are station baggagemen and their helpers, train baggagemen, regular passenger conductors, passenger brakemen, station agents and operators who handle baggage or any one engaged in the baggage business in any capacity on the Chicago, Milwaukee & St. Paul Railway. Also employes at union depots or agents of transfer companies who handle baggage of this company, upon certificate of the officer in charge that they are so employed, may become members. All applicants must be under fifty years of age and in good health. The officers of the association are a counsel, president, vice president, secretary and treasurer and a board of nine directors, and are as follows:

Counsel—General Baggage Agent W. D. Carrick.

President—Jos. Schimmels, train baggageman, Milwaukee, Wis.

Vice President—A. C. Oswald, Milwaukee, Wis.

Secretary—F. H. Claffin, train baggageman, Room 6, Union Depot, Milwaukee, Wis.

Treasurer—L. W. Hull, brakeman, Brookfield, Wis.

Directors—J. J. Oswald, Milwaukee; Joe DeGelleke, Milwaukee; H. Stauss, Milwaukee; G. R. Hull, Milwaukee; F. H. Claffin, Milwaukee; F. Hopper, Chicago; Jas. Twohey, Chicago; C. A. Swann, South Omaha, and F. R. Emery, Minneapolis.

#### Some Don'ts for the Clerks.

*Reprinted from Railway Age Gazette.*

DON'T throw the pins away when you clear up your desk. Chances are they still have a sharp point and may be used again.

DON'T throw the letterhead and blind copies in the waste basket because you made an error in date or salutation. Tear the good bottom portion off; it makes an admirable paper to "figger" on.

DON'T sharpen the next pencil as you would whittle a stick. There is a difference between the two. Watch the man who makes a pretty point on the pencil.

DON'T use a large envelope for mailing the next man's mail to him when a small or medium size would suffice. A suit of clothes costs more than a pair of trousers.

DON'T ever use more than one envelope for one time of mailing to one party. It

takes you just as long to address the extra envelope or envelopes as it would to get all the mail together. Think of the mail clerk, the train baggageman and the man who opens two or more envelopes when one would have sufficed.

DON'T throw the rubber bands on the floor. Bands cost one railroad in this country fifty thousand dollars a year. If you doubt the higher cost of rubber bands buy one box.

DON'T throw the pencil away because it is half used up. A pencil lengthener can be used and permits usage of the pencil to the last inch.

DON'T throw carbon paper away until it "has served full time." Don't leave carbon paper on top of your typewriter to be blown on the floor by the janitor's broom.

DON'T use printed letter heads or printed forms for scratch paper. Scratch paper is far cheaper; it requires a printer to feed the printing press.

DON'T throw away the top sheet of the writing paper pad. Oftentimes it is not the least bit soiled.

DON'T throw away your old file records without recovering the file; it can oftentimes be used again.

DON'T fail to turn off the electric fan when you leave at night. The motor wears out the same as you do.

The management has recently called for the co-operation of the employes in minimizing noise and disturbances when working within the sound range of sleeping cars after passengers have retired. Ringing bells, loud talking, blowing off steam and sounding whistles, unless the urgency demands, could be delayed until after the departing of trains carrying sleeping cars, and in that way dispense with the annoyances and discomfort that a passenger is put to who does not sleep soundly. A little care and thoughtfulness will vastly improve this condition, and if we have places on the line where annoyances are contributed by the things mentioned they can be eliminated or minimized and add to the Milwaukee's reputation for furnishing perfect service.

We have longer, higher and wider berths, mechanically this type of equipment is the best constructed. With the right kind of co-operation it becomes a real sleeping car. At night the surroundings about the sleeper should become a "Zone of Quiet."

On Thursday, October 8th, two of our co-workers, Conductor F. J. Larkin of La Crosse and Engineer William Whipperman of Portage, each were bereft of their life companions when death silently entered each home and took the wife and mother. Besides their husbands and a host of loving friends, Mrs. Whipperman leaves one child and Mrs. Larkin leaves a family of eight children. Both families have the sincere sympathy of all.

Mrs. Levans, wife of Freight Conductor A. M. Levans of Portage, visited a few days in La Crosse at the home of Mr. Levans' mother.

As we are mailing our items we are informed that Engineer B. Montlieth and Charles Roof, two Lax Division employes, accompanied by Dr. Tuckwood, a sportsman of national reputation, will leave October 20th for Neenah Creek for a couple of weeks' hunting.

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**Oral and Gastronomic Thanksgiving.**

While this month's issue of The Milwaukee Employees' Magazine is still current Thanksgiving Day will be celebrated. It falls this year on November 26. The story that immediately follows may seem to have little bearing on our Great American Feast Day, but follow it to its conclusion; it has a good moral.

A few days ago a man went into a cigar store in Chicago, asked the clerk for a "Van Dyke"; it was a brand that this particular store did not handle, but, as is generally the case, they had several other brands just as good, and one of these was selected. Ten cents closed the transaction. As the clerk rung up the sale he had a pleasant "Thank you" addressed to the man behind the cigar. He also added, in the same affable tone, "You will find that a nice piece of Havana goods." The man hoped it would be. The auto suggestion from the polite cigar clerk dealing with the man who had purchased ten cents' worth of their stock had something to do with making that cigar taste better.

The whole incident was commonplace and nothing thought of it until a few minutes later the smoker walked up to the ticket office of a big line (it was not the Milwaukee ticket office). A well-dressed gentleman was taking three ten-dollar bills out of his wallet; he passed them over the counter. Hurriedly an envelope with part of the ticket protruding was slid along the counter, a few bits of silver change quickly fol-

lowing it. The ticket clerk swung rapidly toward the end of the office, the passenger gathered up his ticket and change and departed. The onlooker who was smoking wondered if that patron of the road had noticed that there was no "Thank you" forthcoming for his purchase amounting to approximately \$30. The smoker's experience in his ten-cent purchase enabled him to see the matter in a light that made "the contrast odious." The ticket clerk, in his hurry, forgot; the passenger may not have noticed it, but the fact remains—there was more gratitude shown in the purchase of the cigar than was manifested by that line's public representative for patronage that meant three hundred times as much revenue as was involved in the cigar transaction.

How much better it would have been if the ticket clerk let that phone ring thirty seconds longer and said "Thank you" to the man who was putting dollars in their passenger receipts. "I hope you will have a pleasant journey."

A minor slight is not noticed by some busy people; with others it is an affront that is not forgotten, but every one appreciates courtesy; the busy man has something pleasant to remember you by, the others will come back to you again because they receive the kind of treatment they demand.

This month you have a Gastronomic Thanksgiving. Unless you have acquired the habit, resolve that you will give every patron of the Milwaukee Road an oral thanksgiving for the business they deliver unto us.



Pat. Aug. 25, '14. Other pats. pending  
 DD-16x9x11 - \$3.75  
 D-18x10x13 - 4.00  
 E-20x11x15 - 4.25  
 F-22x11x13 - 4.50  
**Light in Weight—Look Like Leather**



Patent Pending  
 AA-20x10x6 - \$3.75  
 A-22x12x6 1/2 - 4.00  
 B-24x13x7 - 4.25  
 C-26x13x7 - 4.50

**DESCRIPTION:** Finish—Leather brown, 3 coated baked enamel. Solid brass Corbin Tumbler locks with individual keys. Brass side catches and corner irons. Steel genuine leather covered handles. Slight price increase in far west, ask your dealer.

**Give Him a GRIP for Christmas**

**That Won't Soak Up, Burn Up and Go to Pieces**

*Make Your Gift a Lasting Remembrance—Get ALL-STEEL INDESTRUCTIBLE*



**Waterproof    Fireproof    Oilproof  
 Dustproof    Wearproof    Burglarproof**

**A Grip Made for an Engineman by an Engineman**

Invented by Howard L. Kennedy, Engineer Western Division Penn. R. R., Member Div. 12 B. of L. E., Former member A. G. Porter Lodge No. 141 B. of L. E. & E.

**Thousands in Active Use on the Roads**

**Read What the Boys Say:**

"It beats all how your cases are taking, now that they have become established. I have had mine over a year now and it is just as good as when I got it."  
 "I know your bag to be a winner with engineers. Best wishes to you and your suitcases. They are the best thing going for railroad men and have given perfect satisfaction."  
 "The boys here seem to think that these cases are just the thing to fill a long felt want."

**ORDER NOW IN TIME FOR CHRISTMAS**

**Take this ad to your dealer and he will order one for you.**  
 or write to me giving me your dealer's name and I will see that you are supplied.

**HOWARD L. KENNEDY, President.**

**KENNEDY MFG. CO., 14 E. Jackson Blvd., Chicago, Ill.**

## Safety First

*A. W. Smallen, General Chairman.*

### Items from the Safety Bureau.

On October 8 the General Committee of the Puget Sound Lines met in the office of Gen. Supt. W. B. Foster with the following members present:

W. B. Foster, general superintendent.

E. Clemons, assistant general superintendent.

F. M. Adams, general claim agent.

Frank Rusch, superintendent motive power.

James Wilson, district engineer.

A. W. Smallen, chairman General Committee.

Asst. Gen. Supt. Barrett was unable to attend owing to an important engagement on the east end of the Puget Sound Lines. The following suggestions were gone over by the General Committee and acted on:

#### COAST DIVISION.

1. Mr. Johnson requested that indicators for cabooses and engines be provided, but the General Committee thought it would be best to take no action, as the question of a general change is under consideration, and until the decision is rendered they do not deem the change advisable.

2. The matter of dining car employes throwing ashes from moving trains, which is liable to set fire to property along the right of way was reported by Mr. Richards and referred to the General Committee, who will issue instructions and also refer the matter to Mr. Getty.

3. The leakage of oil from lamps in coaches, although the founts are repeatedly gone over and every precaution taken to prevent leakages of oil, which is not only injurious to passenger equipment, but annoying to passengers, was thought by the committee to be dangerous, and it was referred to the General Committee, with the suggestion that they leave the lamps empty when leaving stations carrying a sufficient supply of oil to last twelve hours in baggage cars, and for the information of the General Committee it was recorded that this was a practice on the Northern Pacific. The General Committee advises that this is now in practice on all our through passenger trains, also electric lighted trains, but not considered practical on oil lighted trains.

4. Committeeman Johnson stated that he thought it would be a good plan for the baggagemen to be responsible for all supplies and a check made with each change of baggagemen, reporting that in this way it would not only make a better check on the material, but it would help to keep down the excessive cost and supply. The General Committee reports that instructions are in effect at present requiring baggagemen to

make a record of material of equipment assigned to each baggage car and to report any shortage, checking such equipment at each terminal when a change of baggagemen is made.

5. The sketch of wash-out plug presented by Committeeman McHugh and referred to the General Committee has been referred by them to the Mechanical Department for a report to be presented at the next meeting of the General Committee.

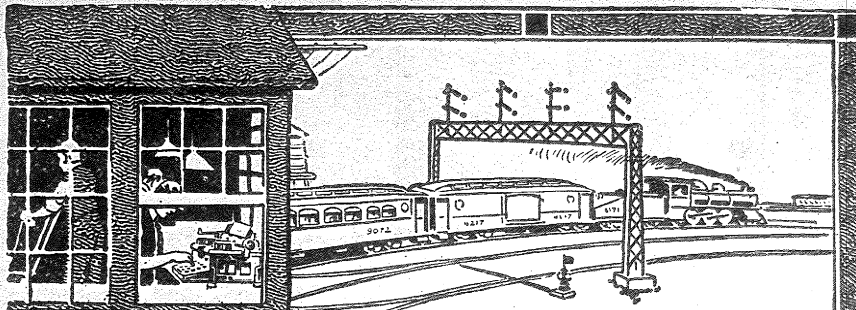
6. Mr. Campbell brought up the matter of the restriction of 33-foot, 60,000 capacity box cars and 80-foot, 60,000 capacity furniture cars on mountain grades and not loaded for shipment west of Harlowton. While not perhaps a safety movement, yet, owing to the danger of probable injuries sustained to train and engine men on account of pulling out draw bars, etc., it was decided to refer the matter to the General Committee, and it reports that the management is attempting to restrict the loading of cars destined to points to and beyond the mountains as well as the furnishing of empty cars for such districts to the new and larger capacity equipment, and they will continue to watch this closely. But in view of the fact that we have a large amount of small equipment it is a difficult matter to get along without using it to some extent in the mountainous territory. While we are making a practice of transferring a certain amount of freight received from connecting lines in these cars there is a percentage of the traffic that will not stand transfer without excessive damage to the cargo, and to do so would involve us in excessive claims for damages. While we realize it is objectionable to haul these small capacity cars over the mountains, employes should realize the conditions and arrange to protect against accident in every way possible by hauling the cars in rear of trains and watching them carefully in order to discover defects that may develop enroute before any accident occurs.

7. Referring to instructions covering the use of lever brakes, further instructions submitted have been approved and will be issued as soon as possible.

8. It was moved and seconded that the devices presented by Mr. Buck for an improved loading stock chute with six feet clearance be referred to the General Committee for their consideration, but on account of the illness of Mr. Buck the General Committee has been unable to get any data to take action. The matter will not be lost sight of, however, but will be taken up at the next meeting.

#### COLUMBIA DIVISION.

9. The matter of roof spouts being placed on main line side of roof of depot



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*to 60 minutes an hour  
by taking the "grind"  
out of typewriting!*

**AND smile!** For here at last is the master machine that makes it easy for any stenographer to turn out MORE letters with LESS effort in the ordinary working day. The new Royal Master-Model "10" speeds up the day's work and sets the pace that pays!

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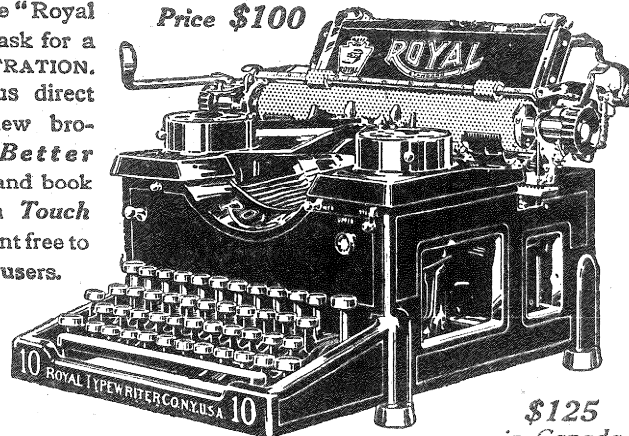
These new features of the Royal add to the sensitive fingers of the typist, the one vital thing that the old-style typewriter subtracts—*speed!*

The speed with brains behind it—the all-day speed of the expert typist in the day's work. *Errorless* speed is the kind of speed that counts. Commonsense has punctured the illusion of the other kind.

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## MILWAUKEE RAILWAY SYSTEM

at Manito account of danger of water freezing, making platform slippery and dangerous, was discussed by the general committee and it was decided that special individual cases should be taken up separately. Nearly all such cases can be overcome by sprinkling a little salt or sand on the ice. This will be furnished upon requisition. Superintendents should instruct agents accordingly.

10. The suggestion that Safety First signs be painted on small buildings, at stations, on outfit cars and all handcars and push cars received advisable to restrict the placing of Safety First signs to handcars, pushcars, motor cars and section tool houses, the latter to be discretionary on the part of division superintendents.

11. A committeeman on the Columbia Division reported that it was a good suggestion to have bad spots in track protected by a white flag at the exact location of defect and on opposite side of track from the usual green flag placed twenty-three poles either side of the bad track. On account of white being the standard safety signal of the company, it would be objectionable to use this as a precaution signal. The General Committee feels that the present rule affords sufficient protection if carefully observed.

12. The suggestion that running boards on locomotives are obstructed to some extent by pipe clamps and the use of machine bolts instead of carriage bolts, was considered and investigation will be made by the Mechanical Department and report furnished to the General Committee.

## MISSOULA DIVISION.

13. The suggestion of furnishing train order hoops at various telegraph offices is still under consideration by the General Committee.

14. The recommendation that small grab irons be placed on each caboose near where markers rest to enable the men to have a more secure hold when placing lighted markers out while train is running was referred to the General Committee and it has been given consideration with a view of adopting same on the entire system.

## MUSSELSHELL DIVISION.

15. The suggestion by Committeeman Good that the matter of clearance between cars and buildings, stock chutes, etc., was taken up with the General Committee and they believe that superintendent and local committeemen should call the attention of any special case to the superintendents and in most cases the superintendent can adjust the matter by getting the individual owners to move the encroachment to standard clearance, and also advise that cars should be taken in locating new buildings to maintain standard clearance.

16. Motion made that the General Committee be asked for their approval in placing distance signals west of Forsyth and west of new yards at Roundup. The General Committee feels that the cost of this is prohibitive at this time.

## ROCKY MOUNTAIN DIVISION.

17. The suggestion made by committeemen on the Rocky Mountain Division that all doors on box and stock cars either loaded or empty, single deck stock cars especially, should be closed and hasped fastened to prevent them being blown off by the wind or slack of train running back and forth while in motion. The committeemen felt that this might prevent someone being struck by falling doors and also be a saving of car doors for the company. The General Committee advised that it has been arranged for car men at division points to close and fasten side doors on empty cars, but in some cases trainmen had been known to follow up the car men and open the doors, possibly to determine whether or not the car is actually an empty, and then leave the door open. If trainmen will be careful to keep the car doors closed and fastened, the object of this suggestion will be accomplished.

18. The suggestion from Conductor Fairhurst that all system cars equipped with inside brake beams be provided with safety chains to keep brake beams from falling on track when hangers are broken was met favorably by the General Committee and has been submitted to the Mechanical Department for further investigation.

19. The suggestion that at several places on the Rocky Mountain Division bond wires on rails used in connection with block signals were too long and were dangerous as persons were very liable to stumble over same, and which could be corrected by making same shorter before putting into holes, will be taken up with the signal department for adjustment.

20. The complaint that safety chains between engines and engine tanks were too long and that if the draw bar should break, the slack was insufficient to let apron drop between engine and tank was referred to the Mechanical Department for adjustment.

21. The suggestion that grab irons be placed on roofs of business cars so car men can water and ice cars without danger of falling off was referred to the General Committee, and instructions will be issued immediately for grab irons to be placed on all such cars.

## TRANS-MISSOURI DIVISION.

22. The suggestion by Engineer Gibson that air pumps on the 1-5 engines should be lowered at least 18 inches, as in their present position they obstruct the view of the fireman for a distance of five or six car lengths, was referred to the Mechanical Department for investigation.

On August 21st the S., C. & D. Division Safety Committee met in the office of Supt. L. B. Beardsley with the following members attending:

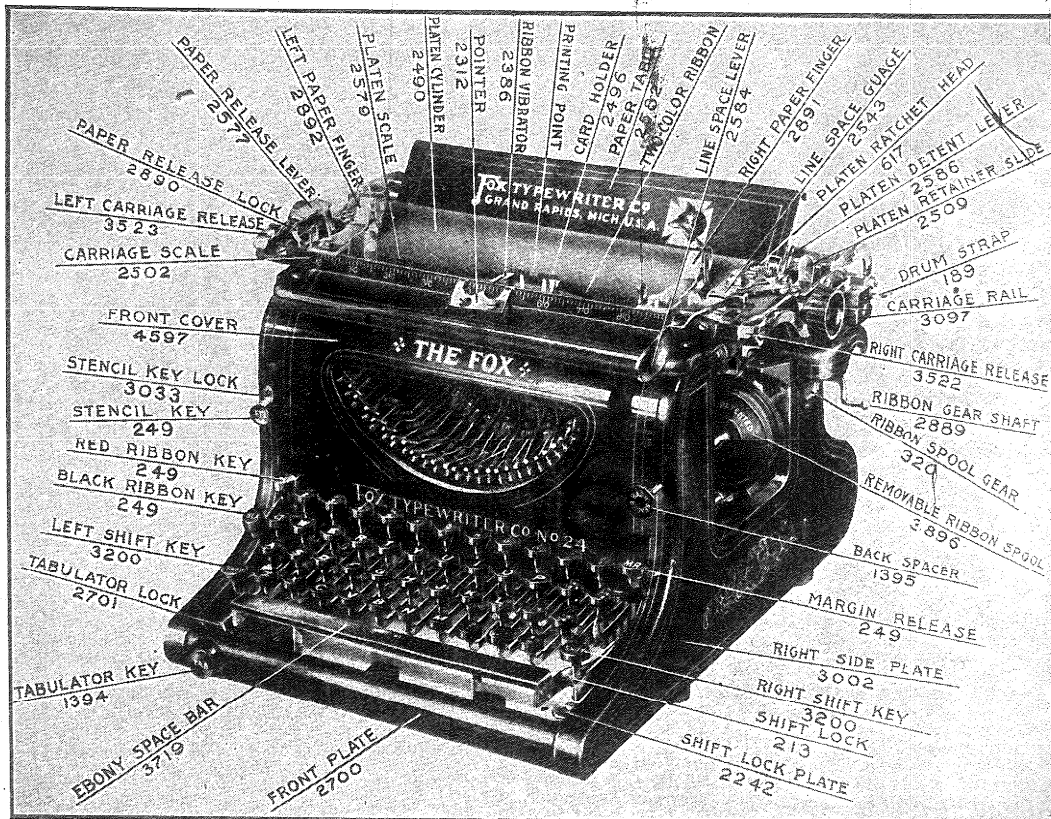
L. B. Beardsley	Ben Bowen
B. I. Salinger	A. Watier
A. Esse	H. C. Stroble
C. E. Corcoran	E. Martinson
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## The FOX Typewriter

Has every feature found in any standard typewriter ever advertised in The Milwaukee Employees' Magazine and a number of exclusive features of its own



### Telegraphers' Keyboard with 44 Keys, Writing 88 Characters

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In buying a Fox Typewriter the operator has his choice of any length of carriage—any style of type, regular or billing figures—standard telegraphers', special or billing Keyboard. In fact, we can duplicate anything of merit on any other typewriter, and give you in addition a number of exclusive features.

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From The Milwaukee Employees' Magazine

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## Special Commendation



W. I. Pattinson.

We are all advocates of "Safety First." but not all of the employes of the Milwaukee Road have demonstrated their loyalty to that cause in such an effective way as did Switchman W. I. Pattinson, Milwaukee Terminals. Through being level-headed and composed Mr. Pattinson saved the life of a fellow-worker, C. M. Becker, by pulling him from in front of an engine which was moving out of the round-house at the Cut Off. Mr. Becker escaped with slight injuries, which would have been far more serious if it had not been for the quick, brave work of his helper. A man who risks his own life and limb to offer protection to another surely deserves all the praise we can give him, and Mr. Pattinson has the hearty thanks of Superintendent Hinrichs and all other officials of the road.

Conductor Harry Smith of Savannah has received a letter of commendation and a credit on his record for discovering a brake beam down on a coach in train No. 37 at Delmar Junction on September 8th.

Brakeman W. E. Ford has been specially commended and given a credit in the roster for his watchfulness and the discovery of a cracked wheel on C., M. & St. P. car 202281, train 2762, July 21st.

Conductor William Reep has received a letter of commendation and a credit in the roster for his watchfulness and attention to details, whereby he discovered a broken casting and a bad flaw in a shipment of machinery from Rock Island to Aberdeen. Notice was sent to the Freight Claim Agent, by whom it was particularly appreciated.

Special Officer C. C. Raymond, Seattle, has received a letter of commendation from General Superintendent W. B. Foster, for prompt action in stopping two cars which had become detached from the rear of Train No. 63, descending the Rocky Mountains, on September 7th. His promptness and energy undoubtedly prevented a serious accident.

Signal Maintainer L. T. Carpenter, C. & M. Division, has received a letter of commendation and a credit in the roster for discovering a six-inch section of rail broken out immediately after a freight train had passed over it near Ranney, Wis. Mr. Carpenter immediately repaired the break, preventing further damage and possible accident.

On September 22nd the crew on Train No. 116, Idaho Division, consisting of Conductor C.

H. Lewis, Brakeman F. A. McGowan, Engineer E. A. Noland and Fireman Theo. May, discovered a small fire in some hay in the end of a box car on Jim's Spur. The train was immediately stopped and the fire extinguished before it had seriously damaged the car, although it was necessary to remove a part of the floor in putting it out. The car would have been entirely destroyed without this prompt action.

W. I. McNew, helper at Braymer, Mo., has received special commendation and credit for discovery of broken rails on house track at that point, indicating his interest and devotion to the company's welfare.

Brakeman J. W. Adams, Alberton, Mont., has received a letter of thanks and commendation from Superintendent Willard, for discovery of cracked wheel under P. S. car 302205 on September 19th, at Haugan, Mont.

### Pleased With Our Service.

The following letter, to General Passenger Agent Haynes speaks for itself:  
Mr. George B. Haynes, Chicago:

Dear Sir—Feeling that the kindness of your representatives in the accommodation of my party to and from Yellowstone Park, the past summer, is especially deserving, I wish in this way to express my appreciation. It was a pleasant surprise to me upon our arrival at Kansas City twenty-five minutes too late for the scheduled connection, to learn that through the foresight and consideration of officials all inconveniences were avoided by a recent telegram, giving orders to hold train until my party arrived. Mr. Knight L. Handy, your city passenger agent at Kansas City, was courteous and gentlemanly in meeting us upon our arrival, and without confusion escorted us to our special car on the Southwest Limited train. Each member of the party appreciated his services most highly.

The party and I, personally, are especially grateful to Mr. Charles Bush, your passenger agent at Beloit, for the conveniences made possible by his efficiency. If he was able in any way to outdo his kindnesses to my party of last year, he certainly did so this summer. I am satisfied that the best possible provisions were prearranged by him in every instance, and too much credit cannot be given him for the treatment accorded us through his efforts. We were met with courtesy and respect everywhere, for which I am most heartily grateful. The excellent treatment afforded will not be forgotten and you have my heartfelt in-dorsements for your accommodations.

Very sincerely,

(Signed) MRS. ELLA M. RHODES,  
424 Prospect Street, Beloit, Wis.

October 5th, 1914.

Engineer William Aggas on Train No. 3. October 15th, discovered and reported a broken rail three miles west of Roscoe, S. D. He is entitled to special commendation for this service.

On September 25th Operator O. L. Lakmon, at St. Croix, Minn., discovered a sand board down on SRL Car 7849, in Train No. 66, passing St. Croix Crossing, and immediately notified the operator at Hastings, so that the train was stopped and the car set out before an accident occurred. A credit mark has been given Mr. Lakmon for his watchfulness and prompt action in this case.

Brakeman Ed. Ferguson, Northern Montana Division, received a letter of commendation and credit for the discovery of a broken flange on a car, which made it possible to set the car out and avert a derailment.

While picking up some cars at Jefferson, Iowa, on the evening of October 9th, Brakeman Frank O'Neil discovered a car with part of flange gone. Brakeman O'Neil is worthy of special mention, as it was a rainy evening and

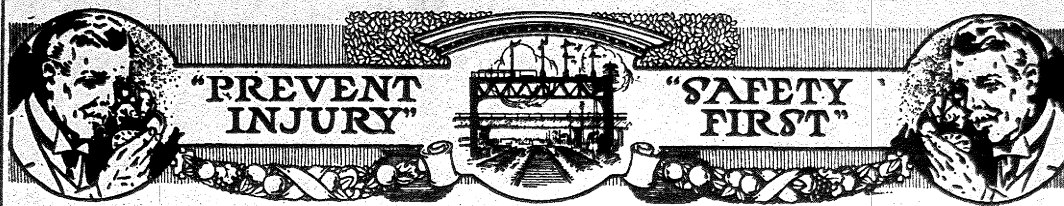
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**BELOW** are listed the names of our loyal licensed watch inspectors. The men on whom falls the important duty of maintaining the absolute accuracy of our system timepieces. They are experts in their line, offering the lowest prices and the squarest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

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**Brandon, Wis.**  
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**Butte, Mont.**  
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A. R. Staufenberg &  
Son, Clay St.

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

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

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

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A. F. Robertson.

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**Marmarth, N. D.**  
W. C. Vandervort.

**Mason City, Ia.**  
Livergood Bros.

**Miles City, Mont.**  
H. C. Smith.

**Milwaukee, Wis.**  
H. Hammersmith, 208  
Uihlein Bldg.

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

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

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

**Platte, S. D.**  
Frank Dolire.

**Plymouth, Wis.**  
C. C. Corbett.

**Prairie Du Chein, Wis.**  
L. Cornelius.

**Richland Center, Wis.**  
Chas. Speidel.

**Rockwell City, Ia.**  
F. Beauchamp.

**Seattle, Wash.**  
Max Kuner Co., 94 Co-  
lumbia St.

**Sioux City, Ia.**  
W. H. Beck Co.

**Spokane, Wash.**  
Scholer & Cohrs.

**St. Maries, Idaho.**  
M. C. Peterson.

**St. Paul, Minn.**  
Haman & Co., 352 Robert  
St.

**Tacoma, Wash.**  
Andrews Jewelry Co.,  
1130 Pacific Ave.

**Three Forks, Mont.**  
A. F. Robertson.

**Waukesha, Wis.**  
Estberg & Son, 401 Main  
St.

**Wausau, Wis.**  
Otto Mueller.

**H. HAMMERSMITH**

**JEWELER**

*Watches, Diamonds, Silverware  
Etc.*

Watch Inspector For  
C. M. & ST. P. RY.

208 Uihlein Bldg. Milwaukee

Telephone Central 2459

**Rollin S. Church**

509 Chicago Savings Bank Bldg.

**CHICAGO**

**RAILWAY TIME SERVICE**

## On The Steel Trail

### Kansas City News.

*Ethel Kapp.*

Formal announcement of the coming wedding of Mr. Daniel Smith and Miss Lotta Misfortune was made public last evening at the latter's home, 23 East Hardluck Avenue, Kansas City, Mo.

The office is gradually settling down from vacations. Harry Studt is back from Colorado, with glowing accounts of the fish he didn't catch. John Geary spent his holiday in Colorado, too, subduing his hay fever. Evert Scott went up into Nebraska, on a farm twenty-five miles from a railroad. Al Linder believes in a moving vacation. He rushed off to San Francisco and Los Angeles, inspected the Fair buildings, snapped some pictures, and rushed back, breaking all records. He must have thought he was in the moving picture business. Jim Hogan went to Colorado and then took charge of the Baltimore Avenue station while John Westman went out to Seattle. Wherever they have gone, they have all come back, looking rested and feeling ready to run the railroad for the next year.

There has only been one tragedy connected with vacations. Mr. Platt wanted to go to his old fishing-hole, but the day he was to start he lost his luggage, and upset all his plans—the cork came out.

Mr. and Mrs. Richard Slade entertained on September 23 for their guests, Mr. and Mrs. Arthur Slade and Miss Grace Slade of Chicago. The occasion was the twenty-ninth wedding anniversary of Mr. Slade and his estimable wife, and also Mrs. Slade's birthday. Later, the same day, Mrs. E. Murray entertained at supper for the Chicago guests, at which a wedding cake with twenty-nine candles was a feature of the evening. Mr. Slade is a well-known and popular conductor of the C. & M. Division.

### Milwaukee Terminal News.

*Josephine Healy.*

After a long and trying illness D. J. Conners, rate clerk in Muskego yard, is back at his desk, looking as well as ever.

Engine Foreman Thomas Marshall has returned from an extended trip through the East, during which he took in the world's series games. "Tom" is very busy telling us just why the Athletics didn't win.

John A. Swan, young switchman in the Terminals, was fatally injured in the Canal yard on October 6, by being crushed between two cars. The readers of the *Employes' Magazine* extend their profound sympathy to the bereaved relatives of Mr. Swan.

Dick Light, rain clerk, Milwaukee Terminals, is the proud father of a bouncing baby girl, Anna Mae, weight 8 lbs. We all congratulate Mr. and Mrs. Light on having a brand new "Light."

### Items from the I. & M.

*Katherine McShane.*

Second Trick Operator Jack Ahern of Austin was called to St. Paul by the death of his niece, Miss Harty.

Chief Carpenter M. Caton of Austin is taking a few weeks' vacation and is spending the time at Colfax, Iowa.

Ray McCarthy attended the clerks' meeting in Chicago last week.

Conductor M. Gilmartin is enjoying a few weeks' vacation and Fred Campbell had his run.

Miss Gyda Christianson, daughter of the section foreman at Calmar, has returned to Northfield to resume her school duties.

W. F. Cody, D. P. & P. A., was a business caller in Austin today.

Switchmen Carl Kelm and Ed Erickson are laying off. Mr. Erickson attended the All-Star ball game at Minneapolis on Sunday.

Mrs. Lou King, wife of Brakeman King of Mason City, has returned from a visit with her mother in St. Paul.

Yardmaster J. M. Plum has moved his family out on his farm, which he recently purchased. Jim makes quite a farmer, and if you should happen to be up at 5:30 in the morning and see him coming to town with his 2:22 pacer you would never think he was just a yardmaster.

Roundhouse Foreman Herman Belitz has resigned his position at Austin. As a token of appreciation of his kindness to them, the boys in the shops and roundhouse presented him with a Masonic charm and leather traveling bag. Herman has made a large number of friends while he has been in Austin who are sorry to see him leave. Mr. Lawrence of Madison, S. D., has taken his place.

Coal House Foreman Jack Regan of Austin was called to Milwaukee by the serious illness of his brother.

During the past month this company has commenced the erection of a new power house at Austin. It is a 50x77-foot cement foundation and brick superstructure. They will install an additional boiler, making a total of four Standard heating boilers. With this improvement the work in the shops will be handled in a more efficient manner.

### Pebbles from the Musselshell.

*W. F. Maughan.*

Roundhouse Foreman P. H. Pfeiffer has moved his family from Miles City to Melstone.

Engineer Balts has also moved his family from Miles City to Melstone.

Brakeman Ben High and wife are among the new residents of Melstone—and still they come. Come on, boys, we will plat another addition in Melstone for you.

C. J. McConnell, foreman of the telegraph gang of the P. S. Lines, had some work to do in Melstone recently and dropped into the car shack to talk over old times on the I. & D.

Conductor Spafford's wife and child came in off the ranch to visit him a few days this month.

Conductor William James from east of Miles City has taken the local between Melstone and Harlowton, Sunday lay-over at Harlowton.

Engineer Francis has faith in Melstone, for he is building a cozy two thousand-dollar residence.

Trainmaster F. C. Dow and Storekeeper D. B. Rivers, from Miles, were over the division recently checking up caboose supplies.

C. H. Wade, brother of Conductor Harry Wade, has moved from Washington, D. C., to Melstone, and accepted a position in the car department.

Conductor M. M. Galven has been laying off a few days on account of a lame hand.

The Car Department at Melstone inspected 11,500 freight cars and 900 passenger cars, and repaired 400 freight cars, in the month of September. This looks like a fair business and shows that shippers appreciate the good service they receive on the Milwaukee.

Conductor Claude Watkins is on the lay-off list. He stepped on a nail one day a few weeks ago. "Safety First"—never leave a nail sharp end up.

Engineer L. Middleton is now on the night yard engine, Baltz taking the west local.

We noticed Section Foreman Anderson of Bascom carrying a gun the other day. We know it had a stock and barrel, but were not sure of the lock. What was it, Charlie—a bluff?

Conductor Jack Rollins is back on the chain gang after a summer east of Miles.

Fellow employes of the Middle and Musselshell, if you will send the news pebbles to the correspondent at Melstone, he will see that they get to the editor of our magazine.

H. C. Beach is back at Melstone as third trick operator after a summer on the ranch.

Mrs. A. F. Parsneau, wife of the stationary engineer, has been on the sick list. Her friends are all wishing for her speedy recovery.

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Every buyer

1510 Studab

a time when most men would not be watching closely for such a defect.

September 5th, about 10:30 a. m., one of our east-bound freights, handling eighty-six cars, had a wheel loose on axle of L. S. & M. S. 86239. The one pair of wheels would leave the track, run a considerable distance to some road crossing or high tie and rerailed itself. It ran in this way for a distance of nearly four miles, when it was discovered by Section Foreman W. Machas at Truesdell, who signaled the conductor, who was riding on top of the caboose. He immediately applied the air and stopped the train and found the car derailed. The car had cut off nearly 600 track bolts and would have caused a serious accident if it had not been discovered before going over facing point switches at Ranney, about one mile distant. Mr. Machas has been specially commended by Superintendent E. W. Morrison for his watchfulness and prompt action.

Brakeman John Metzger of the Western Division received a letter of credit and record in the roster, noting the finding of a broken flange on a car in his train. This occurred October 15th.

Engine Hostler Fred Schloe received a letter of commendation and credit mark in the roster for his service rendered the company on the night of October 12th. One of the factory buildings adjoining one of the company's industry tracks took fire. There was a work train caboose, stored for the night on this track and within a few feet of the building. Mr. Schloe had just brought No. 20's engine from the roundhouse and as soon as he discovered the fire he used the engine whistle to give the alarm, and then moved the caboose to a place of safety.

Operator Thomas Griswold of Tama received a letter of credit and notation in the roster for the discovery of a dragging brake beam in a train as it passed his station September 20th.

Communications like the following from George E. Stillings, President of the National

Mercantile Company of Vancouver, proves that appreciation of kindness shown the traveler is not confined to the individual receiving it. In other words, courtesy and kindness beget favorable comments concerning the employes and the road which is courteous and kind to their patrons. It is natural that a man should appreciate courtesies shown his mother and sister and does it not follow that the gentleman would speak favorably of the Milwaukee if he were talking to some one contemplating a trip? Courtesy and kindness cost nothing, but give back good returns for both the employe and the company:

"Vancouver, Can., Oct. 10th, 1914.

"Mr. C. D. Albert, C. P. A., Chicago, Milwaukee & St. Paul Railway:

"Dear Sir—I wish to personally extend to you my sincere thanks for the courtesies extended by the Chicago, Milwaukee & St. Paul Railway, through your efforts, to my mother and sister upon their recent trip from Chicago to Seattle over your road. Every convenience and courtesy possible was extended to them, and they have every praise for the C. M. & St. P. Ry. Co.

"Thanking you again, I beg to remain

"Yours truly,

(Signed) "G. E. STILLINGS,

"President."

Another record run for our L. 2 engines was made on a stock train October 5th, when Engineer E. Schneider left North Lax at 2:30 a. m., pulling fifty-six cars, 1,860 tons, with Engine 8005, arriving in Portage Yard at 5:40 a. m. Engineer M. Woolly was ordered East on this same train for 6:15 a. m. and left Portage exactly on time with Engine 8010. Six cars of stock, which were billed to Marshall, Wis., were set out at Watertown, causing some delay. Nevertheless, Mr. Woolly pulled his train into the Milwaukee Yard at 9:15 a. m., finishing the 200-mile run in 6 hours, 45 minutes, including all stops and changing of crews at Portage.

## Send Your Name!!

Watch "Secrets" Made Public!

**PRESIDENT STUDEBAKER** wants to send you our latest South Bend Watch Catalog—Just out—Postage paid—Anywhere you live. Write today.

So-called "secrets" about "jewels"—movements—cases—costs—materials—workmanship and everlastingly accurate time-keeping principles ALL NOW FULLY EXPLAINED. Interesting! Valuable! Get your copy NOW.

### The "South Bend" Watch "Everlastingly Accurate"

Over 100 Handsomest Cases made in America fully illustrated in colors, with prices and descriptions shown in catalog. See these exclusive, correctly designed, South Bend Watch Cases—Latest Novelties—Standard Designs—Monogram Cases—Fraternity Cases—both ladies' and gentlemen's.

#### Unlimited Guarantee

500,000 South Bend Watch Owners and 10,000 leading Jewelers—many near you—would tell you of our Iron-Clad Guarantee and most liberal proved service and treatment of our customers.

#### Big New Catalog FREE

Write! Postal and pencil will do. Just published. Wonderfully interesting and valuable catalog. If your dealer or inspector can't, we will supply you promptly—Safe delivery guaranteed—On approval—"Perfect satisfaction or no pay." Write for Free Catalog.

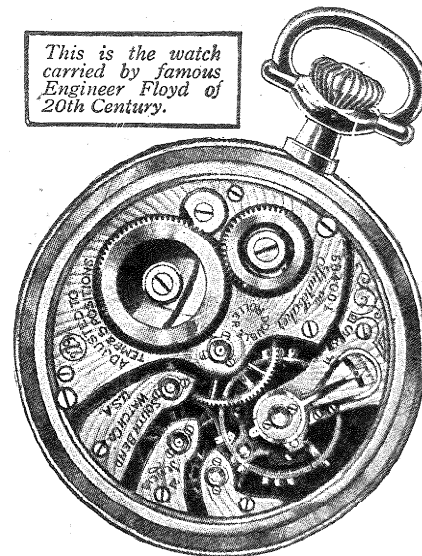
#### SOUTH BEND WATCH COMPANY

Every buyer of a South Bend Watch gets a guarantee signed by Studebaker.

1510 Studebaker Street

South Bend, Ind.

This is the watch carried by famous Engineer Floyd of 20th Century.



THE SOUTH BEND  
**STUDEBAKER**

#### Get This Guarantee

of protection when time requirements change. Any jeweler who sells you a Studebaker watch will give you a certificate, by which we contract to replace your watch if time requirements of your road force you to get a new timepiece within five years. Get this watch protection at no increase in cost.



MILWAUKEE RAILWAY SYSTEM

**Columbia Division.**

*"Sted."*

My wife she has an annual pass; Conductor Walker Brown, wife and daughter Bessie are again residents of Malden, having moved back after a year's residence at Elk River.

She's going, good-bye.

Owing to heavy work train-operations on the Columbia division we have been compelled to borrow train and engine crews from the Coast division.

Her feet never rest on the growing grass;

The wives of Engineer Mikelson and Conductor Stewart gave a silver tea at the Mikelson residence, September 9, for the benefit of the L. W. B. of Temple Church. A modest sum was realized.

She's going, good-bye.

A daughter was welcomed by Clerk Wayne O'Day and wife at their Malden home on September 2. T. Jay now responds to the hail of grandpa.

She knows every "con" from here to Spokane.

Engineer Charles Schleusner came over from Spokane recently and visited with Malden friends.

She knows every route from here to Japan.

Engineer John Crown is a happy man, due to the fact that Mrs. Crown is again at home in Malden after an extended visit east.

She knows all the time cards and "How Old Was Ann?"

Operator C. E. Potter is enjoying his annual eastern vacation, being at this writing busy shaking hands with old friends in Detroit and Chicago.

She's going, going, gone.

W. F. Ford and C. E. Singleton of the Malden car department force have resigned and gone to Quebec, where they will join Canadian troops for service in Europe.

She's going, good-bye.

Conductor G. W. Perry, wife and children, George S. and Nadine, have returned to Malden from a visit with the old folks at Taber, in southern Alberta.

She's going, going, gone.

We desire to thus publicly thank the many Columbia Division employes who have so royally responded to our appeal for items. Every one helps and we feel gratified that such an interest is taken in the Columbia Division items. Keep 'em coming.

When her pass runs out, without a doubt,

Con Woolfrom of the Malden car department is home from a camping trip spent on Vashon Island, near the Pacific coast. His mother, brothers, sisters and Miss Verna Moreland of Malden accompanied him and all had a merry time.

I'll be jawed about, good day.

Miss Laura Landis of the Marion, Iowa, roundhouse force spent a day with her friend, Miss Charlotte Newton, stenographer in Superintendent Campbell's office at Malden, while on her way home from a vacation spent on the Coast.

My wife she thinks an annual pass.

Wire Chief Fred Washburn and wife arrived at their Malden home recently after an extended visit with relatives and friends in Wisconsin. Fred looks as brown as an Indian and says they had a grand, good time trying to live the simple life, with good fishing as an incentive.

She's going again.

Conductor W. B. Curtis is again on way freight between Malden and Othello after a couple of weeks' duty as passenger conductor on the Spokane branch.

Was meant for any swell looking lass.

Among the many official visitors to our office the past month we noted Assistant General Superintendent E. Clemons; District Master Mechanic T. J. Hamilton, Traveling Engineer Thomas McFarlane, Traveling Freight and Passenger Agent F. K. Swan, and Claim Agents H. P. French of Seattle and Ray Webb of Missoula.

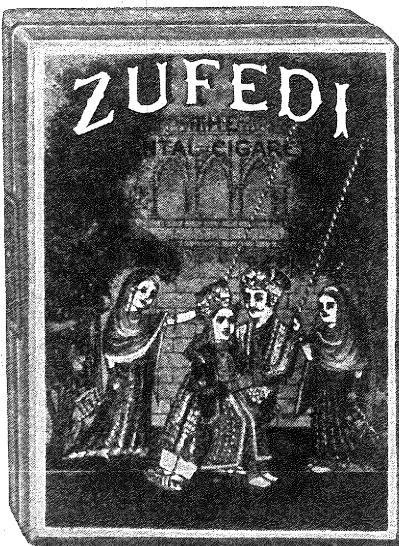
She's going again.

Call Boy Perry Williams is back on the job at Malden after a lengthy visit with relatives

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**"THE HIT OF THE WEST"**

**"BEST BY TEST"**



**ZUFEDI  
CIGARETTE  
10 FOR 10c**

At Stands Or On The Train

*"Ask the News Agent"*

**X. ZUFEDI, CIGARETTE CO.**

432 Fourth Ave., New York City

and friends in Kansas. This throws Tom Cadzow back on the night trick.

Who can muzzle a husband employed by a road

Mrs. Henry Driscoll, wife of our genial conductor, is away on a lengthy visit with relatives and friends in Berwick, Iowa.

Not tight with their passes from Boss to the toad,

Ewan is fast assuming city airs since the filling of the Rock Lake bridges began. Nearly all the gangs on the job make this little city their headquarters and Agent Mason is a busy man.

And of course I consent when she hands me the goad,

The Malden switching force, headed by H. E. Sullivan, recently performed valorous service when they discovered a box car on fire in the yard. They ran to the plug, attached the coupling, and had water running through the hose and out of the nozzle in record time. Their timely action undoubtedly saved the company a box car and they are to be commended for their prompt action.

She's going, going, gone.

She's going again.

The railroad editorial writer of the Saturday Evening Post must be a smart man. But have you noticed any railroad officials breaking their necks begging for his services. It is queer how many newspaper and magazine writers know how to run a railroad.

She's going, going, gone.

And what's the next best bet? That the division correspondents of the Employees' Magazine will hold their first annual "get-together" next summer and have an excursion lengthy enough for all to get acquainted. We are for it. Are you?

When her pass runs out will Old Nick shout: Wayne O'Day is now installed as night clerk for agent Parks at Malden. This gives his father, T. Jay, the day job, all made possible by the resignation of Day Clerk Jean Hagerty.

"I am moving out, good day."

I would like to be a switchman on the good old Puget Sound.

We understand Engineer Putnam of Kittitas is something of a poultry fancier, having recently purchased some high-bred stock from his brother engineer, Louie Frank. Brakeman Duffy is responsible for the story that out of sixteen pullets sold Putnam by Brother Frank, fourteen of them were roosters. Brotherly love.

I would like to work in Malden, where they chase the "goat" around.

I would like to work for "Sully"—it would be a happy lot—

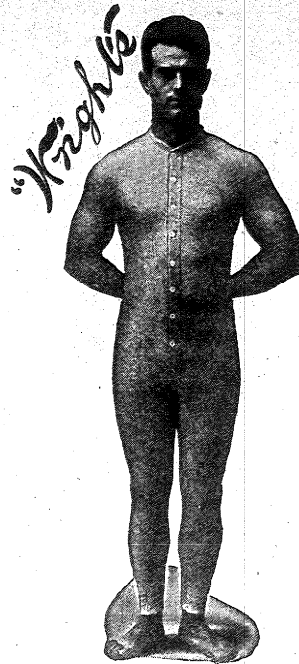
While over the division last week, we could not help but notice the many fine gardens maintained by our section foremen. They are far more pleasing to the eye than Jim Hill mustard and thistles. While at Foreman Tilger's place at Revere, he pulled a cabbage for our edification that weighed 48 pounds. Some cabbage that, and with the proper avoirdupois of corned beef would make a bountiful repast for some Johnny Bull now fighting starvation and Germans in Europe. But Johnny will not get it.

If the yard were full of nothing and the p-spot on the spot.

John Horan, traveling boiler washer for the system, was over the Columbia division recently on an inspection trip. Mr. Horan possesses an enviable record among the many loyal employes of the Milwaukee, having worked under the supervision of every President, General Manager and Superintendent of Motive Power on the system since its inauguration.

I would like to work with "Sully" in that little Malden yard.

Switch Engine Foreman H. E. Sullivan, Fireman F. J. Rader and Telegraph Lineman R. H. Robbins, all of the Malden force, spent the 16th of August at Downs Lake, holding the butt end of a fishpole. When they were through a count of fins and tails showed a catch of over fifty pounds of black bass and numerous perch. Some Waltonians, those fishermen.



Men's Unionsuits

If you have been with this railway company in a given capacity for 27 years, you ought to be thoroughly proficient in your work, and it attests that you have given this company reliable service else some other man would now have your position.

WRIGHT'S underwear has been produced for just this period, and with the one fixed determination to give the American man the best and most serviceable, satisfactory underwear he can buy. That we have altogether succeeded is attested by the fact that we are to-day the largest manufacturers of Spring Needle underwear in the world, with a demand that is international in its scope.

Suppose you give this better underwear a trial, it costs no more than inferior grades, and good hard service is knitted in every thread of it. Insist on having only WRIGHT'S trade-marked underwear. Your dealer CAN supply you. Send for catalogue.

**Wright's Underwear Co., Inc.**

74 Leonard St., New York City

## News of The Inter-state Company

Mr. J. E. Mason resigned as manager of the Milwaukee house, to take a position with the new Hotel Statler, Detroit. Mr. J. E. Wells, who takes his place, was with the Shaver system for a number of years, and comes highly recommended.

L. C. Smith (Lunch Counter Smith), at Savanna, says business is picking up. If clean and quick service, courteous treatment, and the best of food will win, L. C. sure will get there.

As an experiment this Company tried out a chocolate made in the East called the "Apollo" brand. These packages, although selling for only ten cents, have the same quality and ingredients as the eighty-cent per pound packages. The old saying, "Quality wins," has certainly proven itself in this instance, as it has become the largest individual confectionery line this Company is handling.

The writer offers a good suggestion to managers which he picked up from Mr. Howell, Manager at Portage. Mr. Howell holds a weekly meeting with his help, at which all grievances are thrashed out, ideas exchanged, changes for the following week made, followed by a short lecture on service and deportment. These little meetings bring fine results. Try them.

Mr. Fred Sullivan, the new manager at Davis Junction, and his wife will try to please the many Rails at that busy place, and judging by their start they will not have much trouble.

Miss Nellie Thompson, of Savanna, is back on the job at Milwaukee.

Mrs. J. L. Nelson, the manager's wife at Madison, is back from a week's visit with relatives at St. Paul.

Mr. E. E. Clothier, the hustling Master Carpenter of The Milwaukee, just cannot keep out of Inter-State space. His latest is a rush past the station guards of the new Spokane Union Station and into the beautiful Inter-State lunch room at that point, for the purpose of making the first purchase in the new station. Fame comes in many ways, but this is the first time that the writer ever heard of "four bits" bringing fame to the spender and also being the first return of a twelve-million-dollar investment. Some large work for "four bits." For the benefit of the uninitiated "four bits" equals fifty cents, or half a dollar, in the United States.

It is pleasant to note that the El Unisolo brand is meeting with great success. The boys are all satisfied that in this we have a winner, as everyone comes back for more.

Martial law is no doubt a fine thing in its place, BUT when representatives of the Inter-State are busy trying to reduce the high cost of living it's no time for a soldier man to present arms and call "Halt." No, not even in Butte.

Mr. Stokes, Inter-State Manager at Cle Elum, reports that "high life" in Spokane is not to his liking. While at Spokane recently Mr. S. tried to cover The Inter-State Circuit during daylight and the Leow Circuit at night. Result: Mr. S. is at Cle Elum for repairs.

Mr. Williams of The Inter-State at Othello has a new typewriter to take care of the increased volume of business at that point.

Mr. C. B. Hughes, recently installed Manager for Inter-State at Malden, is fast earning a reputation for "Good Food Well Cooked."

Mr. Fuson of The Inter-State at Avery, having a longing for the bright lights recently, decided to take a trip to the Spokane doings. "Never again" is his report.

Mrs. Warren L. Stevens, wife of the Manager of The Inter-State lunch room at Deer Lodge, is spending a few days with her mother at Watertown, N. Y.

Mrs. Fuson, the energetic wife of The Inter-State Manager at Avery, not having met with any success in her hunt for the party that exchanged—without her consent or knowledge—a well-beloved canary bird reputed to be a singer (?) for a hoot owl of uncertain lineage and total inability to sustain any sort of a reputation, has about decided to offer her new shot-gun as a reward for the name of the party exchanging the birds.

We have received enthusiastic reports from the points along the line at which "Pep" gum has been received, asking for duplicate shipments. It seems that we have struck a winner in this brand, as the universal opinion seems to be that it is a gum that really has a flavor which lasts. Get some of your gum-chewers, if they are not already wedded to this brand, to try a package.

Mr. Chas. Reed, the young railroad man who recently ran away with the popular young lady, Miss Peterson, who has been night cashier for the past three years at Miles City, has been sentenced to serve three years as manager of the lunch room at Three Forks. He is doing his time with a smile.

Mrs. Johnson's apple pies at McIntosh would make your mother jealous.

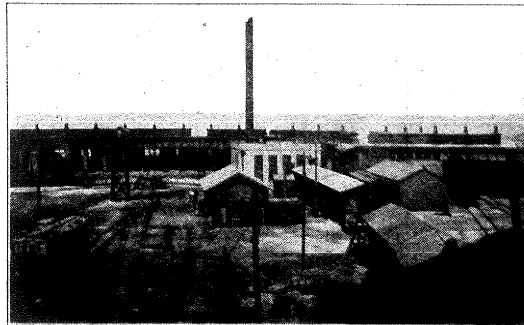
The eating house at Marmath has been placed in charge of Mr. J. R. Eck, formerly foreman carpenter of the new station building at Lewiston. He is "building" up a nice business.

The Zufedi Cigarette Company reports that they are greatly pleased with the work the boys along the line have done for their goods, and want us to take this opportunity to thank you. Keep up the good work! They deserve our co-operation.

F. O. Schultze, the popular young engineer, has canceled his plans for a vacation this fall and the waitresses are all happy again.

The Bairds have returned to the Miles City House after spending the summer on their ranch. Mr. Baird was not in the best of health when he left last spring, but he comes back fat as a hog. Neither has Mrs. Baird lost any weight.

The remarks of the male population of Avery (including Mr. F.) when Mrs. Fuson, the popular "better half" of The Inter-State Manager at that point, won the nice, new double-barrelled shotgun, will NOT be published.



Mobridge, S. D., Round House.

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Where the "goat" is full of ginger and the going mighty hard.

Conductor C. M. Biggs handled the way-bills, freight and train orders while Conductor Lombard enjoyed the pleasures of the O. W. R. & N. examination at Spokane.

I would hit the ball for "Sully"—he would never care a jot—

All the war news we are getting from high-priced correspondents sent abroad by the big American papers could be equaled by any of the Employees' Magazine staff, and they would not need to leave the office. But the editorial writer, that valorous individual is now in his element writing of the cause, effect and after-effect, and it doesn't make any difference whether he hits the mark or not, just so he can moralize. His chance does not come very often, but now that it has, he is Johnny on the spot with the high-brow stuff.

If the yard were blocked with nothing and the 9-spot on the spot.

W. Wilson, route agent for the Wells-Fargo Express, spent a day recently in Malden checking over the accounts of Agent Parks. As usual, he found everything up to date, correct, and in apple-pie order.

I could hold a job with "Sully," if he'd give me half a show.

I could back 'em up for "Sully" through a switch and let 'em go;

To B. F. C. (Seattle), G. L. (Savanna), H. R. K. (Othello), C. B. B. (Coeur d'Alene): Letters and papers received, many thanks. No, they do not contemplate raising the price of the magazine.

I could swing 'em down for "Sully," I could make the old "goat" trot.

Roundhouse Foreman W. O. Blaser has returned to his duties in Malden after a two weeks' vacation spent with his family on the Coast. J. E. Keech ordered the engines in and out of the stalls and fed and watered them during the absence of Mr. Blaser.

If the yard were jammed with nothing and the 9-spot on the spot.

Harry Sullivan, tamer of the Malden "goat," was under the weather a few days, but is again on the job.

Chief Carpenter E. E. Clothier and family recently moved to Spokane. Malden will miss this estimable family, as they helped make the social life of Malden more enjoyable by their bright and sunny dispositions.

J. D. Ferguson, fireman on the Columbia Division, died from an attack of appendicitis during the last week in August at Cle Elum. The remains were taken to Okanogan, Mich., for interment.

District Master Mechanic T. J. Hamilton was in Malden recently and inspected everything in his usual businesslike and practical manner.

Assistant General Superintendent E. Clemons and wife arrived at their Seattle home recently from an extended visit in the south. Mr. Clemons reports a fine trip, but says he likes Washington better every trip he takes away, and is always glad to get back.

C. A. Persons, telegraph line foreman, and his gang were busy on the Columbia division the latter part of August, having to change the line and poles in the Rock Lake district made necessary by the bridge filling operations in that vicinity. Mr. Persons is acquainted with every foot of the Puget Sound system, having strung wire and set poles nearly its entire length. Pardon, gentle reader, but would you call him a live wire?

Material Clerk A. A. DeLeo was not at the office on the 4th. He will not divulge where he spent the day, because, he says, we would write it up for the magazine. You can draw your own conclusions.

The agents and operators are all happy and smiling, owing to the recent raise in salaries. But then, who ever saw a Milwaukee agent or operator who wasn't smiling or happy? Get the habit.

J. H. Vassey, former operator at St. Maries and later trick dispatcher at Miles City, was in Malden recently shaking hands with old friends.

## Latest Style—Lasting Service

Mayer Honorbilt Shoes combine style and wearing quality to the utmost degree. They are handsome in appearance, fit perfectly and afford solid comfort.

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SHOES**

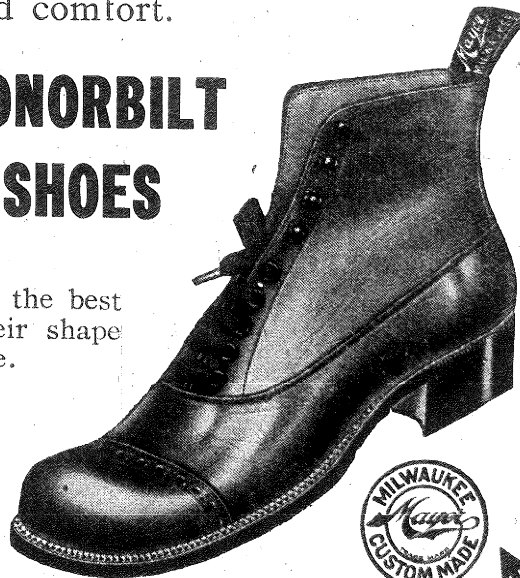
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**F. MAYER BOOT & SHOE CO.**

**MILWAUKEE**



**HONORBILT**

## MILWAUKEE RAILWAY SYSTEM

Relay Operator C. E. Potter is enjoying ready-made meals while Mrs. Potter and the baby are visiting Chicago friends.

Conductor George Steiner and family are again in Malden after a visit with friends in Wisconsin.

Chief Dispatcher Wilttrout and his Auburn auto have the Pendleton roundup skinned forty ways. The other day, while the chief was endeavoring to make Auburn enter its garage, the obstreperous thing took the bit in its teeth, reared on its hind legs, knocked one side and end out of the building, and broke the chief's temper in forty-seven million atoms. Auburn sustained a fracture in the front right axle and the atmosphere sustained several contusions that rendered it black and blue from the chief's linguistic abilities.

This is the season of the year when the migratory instinct of our feathered friends prompts them to seek warmer climes. The migration this season is now on and the stork family in passing over the Columbia Division the night of September 27 lost two baby girls. One was found at the home of Telegraph Lineman C. L. Turner and wife in Malden, and the other at the home of Engineer Emil Engholm and wife of St. Maries.

Miss Lagula H. Tilger, operator at Revere, and John P. Swarts, operator at Lind, were united in marriage in the parlors of the Coeur d'Alene Hotel, Spokane, October 2. Congratulations are extended.

### Black Hills Division Notes.

T. A. Biggs.

Conductor Frank Maynard has returned from Seattle, where he and his family have been taking a vacation for several months. They are now making Rapid City their home.

J. F. Broyles, agent at Stamford, has returned with Mrs. Broyles from Waterloo, Iowa, where Mrs. Broyles has been undergoing operations and treatment for several months.

Agent D. W. Rymer of Interior has been East with his family during the last month on his vacation.

Matt Klinkner, formerly in charge of the Chamberlain section, is now in charge of the Scenic section.

James Warn is running an extra gang, which is doing some good work between Stamford and Murdo.

Ed Warn is running the Rapid City section.

Engineer Bert Gardner has gone to the Des Moines Division to run an engine for a time.

Interior is now a telegraph station. We hope to see the day when business will warrant putting the instruments in all stations.

The oil business from Casper, Wyo., is getting to be a very important item of traffic on the B. H. Division.

Have handled as many as twenty-four empty tank cars in one train into Rapid City and have from ten to twenty loads of oil out of Rapid City on No. 94 for points in South Dakota and Montana, and as far west as Spokane.

Agent and Mrs. F. E. Dickey of Reliance announced the arrival some time ago of a seven-pound daughter.

### Milbank Notes.

J. M. Colter.

George Roundy has recently returned from a two months' vacation trip through New York, Maine and other eastern states.

Section Foreman David Kyrk and family have just returned from a month's visit in Ohio.

Mr. Stanley L. Winn of Marvin and Miss Estelle Winders of Marion, Ky., were married at Milbrook, September 9, and went to Marvin, where Mr. Winn is station agent.

Victor Hanson has just returned from a short visit at Mason City, Iowa.

Engineer Joseph Hemsey and wife of Montevideo have been visiting at Engineer William DeField's home this week.

Machinist James Young of Aberdeen stopped here for a week-end visit with his brother John. He was on his way home from Odell, Ill.

Car Repairer Charles Norton, who has been laid up for nearly a month with an injured knee, resumed his duties this week.

# Savings and Health

Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead?

Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

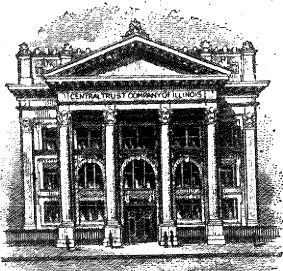
A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

We help you save. When you get enough, we help you invest. If you don't have quite enough to invest, we will loan you any fair difference.

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**C. & C. B. Iowa Middle and West.**  
*Ruby Eckman.*

Engineer Jack Ahern resumed his run on October 18, after having been off duty for several months on account of sickness.

Head Boiler Washer T. M. Dunbar of the Perry roundhouse force spent a very pleasant week in October at Ottumwa, Iowa, attending a reunion of "The Hornet's Nest," the company of veterans with which he fought in the Civil War. Mr. Dunbar reports a very pleasant week.

Glen Carter, Alex Borg, John McIntosh, C. M. Williams, John Clinker and A. V. Randall of the B. & B. department and water supply department were in Minneapolis the forepart of October attending to company business.

Machinist Levi Swanson was in Minneapolis on business the forepart of October.

Brakeman W. M. Rierson has been confined to his bed for several weeks on account of sickness.

Engineer A. L. Morgan and family have returned from a very pleasant three months' trip to California.

Eli Brotherson and wife, who have been spending several weeks with relatives in California, returned home the middle of October and Eli resumed his work at the roundhouse.

Agent P. S. Moseney of Louisa was called upon to mourn the death of his nine-year-old son on September 27.

Since the completion of the double track and the installation of the interlocking plant at Elberon Junction, a telegraph office has been established there and that work taken away from Elberon station. The C. N. W. have charge of the operators at that office, but up to the present time they have failed to find anyone who wanted to stay on the job and have made several changes.

R. L. Kindig has recently been appointed agent at Dunbar.

O. P. Byrd drew first trick at Ferguson on a recent bulletin. Operator O. J. Atkins, who has also been at Ferguson, finally landed a regular position and has taken third trick at Neola.

Arthur Laughlin, ticket clerk at Perry, went to Clinton the latter part of August for a visit with his parents.

Frank Newcomb, who has been braking on the middle division for some time, has transferred to yard service in Marion yard.

Engineer and Mrs. George Wickersham were about the happiest people on the Milwaukee system the latter part of August, when it was learned that their daughter, Doris Isabel, took one of the prizes in the baby show at the Iowa State fair.

Engineer Tom Wilcox welcomed a fine baby boy into his home the latter part of August. The lad no doubt will be a railroad man when he grows up, as they say he takes after his father.

Engineer George Hardy's wife and daughters are home from a visit with Engineer William Leaf and family at Mobridge, S. D. They report a very pleasant trip.

E. E. Banyard, who is acting as night yardmaster at Perry, has been given a new title among his friends, that of "Speck the Detective." Ed was out in the yard one evening the latter part of August when he saw a man making a speedy getaway from a bunch of bunk cars, which were occupied by some laborers. As the men who belonged in the cars were all foreigners, and this was an American, Ed "suspected" that all was not right and followed him, found that he had stolen a suit of clothes from the car. He summoned an officer and caused his arrest and thereby gained forever the good will of the entire gang.

Fireman H. Laborde has resumed work after an enforced lay-off of about six months, due to an attack of typhoid fever, which was followed by an attack of rheumatism.

Mrs. J. Ahern and daughter are home from New York, where they have been for a few weeks, visiting relatives. Engineer Ahern said he was tired of batching by the time they had returned.

Switchman James Hinshaw of the Manilla switching force took unto himself a wife the latter part of August. The bride was Miss Beebe of Manilla. They came to Perry and were accompanied by Engineer and Mrs. Fred

## 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.

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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.

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Kennison to Boone, in the Kennison auto, where the marriage ceremony was performed. James' many friends among the railroad men extend congratulations.

Brakeman C. W. Baker was called to Albert Lea, Minn., the latter part of August by the illness of a relative.

M. J. Coughlin, agent at Potter, had a baby girl arrive at his home the 26th of August. As Mrs. Coughlin, the mother of the baby, has been working as an extra operator at times when operators were scarce, there is no doubt but what the little miss will be a railroader, too, when she grows up.

Machinist Charles Sheets is back to work at his bench in the roundhouse at Perry after a visit with relatives at his old home in Oklahoma.

Machinist Oscar Swanson is back at work in the Perry roundhouse after an enforced lay-off of two months on account of the rheumatism.

Foreman Richard Hancock, with his crew of about thirty men, are now located at Perry, where they have charge of the installation of the automatic signals between Bouton and Coon Rapids. The crew has a boarding camp outfit of ten cars and has everything fixed up as cozy as possible.

Conductor E. H. Adams of the Des Moines Division was called upon to mourn the death of his wife the forepart of October. Death was due to typhoid fever. Mrs. Adams was a daughter of R. E. Fitzgerald, one of the oldest operators on the division. Interment was at Perry, Iowa.

J. F. Talbert, I. P. Rodman, J. Louhs and F. J. Preaue have been spending some time on the middle divisions, making tests and finishing up work on the automatic signals.

H. C. Krasche, who for the past five years has been first trick operator in the Perry dispatcher's office, has taken the Maxwell station as agent and has moved to that place. Herman has had considerable experience as an agent and was glad to get back into the work again after an absence of five years.

L. F. Rogers, who has been agent at Maxwell for some time, bid in Portsmouth station when it was bulletined on account of the removal of C. R. Posten to Perry in the dispatcher's office.

W. Aarsmith, operator at Bayard, has returned home after a very pleasant outing in the Northwest. He went as far as Seattle and Tacoma, and visited other points of interest along the line.

A large number of the employes at Perry attended the funeral of Agent F. A. Jackson at Manilla on Sunday, October 18.

Harry Beach, who has been enginemens' call boy for some time, has taken a position as clerk in the roundhouse. He takes the place of O. Lutze, who has resigned. Roy Lilly has taken Harry's place on the night calling force.

The train dispatchers and their wives planned a very pleasant surprise on Chief Dispatcher and Mrs. J. M. Losey the forepart of October, as a sort of remembrance of their sixth wedding anniversary. With well filled baskets, they went to the Losey home and had a six o'clock dinner, taking with them a very pretty bedroom chair as a token of their remembrance of the occasion.

C. H. Tanner, agent at Tama, has been spending a few weeks visiting with relatives and attending to business matters in St. Louis. His place has been filled by Operator Storm, who in turn was relieved by an extra man.

Brakeman Fred Vodencik and wife welcomed a fine baby boy into their home the forepart of October. Fred was about the happiest man on the middle division when the lad arrived.

Friends of Engineer Arthur Borg will regret to learn of the death of his wife, which occurred at the King's Daughters' Hospital in Perry the middle of October, following an illness of about six weeks. Interment was at Perry.

Machinist Frank Mullen and wife left Perry the forepart of October for a few weeks' sojourn in California.

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Boilermaker William Powers was at Excelsior Springs, Mo., a couple weeks in October.

Grover Dibbern took the time card examination for engineer the forepart of October and passed successfully. He is now eligible to ride on the right-hand side of the engine.

Relief Agent C. E. Oleson has been at Monticello for a few weeks, relieving Agent A. I. Jackson.

Conductor J. P. Slater and crew, who have had charge of the unloading of gravel on the middle division during the past summer, have completed their week and are again in chain gang service out of Perry.

We notice C. E. Kinney of the superintendent's office making regular Sunday trips to Perry again.

M. C. Jacobs, night ticket clerk at the Perry station, was called upon to mourn the death of his infant son. The little one lived but a few hours after its birth.

Mrs. Ivy, wife of the signal maintainer at Manilla, has been quite ill for some time.

Brakeman R. W. Goodwin and wife spent a few days in Chicago the forepart of October.

A. E. Long has recently been added to the force of signal maintainers on the middle division. He is stationed at Van Horne. At present, until the signals are put into service, he will have charge of odds and ends of the work of installing signals.

Operator L. J. Miller, who is working first trick at Madrid, has been taking a ten-day lay-off to look after land interests in Minnesota.

Engineer W. D. Rait made a business trip to St. Paul the forepart of October.

Conductor C. M. Craig of the Western Division spent a couple of weeks the forepart of October visiting with friends and relatives in the Northwest. While away, Charles saw a great many of the employes of the P. S. Lines who formerly lived at Perry and reports a very pleasant trip.

Agent G. L. Aarsmith of Bayard was at Burlington the middle of October in attendance at one of the state meetings of the I. O. O. F. Mr. Aarsmith is one of the elective officers in the Grand Encampment and takes great interest in all their meetings.

W. J. Swenning, agent at Dedham, has been taking a vacation the past month.

Agent C. A. Case of Panama has been laying off the past month, resting and looking after business interests.

Conductor O. E. Torrence, who is quite a lover of flowers and who is always keeping his eye out to watch the progress of improvements which station agents make around the company grounds, reports that the station grounds at Yorkshire, on the Western Division, are the neatest along the line. Mrs. Patton, wife of the agent, has had sole charge of the work of caring for the grounds and the flower beds and is quite proud of the showing she has been able to make. Conductor Torrence advises that complimentary remarks by passengers on his train have been numerous all summer.

Operator W. E. Rose of Herndon took a ten days' vacation in October, to rest up and visit with relatives and friends. On his return to work Operator Gustafson also took a lay-off. Both men were relieved by Operator D. S. Moran.

A. S. Rouse of the roundhouse force had the pleasure of a visit from his daughter and her family from Chicago the latter part of October. His daughter Daisy is now married to Mr. Arthur Thorson and they make their home in Chicago.

L. L. Ostrander, chief clerk at the roundhouse, pulled himself away from the cares of the railroad and with his wife spent a very pleasant two weeks visiting southern cities in October. Everybody always asks for Lawrence when there are any questions to be asked about the roundhouse and he was sadly missed while away.

A. C. Callahan, of Mr. Dexter's office in Du-buque, was in Perry a few days the latter part of October, looking after business matters and some special information which was necessary.

**Xmas 1914**



**Shirley President Suspenders**

**50¢**

*For Christmas*

A pair for every suit makes a man's whole year happy. Try it and see! In beautiful gift boxes. 12 different pictures. At stores or postpaid, 50c.

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M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

### Scraps from the West End.

C. E. Pike.

Everything is very quiet at the West End and "Scraps" will not be as lengthy as usual. We trust our readers will heed the appeal made last month and help out with items. Remember that just one person cannot make "Scraps from the West End" a success. Nor even two. It takes more than that—combinations of any kind usually make for success, and we earnestly ask for such a combination among the employes of the general offices at Seattle; also the city and depot offices, the office of the general agent, freight department, and anyone else who believes that "trusts" make for better things. Let us try to make "Scraps" the real and only column in the magazine.

The birth rate for the general offices has fallen off—not a single visit from Dr. Stork. Possibly the old fellow thinks he is needed more in Europe just now than in peaceful America.

Andrew E. Curtis of the Engineering Department was married on September 15 to Miss Irene McNamara and the well wishes of the entire department are extended to the happy couple at their little home.

R. B. Long, of Assistant General Superintendent Clemons' office force, spent a week fishing near Seattle, and now he, Percy Turner and Miss Palmer can be found most any day trying to outdo each other with fish stories. It's doubtful whether it will pay any easterners or others to attempt a fishing trip near Seattle or in Alaska waters.

Claude E. Pike and wife left the 1st of October for a vacation, which they expect to spend in Chicago, Omaha and the East.

August Steinmetz, of the general superintendent's office, has gone into the real estate business—so he says, but report has it that he purchased a furnished cottage and expects to place some one in charge of it in the near future.

In August, Miss Palmer of the Legal Department enjoyed a trip to Alaska on the S. S. "Spokane." There was the usual jolly crowd aboard, and although rain reached almost every port ahead of the ship, the passengers gamely went ashore, saw all there was to see, and politely thanked those who informed them what they missed on account of the rain. Taku Glacier alone, although the sun did not shine, was well worth the price of the trip. The appearance near Skagway of three beautiful rainbows at the same time was also considered unusual.

While at Funter Bay, where the boat stopped to load freight, Miss Palmer, with three friends, two halibut lines and three-inch hooks, went fishing for "big fish." One of the men landed five chicken halibut weighing about ten pounds each and then allowed the ladies to try their luck. No sooner did the ladies hold the lines than both had a bite, the boat listed badly, and when the men hauled in the 100 feet of line the catch was found to be too large to put into a rowboat, so it was towed to shore and the boat beached. The fish did no fighting until shallow water was reached, when lively tail movements treated the party to a succession of salt water shower baths. After being securely tied with a rope it was towed to the "Spokane" and taken on board, causing much excitement. The catch was found to measure 6 feet in length and weighed 150 pounds, and was said to be the second largest fish caught this season, the larger one being caught in a net, however. Miss Palmer exhibits pictures to prove this fish story.

### Notes from the Bellingham & Northern.

J. W. Stevenson.

Miss Daisie Miller, stenographer in the Auditing Department, has returned after a vacation spent in Chicago and Iowa. She reports a pleasant trip, but is glad to be back in the Sound country.

Agent W. N. Sommer of Everson is enjoying a short vacation at the present time.

The position of ticket clerk is being occupied by Miss Alice Jenkins, as former Ticket Clerk Miss Ella McLeod has decided to remain in Santa Rosa, Cal., where she has accepted a position with one of the banks.

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Mr. Edward England of the Engineering Department met with a very painful accident recently when the speeder on which he was riding jumped the track, throwing Mr. England under the wheels. He sustained a broken leg and other minor bruises.

Mr. Frank Rußh, master mechanic, A. J. Kroha, store keeper, J. A. Campbell, car foreman, of Tacoma, made an inspection of our shops during their recent trip over the line.

Mr. J. S. Golitham, master mechanic, is on his way East during his annual vacation. Mr. Morris McElliott will be in charge during his absence.

Contractors Henry & McFee are making rapid progress on the Lake Whatcom extension. They expect to be ready for rails for a part of the track about October 20.

From the C. & C. B. Iowa Eastern Division.  
J. T. Raymond.

The new automatic signals are now in operation between Marion yard and Oxford Junction. We are all proud of the up-to-date betterments that have been made on the C. & C. B. Iowa Division during the past two years.

Operator A. B. Lake of Anamosa has leave of absence for several weeks, intending to visit on the Western Coast. J. D. Meyers relieves him.

Operator H. E. Seeley was off several days on account of a severely injured finger, from which blood poisoning resulted.

Agent M. E. Burns was called to Volga City on account of illness of his mother. Operator A. Bollinger relieved him.

Agent J. E. Tracy of Greeley has been away on a vacation, visiting at Dubuque.

W. K. Sanders was appointed general yardmaster at Marion yard, effective October 12, succeeding S. C. McKinley. Mr. Saunders has been in the employ of this company for the past two years as chief clerk in General Superintendent Cooper's office, Chicago. He has had previous railroad experience as train dispatcher and yardmaster.

S. C. McKinley, who has been yardmaster at Marion for the past two years, has resumed his duties as conductor on the Kansas City Division. He will take a way-freight run out of Kansas City.

Agent Joe Elsner of Hale had a narrow escape from serious injury on October 17. Joe was out with a gun, doing a little target practice, when the gun exploded, burning one side of his face and injuring one eye. We would advise Joe that if he wishes to qualify for a sharpshooter's job, to practice with a gun that won't "bust."

Second Trick Operator E. E. Edwards of Lost Nation was united in marriage to Miss Hazel Allen of Miles, Iowa, on Monday, October 12. Congratulations are extended.

L. M. Halstead was away on a ten-day vacation, Operator Edwards relieving.

Operator George Coker of Delmar Junction was away for several days.

Mr. and Mrs. R. Lee Taylor spent the first two weeks in October visiting with friends at Lake Minnetonka, Minn., and several days visiting with Mr. Taylor's sister in Morrison, Ill.

Mrs. J. F. Anderson of Perry visited several days with Marion friends.

Engineer J. P. Haley, who has been ill for some time, died October 2. Funeral was held at Savanna. Mr. Haley was unmarried.

Supply Yard Foreman E. W. Shirk of Oxford Junction was advised by the doctor to take his ten-year-old daughter, Irene, to the hospital at Iowa City as quickly as possible for an operation for appendicitis. While en route on train No. 27 Sunday, October 4, the child expired just before reaching Marion. The remains were taken off and returned to Oxford Junction for interment. At the same time another child of Mr. Shirk's was seriously ill with pneumonia. His wife passed away in June. Mr. Shirk has the sympathy of numerous fellow employes in his sorrow.

Miss Neva Buck has been absent from the trainmaster's office for several days on account of her brother being seriously ill with typhoid fever.

L. A. Kell goes to Wheatland as relief agent for six months.

## Savings Depositors

at the Merchants National Bank enjoy the protection afforded by the new national banking law, the financial strength of the institution itself and the conservative manner in which the bank is conducted.

## MERCHANTS NATIONAL BANK

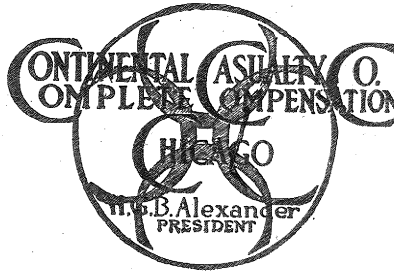
Established 1872

Capital - - - - \$2,000'000  
Surplus and Profits, \$2,250,000

Pays 3½% Compound Interest on Savings Accounts.

The Bank of Personal Service.

6th and Minnesota Sts., Saint Paul



910 So. Michigan Ave. Chicago, Illinois

**Insures More Railroadmen  
Pays More Railroadmen  
Employs More Ex-Railroadmen  
THAN ANY OTHER  
COMPANY**

Before I'm hurt tell me how little Income Insurance costs.

Name.....  
Address.....  
Age..... Occupation.....

W. L. ADAMS, Pres. G. H. EMERSON, Vice-Pres.  
A. G. ROCKWELL, Cashier  
A. M. CAMPBELL—Ass't Cashiers—F. H. SHAINHOLTS

**The  
First National Bank**  
OF HOQUIAM  
Capital and Surplus \$200,000

*Directors*  
Geo. H. Emerson W. L. Adams Harry C. Heermans  
O. M. Kellogg P. Autzen N. J. Blagen  
Fred. G. Foster

**American Casualty  
Company**

*Home Office: Tacoma, Wash.*

Will pay you every month when you are injured  
Investigate our "Railroad Special" policy

**ROBERT D. BEDOLFE**  
*Superintendent of Railroad Department*

**Daly Bank and Trust  
Company of Butte**

Established 1882 Incorporated 1901  
Capital and Surplus \$400,000.00

**GENERAL BANKING BUSINESS**  
Interest Paid On Time Deposits

CHARLES J. KELLY, President  
JOHN D. RYAN, Vice-President  
C. C. SWINBORNE, Cashier  
R. A. KUNKEL, Assistant Cashier  
R. W. PLACE, Assistant Cashier

**First National Bank**  
HARLOWTON, MONTANA

Capital, Surplus and  
Undivided Profits  
\$62,000.00

We Do a General Banking Business  
Pay Interest on Time Deposits  
Your Accounts Solicited  
Especially Interested in Railroad Men

J. T. Clark, car foreman at Marion for the past seven years, has been transferred to Kansas City. He is succeeded at Marion by L. A. Klumph.

Conductor William Hyde enjoyed a two weeks' vacation. Conductor Thomas Nevins on Nos. 37 and 4 and Conductor W. D. Shank on Nos. 9 and 10 while Mr. Hyde was absent.

Conductor C. A. Tolbert has been spending a few days visiting in St. Paul, Minn.

Conductor J. A. Brown and wife are visiting at Miles City and other Western points.

Conductor B. C. Burrows and family are spending a couple of weeks with relatives in the West.

Conductor Phil Shoup has been laying off for a couple of weeks and has been visiting in Lincoln. Conductor Eckhart has been relieving Shoup on work train.

Conductor O. E. Torrence has gone to Perry to take a short run between Perry and Omaha.

Conductor J. Higgins was off a couple of days on account of being a little under the weather.

Conductor A. Shader is taking a ten-days' layoff.

Conductor Brubaker has resumed duty after spending a week with his family at Perry.

Conductor F. E. Johnson, on Nos. 11 and 20, has been spending a week, with his family, at the lakes.

Conductor Reardon has been laying off for ten days, Conductor Shank relieving.

Conductor Pike, on the Maquoketa run, has been on the sick list. Conductor Millard relieving.

Conductor H. Brenizer is again on the sick list. We hope it is nothing serious and that he will be back on the run soon.

Passenger Brakeman Willett expects to take a week's vacation soon.

Passenger Brakeman Seager is spending a month visiting relatives and friends in Washington.

Brakeman R. Marks expects to spend a week at Excelsior Springs soon.

Brakeman Charles Wescott has returned to work, after a two-weeks' vacation camping.

Operator Curtis Marchant sends us a nice batch of items from Marion Yard. Thanks.

Chief Dispatcher J. M. Losey of Perry visited in Marion while on his vacation.

Dispatcher Willis Jordan of Perry gave us a call en route to Perry. Willis is an Eastern Division product and we are highly pleased at his success.

These are busy days for Trainmaster Hoehn, who is examining train and engine men on automatic block rules, which are to be put into service on the East Division soon.

Operator C. E. Robison was called to Jefferson, Iowa, the first of September on account of sickness. C. C. Marchant is working the third trick in his place.

George Leaf, switchman, Marion Yard, was off a few days on account of an injured leg.

Marion Yard is handling about 800 to 1,000 cars per day.

On account of increased business there are three regular assigned switch engines days and three nights in Marion Yard. On lead engine, J. Leming, foreman; William Ryan and Carney Widger as helpers; on hill engine, J. J. Timson, J. Brown and E. A. Beeson; on third engine, W. McGrew, Harold Adams and Carl Olney. Night force on lead, George Leaf, William Sheets and George Whittemore; on hill engine, F. Dawson, F. Newcomb and R. A. Mulligan; on third engine, C. W. Crain, O. Y. Bristol and A. Montgomery.

George Daud, after thirty days' experience in yard work, has resumed his position as brakeman on Middle Division.

R. A. Mulligan transferred from freight brakeman to switchman, Marion Yard.

The yard office is under repairs by the able direction of William Stewart, whereby a more complete record of car movements can be maintained.

E. A. Beeson is off for two weeks on account of sickness.

Carl Olney was off two or three weeks on account of sickness.

William Mullaley has taken a sixty-day leave of absence and has gone to Montana for his health.

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Engine 1208 has returned from Savannah, after a slight overhauling.

Foreman Pat. Ryan has a large force of men overhauling Marion Yard, getting it in shape for the fall rush of business.

Engineer H. W. McKinley and family of Kansas City visited his brother, S. C. McKinley, yardmaster, for several days.

F. S. Craig and O. E. Torrence, conductors on gravel runs, have been in passenger service for two weeks on account of county fairs. W. Widger and C. E. Millard are filling their places as conductors.

Robert Widger, the veteran wrecking foreman, has been in St. Luke's Hospital, at Cedar Rapids, for the past sixty days. We are glad to hear he is rapidly improving. Zak Iger is acting as foreman during Mr. Widger's sickness.

Switchman John Leming was a recent visitor at Chicago and Galewood, inspecting the terminals. He reports having a very fine visit with Superintendent P. L. Rupp of Chicago Terminal.

J. J. Timson is spending a vacation in the East. We are all of the opinion that it is a business vacation more so than pleasure. Jack is handling stock in the "Christie Unacycle Company" as a side line.

Several changes have been made in the Marion Yard force. W. H. Jones is again night yardmaster. We are glad to see "Bill" on the job again. Louie Pozour, former call boy, is now bill clerk and is making as fine a record with the bills as he did calling crews. Reuben "Belfast" Armstrong is now night call boy in Louie Pozour's place. Oscar French is the worthy number grabber "by the light of the moon" (lantern mostly).

R. L. Kindig, second trick operator at West Marion Yard for several years, has gone to Dunbar to be an agent. When he gets established in his new quarters he will be singing "This Is the Life." We all hate to see Roy go.

J. S. Keenan has been appointed second trick operator, West Marion Yard, vice R. L. Kindig. Operator A. J. Campbell has been off for two weeks with a case of automobile trouble.

#### A Few Notes from Marion Roundhouse.

*Edu. Griffiths, Roundhouse Clerk.*

Marion Roundhouse is still a busy place. Machinist Joe Brown is on the sick list. Boilermaker Fred Welter surprised us this month and took that day off he has been talking about for the past three months. He and Engine Dispatcher Noah Hare and Engine Inspector William Achey spent a week on the Wapsie hunting. It rained every day while they were gone, but they say that their luck was going just the same, but we all have our own thoughts as to the luck they had.

Robert Pigett, machinist, is a new name on the Marion pay-rolls.

Boilermaker George Finkbeiner is also a new name at Marion Roundhouse.

August Fink, machinist, is again on the job. Everybody is glad to see "Gloomy Gus" again around the roundhouse.

Machinist Helper Weare Lake had the misfortune to break one of his fingers, causing him to be off for a week.

Roundhouse Foreman Erickson is mourning the loss of a few of his fancy chickens. Some one had the nerve to break into his chicken house in the nighttime and take his prize birds.

The writer and his wife made a flying trip to Detroit, Mich., and stopped at Milwaukee for a day, the first of the month.

Machinist W. G. Buck has been off for the past three weeks on account of the sickness of his son, Earl. We understand that the danger is over and "Bill" will soon be back on the job again.

#### North LaCrosse News.

*H. J. Bullock.*

Train Dispatcher "Rip" Van Wie of Lewistown, Mont., called on us recently.

River Division Roadmaster J. Wagner and Claim Agent C. E. Lenon transacted important business near La Moille October 8th and 9th.

Telegrapher C. L. Alleman has returned from Conrad, Mont., and resumed duties at the Black River Draw office.

# 6%

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

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

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

Dividends are declared July 1 and January 1 each year.

*Write for a booklet explaining our plan*

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A. F. LINDEN, Vice-Pres. & Treas.  
R. CAMPBELL, Secretary  
SCOTT CALHOUN, Counsel

## Puget Sound Savings and Loan Association

*"A Mutual Savings Society"*

222 Pike Street Seattle, Wash.

## Pacific Mutual Life Insurance Company

**Assets \$29,338,151.99**

*If you are interested, please complete this coupon and mail to Company*

### The Pacific Mutual Life Insurance Co.

RAILROAD DEPARTMENT  
725 Peoples Gas Building, Chicago, Illinois

My occupation is \_\_\_\_\_

at \_\_\_\_\_

Please send information regarding  
**Accident and Health Insurance**

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*Incorporated*  
**Capital & Surplus \$350,000.00**  
**Resources over \$2,000,000.00**  
 FRANK B. PATTERSON, President  
 ROBT. F. HAYS, Vice President  
 W. J. PATTERSON, Cashier & Manager  
 JAS. H. FULLER, Asst. Cashier  
 R. H. FALCONER, Asst. Cashier  
**Aberdeen, Washington**  
*4% Paid on Saving Accounts*

**Larabie Bros.**  
**Bankers**  
**Deer Lodge, Montana**  
 Founded in 1869 Oldest Bank in Montana  
 Every banking facility extended to  
 our customers  
 Safety Deposit Boxes For Rent  
 Depository for C. M. & St. P. Ry. Co.

**New England National Bank**  


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**THE Bank**  


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 OF  
**KANSAS CITY, MISSOURI**

W. A. CLARK J. ROSS CLARK  
**W. A. Clark & Bro.**  
**Bankers**  
*Established 1877*  
**BUTTE, MONTANA.**  
 Alex J. Johnston, Cashier J. K. Heslet, Asst. Cashier  
 Transacts a general banking business. Ac-  
 counts of banks, corporations and firms  
 will receive best terms consistent with  
 good banking methods.  
**Interest Paid on Time Deposits**  
 Boxes in Safety Deposit Vault

Mr. John Welcher is installing a new span on the Mississippi River bridge.

Master Brickmason Dick Voigh is very busy on a new parcel post building.

Conductor Dan Smith is back on the Viroqua Line, after a brief lay-off.

Work on the new Rose Street viaduct is being rapidly pushed by Foreman J. E. Gleason.

Mrs. P. J. Larkin, wife of LaCrosse Division Conductor P. J. Larkin, passed away at 3 a. m. October 9th, after a long illness. Mrs. Larkin was widely known and respected and loved by all who knew her. Sympathy is extended to Mr. Larkin in his bereavement.

**Des Moines Division Notes.**

*Libbie A. Gaiber.*

The wife of Conductor H. E. Ziebell is visiting at Albia, Iowa.

Conductor A. O'Laughlin went to Topeka, Kan., the first part of this month to accompany his wife home, who has been visiting with relatives there for about one month.

Fireman Paul Black recently returned from a short visit at Moulton, Iowa.

Engineer Ed. McLucas visited with relatives at Minneapolis the forepart of last month.

Train Baggage man F. E. Eldridge and wife have gone to Chicago for a few weeks' visit.

S. E. Dime, chief clerk to Superintendent R. P. Edson, is the happy owner of a Maxwell touring car, won October 10th in the contest held by the Empress Theater, of Des Moines.

His many friends are congratulating him and requesting that he make good his promises of giving them a ride.

Engineer George Chambers and wife are taking a trip to Houston, Tex.

Conductor B. O. Shore, with his wife and little daughter, left the first part of this month for a short stay at St. Louis. On their return trip they will stop off to visit with friends at Keokuk, Centerville and Van Wert, Iowa.

Chief Dispatcher G. R. Dickman, accompanied by his wife and daughter, Genevra, left October 21st for his farm, in Northern Iowa. George expects to be gone about two weeks.

Mr. S. E. Carter, for twelve years agent at Rockwell City, Iowa, has been appointed agent at Storm Lake, Iowa, to take the place of Mr. D. B. Brown, who has been agent at the latter place for about nine years.

Mr. Brown has been appointed agent at Panora, Iowa, in place of Mr. H. E. Cunningham. Mr. Cunningham has been appointed agent at Rockwell City, Iowa.

Mr. S. S. Price, formerly agent at Clive, is now agent at Grimes, Iowa.

On October 1st a wedding of interest took place at Grimes, Iowa, when Agent S. S. Price was united in marriage to Miss Ella Catherine Peitzman of that city. The happy couple spent their honeymoon in Colorado.

The heartfelt sympathy of employes on the Des Moines Division is extended to Conductor E. H. Adams and his two little sons, in their bereavement in the death of their wife and mother, which occurred on the morning of October 6th, after a serious illness of typhoid fever.

**News of the Idaho Division.**

Dispatcher P. L. Hays returned recently from his vacation, spent at Lake Pend Oreille, where he claims the fishing is great. Although this is somewhat of a lake we hear the water receded several inches during the time spent in fishing.

Manito being made a joint telegraph office with the O.-W. R. & N. Ry., effective September 15th, the boys are being kept pretty busy at that place.

Operator P. Evans, third trick, Plummer, has just returned from an extensive visit through Wisconsin.

Dispatcher G. A. Rosback and wife departed for Los Angeles Thursday, September 24th. Lakes are not large enough for Gus.

No. 17, Engineer Mead, on Friday, September 18th, struck a bear one mile west of St. Joe. A search was made for steak, but steak had gone too high.

Conductor Loniselle is on the helper job, Spokane to Manito.

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F. G. Best and C. L. Turner are doing some extensive repair work in the Spokane office.

Who says Plummer-Spokane branch?

Operator Evans is back to work, after an extended visit for some weeks in the far East. He was relieved by Operator Swindler.

Operator Swazey was off a few days, looking after business affairs. He was relieved by Operator Swindler.

Operator Swindler has gone to Lone Pine, after relief work at Plummer Junction.

Freight Clerk Applegate, at Plummer freight house, holds the record for pheasant hunting this season. We are all glad that "Dock" understands the hunting game, as we like the wild game very much.

Material is on the ground to have a small stockyard at Plummer soon.

#### Lax Division Doin's.

Guy E. Sampson.

Mr. S. P. Janes, who was reported last month as visiting his son, R. H. Janes, has again returned to California. After having spent the last few winters in the Golden State he did not feel inclined to face our cold, snowy winter.

Mrs. Wilson, wife of Engine Dispatcher William Wilson, and her daughter-in-law, wife of Fireman Arthur Wilson, both of Milwaukee, spent a few days visiting relatives in Crawford County during the month of September.

A special train, carrying the directors of the C., M. & St. P. Ry., passed over our division September 26th on a westward trip. The train was in charge of Conductor A. Moulding and pulled by Engine 515, with Engineer E. Krause at the throttle on the East Division and Engineer J. Grady on the West Division.

Since the completion of the automatic signal system the telegraph office at West Salem has been closed from 11:30 p. m. till 5:30 a. m.

Conductor M. A. Cross and crew put in two weeks handling a piledriver on the West Division.

Mrs. Johnson, wife of Second Trick Operator E. L. Johnson of Portage, spent a week this month visiting relatives at Oconomowoc.

Train Baggage man W. C. Clark of the W. V. Division, who resided in New Lisbon and who had held the position of baggage man on that division for a number of years, died at his home October 2nd. Mr. Clark had been in poor health the past year and was only able to work part of the time. He leaves a family, besides hosts of friends to mourn his demise.

Mr. Clarence Hyde went to Chicago on business October 4th.

Engineer Walter Woodman of Portage sure gave his many friends a great surprise when, on October 1st, he joined the Benedicts, his bride being Miss Myrtle Manchester of Westfield, Wis. Her many friends in her home town were sorry to lose so dear a friend, but were glad to know that she had cast her lot with such an upright and honorable young man as Mr. Woodman is. After their marriage the newly-weds left immediately for an extended tour through the East, visiting Niagara Falls and other important places. They are now at home in Portage. Walter's many co-workers join in wishing himself and wife all the joy and happiness of a long life together.

Another silk special passed over our division October 6th, running as 216. The train contained six carloads of raw silk, en route from Japan to New York. It left Grand Crossing, North Lax Yard, at 9:47 a. m., stopping in Portage Yard at 12:25 p. m., pulled by Engine 8071, T. C. Murphy and F. Isbener, engine crew. It left Portage at 12:35 p. m., stopping in Milwaukee at 2:40 p. m., with Engine 3127, E. Krause and Fireman Housner being the engine crew on the East Division.

On September 19th Mr. William Grunke and Mss Matilda Wolfein were married at Portage. Mr. Grunke is a well-known employe, having switched in Portage Yards for several years. Miss Wolfein is the daughter of a highly esteemed Portage family. Both were raised in Portage and enjoy the friendship of old and young alike. After their marriage they took a two-weeks' trip, visiting in Milwaukee and Kenosha, Wis., also at Waukegan, Ill. but have returned and are now at home in Portage. "The boys" all join in congratulations.



**"SAFETY FIRST"**

has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year.

Ⓒ This strong bank invites you to avail yourself of its broad banking service—to become one of its army of more than 17,000 depositors

CALL OR WRITE FOR BOOKLET  
OLD NATIONAL SERVICE

**OLD NATIONAL BANK**  
OF SPOKANE

Resources : : : \$12,000,000

*First National*  
*Bank*

OF LEWISTOWN, MONTANA

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**RESOURCES**  
**\$2,000,000.00**

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*The Big Bank of the Judith*  
*Basin Territory*



**The American Laundry Machinery Co.**

**SAFETY FIRST**

IN

All Types of Laundry Machinery Equipment

208 WEST MONROE STREET  
CHICAGO

**Hotel Wisconsin**

*Milwaukee's Newest and Finest Hotel*

**Five Hundred Rooms**  
Three Hundred with Private Bath  
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624 F Street, N. W. Washington, D. C.

Conductor B. Carleton and crew, Engineer F. Green and fireman, have been on a work train out of Lax this month, waiting on the extra gang that is laying new steel between Midary and West Salem.

Engineer Adolph Meyers, who has been working on the M. & P. branch for the last ten years, returned to the main line to work, but after making a couple of trips we understand he decided to return to his old position, where six days complete a week's work and no midnight call boy's musical voice ever disturbs his quiet slumbers.

First Trick Operator A. Finnegan of Kilbour took a ten-day lay-off in October, and with Mrs. Finnegan spent the much-needed vacation visiting various places throughout the State. Operator Wilson, from (we failed to learn where), is working third trick in place of Operator Kingston, who works second trick in place of Operator Talofson, who, in turn, is working in Mr. Finnegan's place.

Night Yardmaster William Stafford and wife of Portage spent the month visiting relatives and shooting wild game in Kansas. They report to friends a delightful time. George Linscott is filling Will's place in the yard.

We noticed Engineer Charles McCain's smiling face in Portage. Charles had the misfortune two years ago to have the flesh torn from his left heel and has spent much time in Chicago, having some miraculous operations in the way of flesh grafting performed. His many friends and co-workers are delighted to see him getting along as well as he is.

Conductors Haggerty and Springer have charge of the work trains at Oconomowoc, where a new canning factory is being built, which necessitates a large amount of filling. Also a new track is being built. "Cooney" is sure on the map and we know of no better town for industries of this kind to locate.

A. F. Klingler, wife and daughter of Milwaukee spent Sunday, October 11th, visiting friends in Barton, Wis. They report their day out of the city as having been spent very enjoyably.

Mrs. Blanchard, wife of Engineer Rufus Blanchard of North Lax, met with an accident October 13th. As she was preparing to alight from Train No. 6 at Kilborn City, she fell in such a manner as to break a leg. The injury was naturally very painful, but she is slowly recovering.

**Northern Montana Division.**

Engineer John McCullough and Miss Henrietta E. Pick were married in Lewistown on September 30th, leaving for a short trip after the ceremony. The bride has spent all her life in and near Lewistown and is a daughter of ex-County Assessor Frank Pick. The best wishes of their many friends go with them.

Dispatcher F. L. VanWie returned from his vacation October 14th and Dispatcher C. G. Blechner left on the 15h for a short visit in Minneapolis.

Miss Florence Morden, stenographer in the Superintendent's office, left October 15th for her home, in Iowa. The visit is occasioned by illness, but Miss Morden hopes to be able to return to her duties soon after the first of the year. Her place is being filled by Mrs. J. A. Bedord.

On October 15th, at Lewistown, occurred the marriage of Miss Mercedes Retallick, daughter of W. J. Retallick, car foreman, to Mr. William J. McGrath, a machinist at Miles City. They left in the afternoon for the East and after November 1st will be at home to their many friends at Miles City.

The Interstate Company lunch room at Lewistown deserves considerable commendation. The service is prompt, the place is clean and the food is good. The manager and his assistants are ever courteous. The large amount of city trade speaks well for the restaurant, as it is patronized by a great many aside from the railway employees.

**Superior Division Notes.**

*P. H. Donley.*

Conductor Howey and wife took in the "Homecoming" at Ontonagon. All pleased to see them, as that is where John met his first love.

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Conductor Caine is on Dunn's run, as he is at Witch Lake, harvesting his crop.

Conductor Culver is on 9 and 10, between Green Bay and Houghton.

Conductor Schroeder is on the Iron River run, relieving D. Kelly, who is taking a rest before being assigned to other duties.

Conductor Graham is kept busy doing the extra passenger work. John is right at home in this business.

Conductor DuBois and wife have returned to their home in Green Bay, after spending a pleasant vacation at Elkhart Lake.

Conductor Beach is on 9 and 10, between Milwaukee and Green Bay.

Baggage man Otto Falk made a flying trip to Minnesota. Looks as if Otto had the fever of cultivating a farm.

Conductors Black, Kerr, Arnet and Bennett went to Marquette to take D. S. S. & A. Ry. examination in anticipation of rush business State Fair week.

Flagman Schroeder, on 2 and 3, passed the cigars. It's two bouncing boys.

Flagman Witland, on 2 and 3, has resumed his duties, after being laid up several weeks on account of an accident he met with in the performance of his duties.

Baggage man Schroeder has opened a real estate office in addition to his vocation and has made several trades in houses, lots and farms.

The European conflict seems in no way to retard the business on our division. Both passenger and freight business are good.

The Chapin Mine, at Iron Mountain, discontinued shipping ore October 5th. They shipped about three-fourths of their large stock pile and are now beginning to stock ore again for next season. Traders' Mine also closed down for the season several days ago, having shipped about 65,000 tons during the past season.

The Penn Iron Mining Company of Norway is the only one that is still shipping ore in the Iron Mountain territory at present and they expect to keep it up for two or three weeks.

Concrete abutments for C. & N. W. overhead bridge, one mile west of Iron Mountain, are about complete and a new steel bridge will be put in place Sunday, October 18th. Concrete Foreman A. O'Neil has charge of this work.

C. W. Freckelton is now in charge of Iron Mountain Yard, E. J. Kenney and H. McDonnell helping. As they are all conductors, the work is done up in great shape.

M. J. Donovan is conductor in charge of the ore district at Norway until they finish in a few weeks.

Mr. Elmore Pilley made a flying trip to Crystal Lake several days ago. He reports everything in good condition at that point.

Mr. H. O. Asp, second trick Iron Mountain, expects to leave here about November 15th for a trip West, taking in Fargo, N. D.; Minneapolis and Duluth.

A. C. Barber, first trick Iron Mountain, is contemplating a trip to New York City in the near future. Wants to see the "Great White Way."

Mr. H. A. Wicke, traveling inspector, was in the city recently, disposing of a carload of grapes which had got a ducking in the Fox River at Green Bay, caused by a car jumping the track on a bridge and falling into the river.

Conductor "Bob" Wallace "moved" to Iron River with the gravel train outfit and will run the gravel train there. "Bob" can't get away from the "soft" jobs.

Conductor Freckelton went partridge hunting last Sunday. He says the hunting is the best ever, having covered thirty miles through the woods and never got a "bite."

L. H. Little is doing the stunt on the Channing-Green Bay way freight at present. "Lou" handled the yardmaster job at Iron Mountain some years ago and he is a handy man to have on the way freight.

P. S. Mantonya, investigating agent, was in town several days ago, calling on old friends. We like to see Paul's smiling face now and then.

W. O. Davies, general car foreman, with headquarters at Milwaukee, was in town the other day, looking over the local repair yard.

P. W. Maloney, agent at Randville, Mich., was a caller here recently. "Pat" is preparing for his trip over the "sands" in the near future.

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We also offer our services in making investments which bear a higher rate of interest.

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TRUST COMPANY**  
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**Capital and Surplus - \$ 800,000**  
**Total Assets over - \$4,900,000**  
**JAMES D. HOGE** **N. B. SOLNER**  
*President* *Cashier*  
We solicit your Northwest business  
We pay 4 per cent on saving accounts

Charles Engquist and his extra gang are at present putting in tie plates between Pembine and Iron Mountain. The track on the West Superior Division is being put in fine shape for the winter. Matt Miller's gang is busy between here and Randville.  
M. P. Conery, local car foreman, was called to Rio, Wis., September 26th owing to the death of his uncle, J. McMann. Mr. McMann was an old Civil War veteran, having been on the firing line in three of the large battles.

**Superior Division Items.**

*J. A. Parkinson.*  
Engineer M. J. Clarey, who has been touring the State for the past month, looking after his interests, has returned to the service. Mr. Clarey enjoys the distinction of being the oldest engineer in point of service of the company on the Superior Division.

Engineer P. H. Deginre's many friends still gather around him at the end of each trip to hear the latest stories. Phil is very famous in this line and always has plenty of time to entertain you.

Engineer Thomas Brady, who has been running out of Channing, Mich., for several years, has moved his family to Green Bay, Wis., and taken a run between Green Bay and Milwaukee.

Engineer George Constance, who pulls the Copper Country Limited, has been spending most of the past season at his summer home, on the west banks of the Fox River.

**I. & D. Note.**

C. H. Houck, agent at Everly, went on a visit to Mason City, Iowa, last Saturday and returned Monday forenoon, the 19th. Helper A. O. Gundler took charge of the station during his absence.

**S. M. Division News.**

*T. P. Horton.*

Another month has passed away  
And once again I must say my say;  
For news I looked and longed in vain  
But nothing came on any train.

"Bill," the chief clerk, then came across—  
Without his help I'd be at a loss.  
He always has an item or two,  
And between us both we make it do.

F. Luskow, roadmaster on East End, spent a day or two in Lax, attending the Interstate Fair, while his wife and mother-in-law took the twins and visited relatives in Wisconsin.

Roadmasters and clerks held a meeting in Superintendent Atkins' office in October to receive instructions on the I. C. C. accounts. It seems to them as though they are used as lawyers and accountants now, instead of roadmasters, but Mr. Harvey, who was in attendance at the meeting, thought you would have to go some to beat them. Chief Dispatcher Sorensen gave them a ride up the Mississippi River to Dakota in his fast motorboat. "Bug," Tom Hines thought he would rather be on his track for if anything happened he would know where he was at, but on the river he couldn't tell.

Sid Maine, for many years passenger engineer, spent a few days in Lax, resting up from his duties on his Wyoming ranch. On his return his wife comes to Lax for an operation. "Dare Devil Sid" would like nothing better than to sit in the old 751 and go tearing madly up the Valley, but the doctors say nothing doing in that line for the present. Old Sid was there and over when it was up to him to make the meets come right.

Conductor Frank Root was off one trip on account of sickness.

We had a pleasant call from John Paulus, from the city ticket office in Milwaukee.

A. E. Lambert, who has been on a visit in Kansas City, has returned and is relieving temporarily at Vilas.

Operator G. H. Nolte at Spring Valley and Agent Hendricksen of the same city enjoyed a few days off recently, relieved by Operator Rondeau, who has returned to his home in Pipestone.

Mitchell Mikkelson has resumed work on the third at Wells, bumping Operator Roosnen, who has gone for a visit at Grand Rapids, Wis.

**Obituary.**

On Sunday, September 27, Mrs. Harriet L. Dutcher, wife of the veteran agent at Lake City, Mr. E. W. Dutcher, passed away after a long and painful illness. Mrs. Dutcher was in her seventy-fifth year and her long life had been one of continuous activity in good works, making for the social and civic improvement of the communities in which she dwelt. Mr. and Mrs. Dutcher have lived in Lake City for more than thirteen years, previous to which their residence had been in Minneapolis, Stillwater and other places, where he was agent of this company. Friends everywhere are called upon to mourn her loss. Besides her husband, she leaves a daughter, Mrs. A. N. Kellogg, of Iowa City, Iowa.

Frederick A. Jackson, the only agent who has ever served this company at Manilla, Iowa, died at his home on October 14, after an illness of only two days. Mr. Jackson was 60 years old and had served this company continuously since June 2, 1879. He went to Manilla as agent in February, 1886, on the opening of the station. He has always been a faithful, loyal and efficient employe. The funeral was held in Manilla, Sunday, October 18, and was largely attended by the employes of the S. C. & D. and C. & C. B. Divisions, by all of whom he will be greatly missed. He leaves a wife, two daughters and one son, Frank E. Jackson, train dispatcher at Perry, also a host of warm friends, to mourn his early passing.

On October 20, while Merle Cornelius was going from Preston to Browns on a gas motor car, he was struck by a work train and instantly killed. Merle was a son of Conductor Frank B. Cornelius and was twenty-three years old. He had been employed as time-keeper for extra gang at Browns. He has been in the employ of the company several years, having served for two years and a half as clerk in the freight agent's office at Marion. Merle was a popular young man and his sudden death is deeply regretted. The family have the warmest sympathy of a wide circle of friends.

Hugh B. Fagan, a well known engineer of Kansas City Division, died suddenly at Ottumwa, Iowa, August 1, from a stroke of apoplexy, which occurred while he was on duty, preparing to go out on his run. Mr. Fagan was fifty-three years of age, thirty-three of which were spent in the service of the Milwaukee. Entering the track department in May, 1881, he served in that department until July, 1888, when he became a fireman on the Hastings & Dakota Division, going from there to the Kansas City Division soon after it was opened for service.

Mr. Fagan was a man of sterling character and was a competent and efficient employe who held the confidence and friendship of his superiors and fellow workers. He is survived by his widow, four sons and one daughter. He was a member of the B. of L. E. and the Knights of Columbus. The funeral was held at Ottumwa, Iowa, August 3, and was largely attended.

The body of William S. Greeley, conductor of the Columbian, was found dead on top of a refrigerator car at St. Joe, Idaho, at 7:30 p. m., September 27. Whether he was murdered by hoboes, whom he attempted to eject, or died naturally has not been determined. Three hoboes have been arrested on suspicion and are in custody at St. Joe.

Greeley was making his second journey into Spokane as the conductor of the fast train. He was to have been met here by his wife and his wife's mother, Mrs. W. L. Jones, and with them was to have begun housekeeping here next Wednesday. The message of death was carried to them by Charles Molander, chief dispatcher, and Mrs. Molander, at the rooms of Mrs. Greeley in the Coeur d'Alene Hotel.

Three hoboes had been driven from the train during its stop at the St. Joe station. They were again detected boarding two refrigerator cars, coupled in behind the locomotive. The train was brought to a stop and Greeley, going over on top, made a second attempt at ejection. When he did not return a brakeman



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Roundup, Montana

went after him. He found the body of the conductor lifeless on one of the cars.

Born in Iowa thirty-two years ago, Greeley spent nearly all of his working years on trains of the Milwaukee Company. He was a news-dealer in his teens and a brakeman almost before he was of age. He rose through the freight service to a passenger run and was honored with the first run on a transcontinental train from Malden, when he took the Olympian to Deer Lodge, Mont., on May 28, 1911. He had charge of a train on one of the suburban lines out of Seattle until his transfer to the Columbian last week.

Greeley leaves a host of friends to mourn his early death.

### River Division Items.

*H. D. Witte.*

Mr. "Con" Kassabaum, brakeman on the C. V. Division, was married September 24th to Miss Frances Carrol, at Wabasha, Minn. The young couple took a trip to Duluth and on the Great Lakes. They returned from their honeymoon and are now enjoying married bliss in their home on the West Side.

Mr. Clem Gosse, car repairer, met with quite a serious accident while at work at the station, by being hit with one of the engines. He is now much improved and is able to be at work.

Mr. Henry Erickson, brakeman on 102, while attempting to board a yard engine made a mis-step and injured his right foot. He was taken to the St. Elizabeth's Hospital for medical treatment and an examination, but we are pleased to note the injury was not serious.

Mr. H. A. Buel, Roadmaster of the R. & S. W. Division, formerly of the River Division, was a caller at Wabasha, shaking hands with many of his friends. Come again, Henry, we are always pleased to see you.

Mr. John Ostrom, Chief Carpenter, is on his annual inspection tour of bridges. J. O. never fails.

The pontoon bridge across the Mississippi River at Read's Landing is undergoing repairs of dry docking, and will be in excellent condition for winter traffic when finished.

Sim Evans, engineer on the River Division, is taking his annual vacation, visiting many points of interest in the East.

Mr. W. J. Theile, Superintendent; Mr. H. S. C. McMillan, Master Mechanic, and Mr. F. S. Rogers, Superintendent of Motive Power, were at Wabasha October 12th, making permanent locations for boilers at the roundhouse for heating purposes, and we are pleased to note several improvements are to be made.

Mr. William Sneel, master car foreman, was a pleasant caller at the Car Department Monday, October 12th.

Mr. A. B. Enke, second trick telegrapher at Wabasha, Minn., was away on a two-weeks' vacation, visiting relatives and friends at Pollock, N. D., and Minneapolis during his absence.

We are informed that W. W. Dinnels, division lineman, is about to take a ten-day leave of absence, visiting his old home at Ludlow, Mo., and other points in Missouri.

Roadmaster Wagner now has two steel gangs laying new steel on the River Division. John is there when it comes to keeping up the division.

Married at the home of the bride's mother, Mrs. Dora Prehl, Miss Edna Prehl to Emil Rogoweski, at Hastings, Minn., September 2nd.

Engineer Homer Williams died September 29th at 8 p. m., at his home in Minneapolis, from an injury received about two months ago, reversing his engine. He was an old and beloved employe, having worked on the River Division since 1880. He was in the work train service for two or three years, gradually working up to the passenger service, which position he held up to the time of his injury. He will be sadly missed, as he always had a pleasant word, a cherry greeting and a cheerful word for everyone.

Mr. Sam Burbank, on the Sillwater branch, has been taking a short vacation, his place being filled by Ernie Smith.

Mr. Engles, yardmaster at Hastings, Minn., has been appointed an inspector of safety ap-

pliance, effective October 1. He is succeeded by Mr. Frank Dazell.

Mr. A. B. Jones, agent at Eau Claire, who has been taking treatments at Minneapolis for several months, dropped in to see his relatives and friends at Wabasha on his way home. We are pleased to note he is very much improved in health and will soon take up his duties as agent.

C. A. Lans, yardmaster, who was called to Spokane, Wash., on account of the sudden death of his sister, has again resumed work.

#### News of the General Office.

Malcolm H. McEwen has been appointed Contracting Freight Agent in Chicago, taking effect November 1. Mr. McEwen has been with the Milwaukee for the past thirteen years. Since 1906 he has been chief clerk for Vice-President E. D. Sewall. Prior to his service in Mr. Sewall's office he was a stenographer in the General Freight Department. McEwen is one of the best posted young men in the general offices. His range of railroad knowledge was acquired in an excellent school of instruction, and with his capacity for work and grasp of details he has made his years of service with the Milwaukee fruitful to himself and the company. McEwen's friends are legion on the road, all of whom wish him great success in his new position; and with his squareness, enthusiasm and railroad attainments, he should deliver to a degree that will be pleasing to all who know him.

William J. Kane has succeeded M. H. McEwen as chief clerk in Vice-President Sewall's office. Mr. Kane was transferred from the Assistant General Manager's office, where he had been employed for the past six years.

Tom Nugent and Roy Borgerson, formerly of General Superintendent Cooper's office, are now working in the office of J. T. Gillick, assistant general manager.

F. E. Weise, chief clerk in the Engineering Department, L. D. Hadwen, engineer of masonry construction, and A. A. Wolf, district carpenter, have gone to Los Angeles to attend

the Bridge and Building Association convention.

Henry Wagner, stenographer in the chief engineer's office, has left the company, after eight years' service, to engage in law practice in Milwaukee.

J. M. Arnold has been made traveling freight agent, traveling out of Chicago. Joe has been in the General Freight offices for a number of years. Prior to his promotion he was chief clerk for J. G. Love, assistant general freight agent.

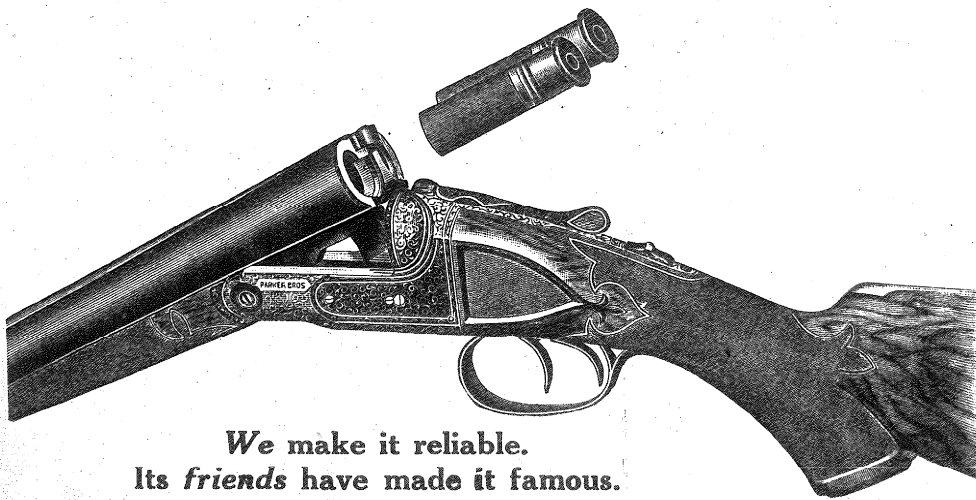
I. C. Schuldt, who has been with the Milwaukee for six years, has been appointed chief clerk to succeed Mr. Arnold.

The vacancy created by the transfer of A. A. Wilson has been filled by S. MacClurkan, who was appointed commercial agent in Milwaukee on October 1.

On October 8, the Milwaukee provided a special train for the American Association of Traveling Passenger Agents, en route to San Francisco to attend the forty-second annual meeting of that organization. Quite a number accepted our invitation to use the traveling passenger agents' special train. George B. Haynes, general passenger agent, acted as host for the company. Our guests on this occasion were enthusiastic in their praises of the accommodations found on the train. The Milwaukee road trusts that all those who accepted the invitation tendered the association got as much pleasure out of the trip as we did in having them with us.

A. A. Wilson, on October 1, was appointed division freight and passenger agent at Davenport. Mr. Wilson entered the service of the company July 1, 1895, as an operator on the Northern Division. Prior to his promotion he was commercial agent at Milwaukee. For a number of years he was agent at Marinette and Green Bay on the Superior Division. From station service he was promoted to traveling freight agent, with headquarters at Cedar Rapids, and later at Chicago. Mr. Wilson has made many friends at the different points where he was employed, who will be pleased to know of his recent advance in the ranks.

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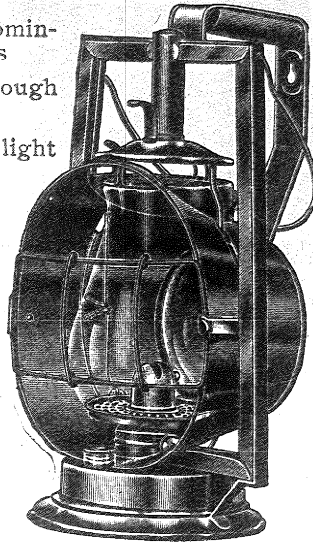
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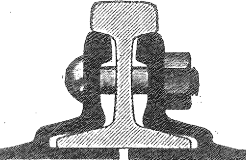


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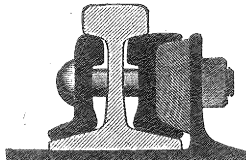
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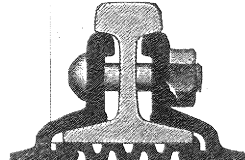
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Miles  
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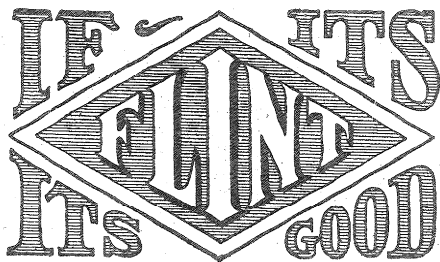


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DEARBORN ANTI-FOAMING PREPARATIONS should be carried on the engines and applied each time water is taken, dissolving the required quantity in hot water and placing in the engine tank before filling.

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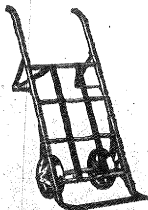
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