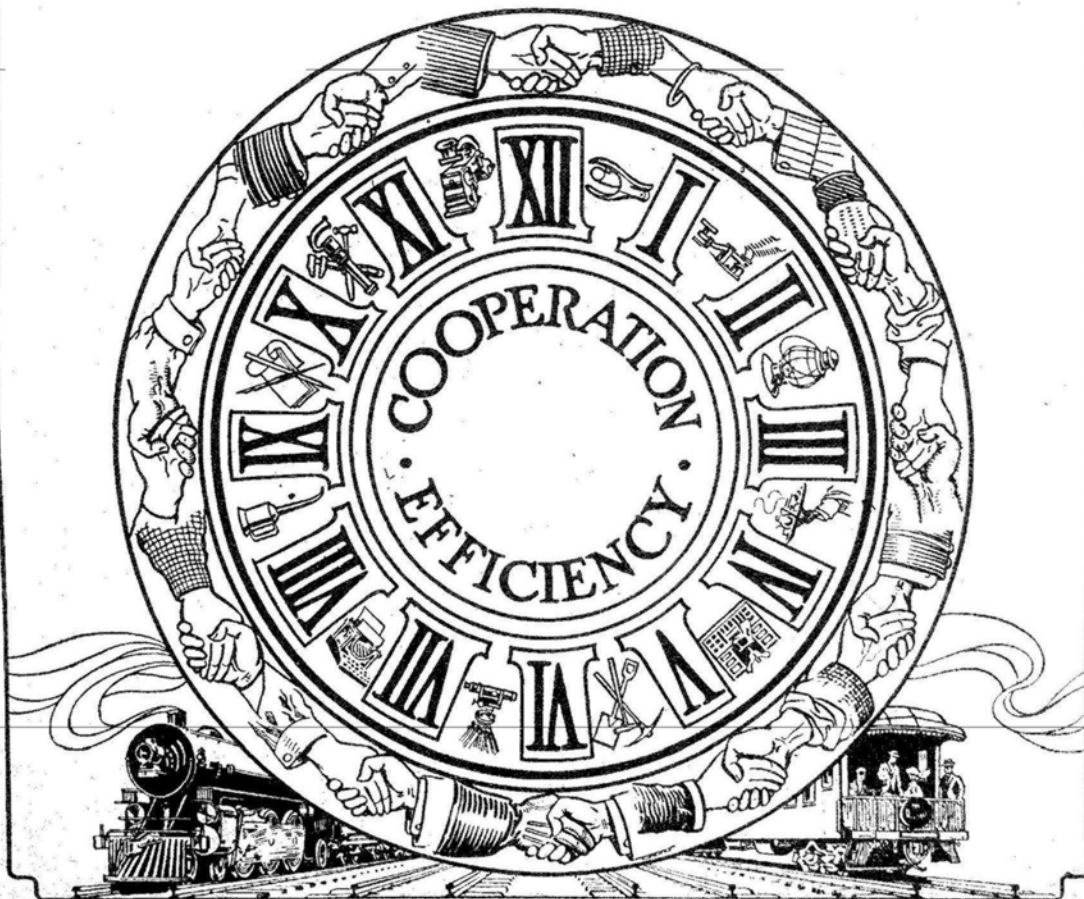


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

**November**

**1916**



VOLUME 4

No. 8

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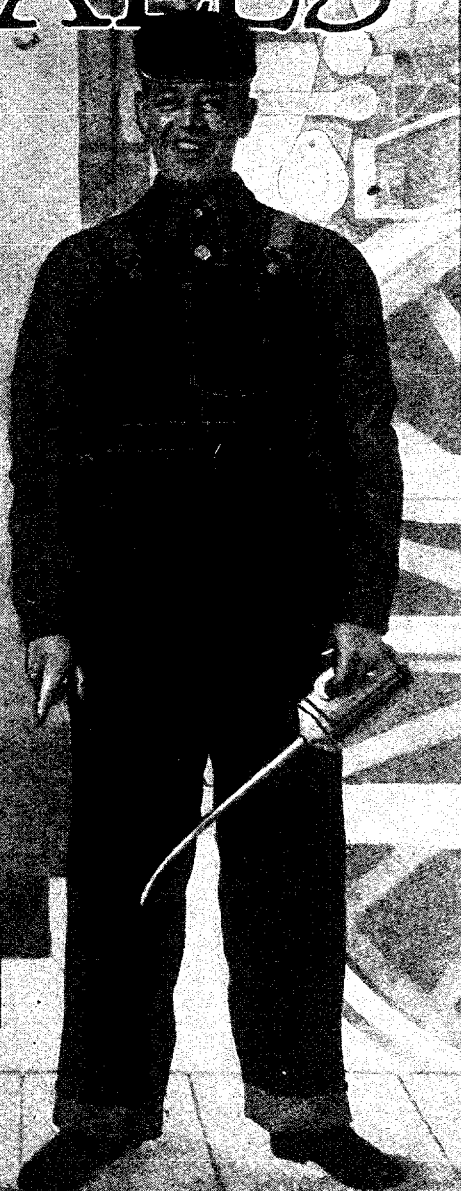
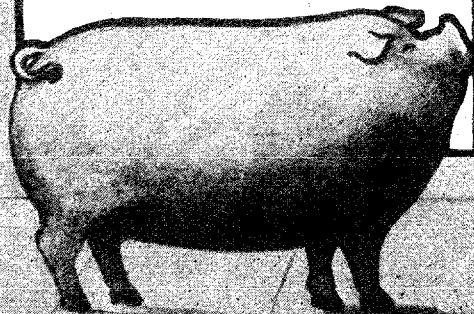
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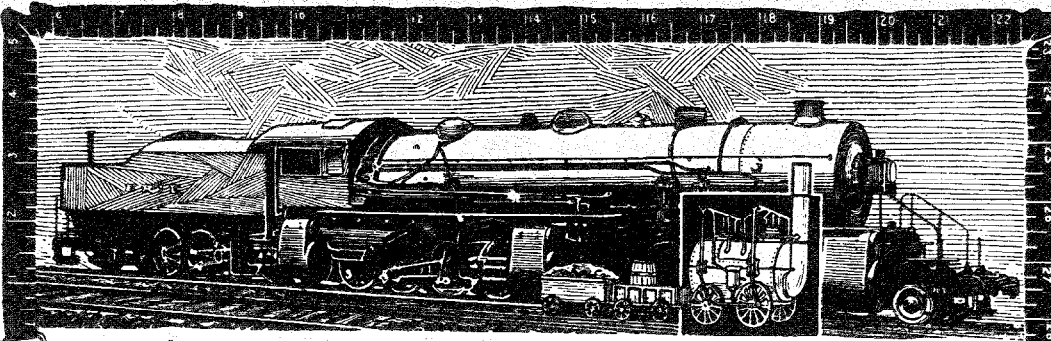
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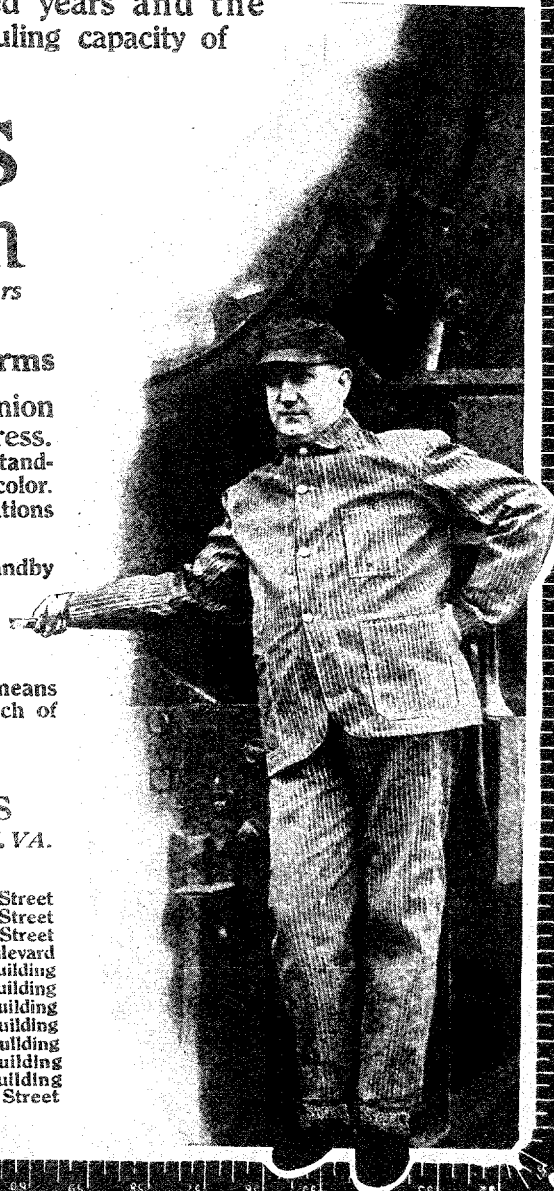
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## Efficiency Versus System

*G. J. Bunting.*

The men who successfully attain the higher things of life through their own efforts will all admit that their achievements are due to the efficiency of the methods employed. This is true in all walks of life, be it professional, commercial or otherwise. Without efficiency system is a failure. In fact, one might attain success through efficiency with little knowledge as to systematic costs, for of what value is cost except as a medium of enhancing efficiency?

A public accountant on one occasion in making an examination of the records of a certain industry, stated that the chief accounting officer of the industry pointed with considerable pride to the fact that the average pay of all clerks in his office was considerably below that of any other industry in the same line of business, and that the average cost per clerk hour (and he so kept his cost statistics) was considerably lower than it had been for the three or four years previous. The accountant was greatly impressed until he gave some consideration to the units of productive service, when it was discovered that the actual cost of service per unit was exceedingly excessive. In other words, this man had been devoting too much of his time to the matter of lowering his average salary cost per man and paying too little attention to the efficient service of his men.

There are two points hereby illustrated—first, that one employe with eighty-five per cent efficiency is much more desirable than three at thirty per cent; the one has the making of an executive while the others set an example that is not only detrimental but is demoralizing to the department; second, that efficiency brings its own reward and demands its proper recognition.

Of all the considerations that beset an executive, the least understood is the comparison of efficiency and system. System as a quality is exceedingly important, but without efficiency it spells failure. Of the two, it is by far more desirable to have an efficient plant than one that is merely systematic without the necessary efficiency.

The important point to be demonstrated by these few words is that efficiency and system are entirely different, and that efficiency is by far the more important of the two.

It is true that we all believe in the necessity of cost statistics, but if we knew that every part of our plant was being operated at about one hundred per cent of efficiency detailed costs of operation would be of slight importance.

Aside from showing financial results, detailed cost is merely a medium of measuring efficiency and makes for added efficiency when applied to those operations susceptible to improvement.

System is the application of methods to those incapable of self-efficiency, which from time to time may be changed to conform to methods that may be more efficient than the old. When you hear a man say that he has a system that is par excellent and nothing more is to be desired, you can make up your mind immediately that here is a man who has not yet seen the vast difference between system and efficiency and that he is in a fair way to be displaced sooner or later by a man of efficiency.

The relative value of system as compared with efficiency was very strikingly illustrated by the general manager of a certain successful plant on a chart prepared from his own experience. It was as follows:

	Relative Value %
System .....	6
Efficiency .....	35
Attainment of standards.....	59
<hr/>	
Total .....	100

As a further point in illustration, the following instance is cited:

A certain Chicago concern employed five bookkeepers to take care of its accounting. Its business was growing about fifteen to twenty per cent per annum, and in a few years had grown from a small institution to one of importance without making the necessary change in accounting that was essential. The chief executive was approached by a systematizer and convinced that it was essential that a system of "higher accounting" be installed. At the end of a year, under the new system, with an increase of only five per cent in business, it was necessary to maintain a force of ten bookkeepers instead of five as under the old methods. In other words, a systematizer and not an efficiency expert had been at work, and as a result a needless amount of red tape had been added without a single change being made from an efficiency standpoint. Later on an efficiency expert was employed, and he pronounced the new system as *ideal*, but that it had not been efficiently installed. He made

a study, cut out a lot of unnecessary detail and red tape, and in the end was accomplishing the same results with four bookkeepers in the face of an increase of thirty-five per cent in business over that when the systematizer first made the installation.

It will be seen therefore that we must be able to distinguish efficiency from system and understand that efficient methods are of necessity systematic and that many things which are systematic are not efficient.

System without efficiency has cost manufacturers and public service corporations untold thousands without any resultant or apparent return. Efficiency is the secret of success, and no matter what the system may be, if it is being molded by an efficient man, we need not fear the results.



Frank J. O'Connor

Frank J. O'Connor was appointed general storekeeper of Milwaukee on September 15th, after twenty-five years' service with the company in various capacities. Mr. O'Connor entered the employ of the road when he was 17 years old, as a stenographer and clerk in the store department at Green Bay. After three years' experience in this capacity he was appointed storekeeper, in charge of the office where he had served his apprenticeship as a clerk. He was later promoted to foremanship in the general store department in Milwaukee, and has also served as chief clerk for the master mechanic and the superintendent of motive power. For a period of two years he was also assistant signal engineer. His varied experience in the many departments of the railroad admirably qualifies him for the numerous and exacting duties evolving upon the general storekeeper of a great railroad.

A. P. Chapman, general agent at Seattle, was one of our most welcome callers of the year. Chap had a busy time shaking hands with his legion of friends in Chicago and Milwaukee, where he served the company for many years before going to the Pacific Coast.

## The Railway Sleeping Car

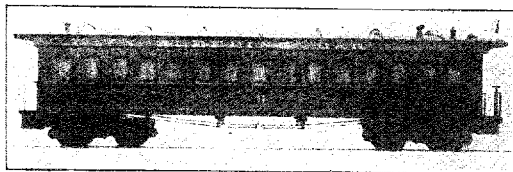
*J. F. Bahl, Traveling Passenger Agent, Seattle.*

The railway sleeping car is an American invention.

And nowhere in the world to-day has the sleeping car reached the perfection that it has in this country.

It was the great distances that travelers were obliged to go in the United States, which led to the necessity of a place to sleep without stopping and losing time.

The first attempt to meet this need of the public was made by the Cumberland Valley Railroad, in Pennsylvania. There, crude sleeping cars were used in the winter of 1836-1837.



One of the First Sleeping Cars

Three tiers of shelves answered as berths. The mattresses, pillows and blankets were piled up in one end of the car, to be dragged to the berths when the passenger wanted to go to bed. The passenger was expected to put the bedding back in its place when he got up in the morning, or sooner, if he left the train.

Other awkward and unsatisfactory attempts were made to provide sleeping quarters aboard moving trains and the Wagner type of sleeping car achieved a certain degree of success in the comfort furnished, but it was George Mortimer Pullman who first approached the present type of car.

Pullman was a cabinet maker, born in New York. After some experiments, in the course of which he made two sleeping cars from day coaches, he constructed a car, "Pioneer," in 1863.

"Pioneer" had the hinged berths that are characteristic of American sleeping cars of this day.

"Pioneer" was made one foot wider and two and one-half feet higher than any car had been built prior to the period, it being realized that a com-

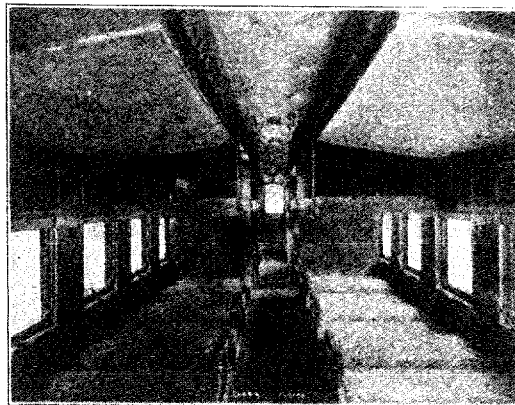
fortable sleeping car could not be constructed of smaller dimensions.

But the size of "Pioneer" necessitated cutting back station platforms, digging away the embankments in cuts and raising bridges and tunnels; and that for a time seemed to make the building of sleeping cars prohibitive.

When Abraham Lincoln was assassinated, it occurred to railway managers that it would be a great advertisement of the new car to carry his body in it from Washington to his last resting place in Illinois. Gangs of men were put to work to quickly make the necessary changes along the route. The same thing was done later when President Grant wished to make a tour and the Michigan Central Railway wanted to carry him over its lines. The changes thus made in the railroads reconciled managers generally to the acceptance of the larger size, which has since been utilized for locomotives and all classes of coaches.

Sleeping cars are not known to have been used abroad until Sir James Allport, general manager of the Midland Railway, in England, introduced them on that line in the 70's. They are now generally found all over the continent of Europe, but they do not in any degree approach the perfection and elegance of the modern American sleeper.

In the most approved type of present sleeping car abroad a passage runs along one side. Off this passage open a number of transverse compartments



Interior of Old No. 9



or berths, resembling ship's cabins, mostly for one person only, and each having a lavatory of its own with cold, and sometimes hot, water. Sometimes one berth is placed above another, so that the compartment can be used for more than one person, after the manner of state rooms aboard ship.

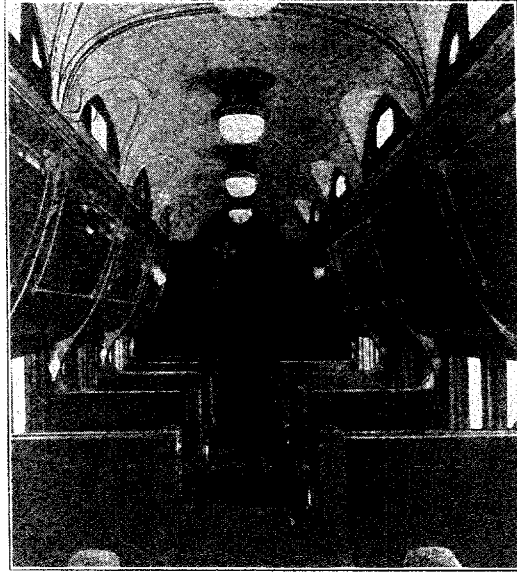
Though the prevailing type of sleeping car in this country is still that with a center alley, with berths, that are so hinged as to close overhead in the daytime, while curtains shut them off when turned down for use, one above another at night, the compartment has been extensively introduced. These compartments are quite frequently in a portion of the American sleeping car, being known as staterooms and requiring an extra payment for their use.

These staterooms are fitted up with a luxury and refinement far surpassing anything to be found abroad, often having handsome brass beds, elegant furniture, private baths and lavatories.

It is in the interior of the sleeping car, throughout, indeed, that much of the improvement in America has been made in recent years. From the beginning the American car was elaborate in rare woods and splendid textile trimmings. The advancing era of American good taste has done much to soften the over-elaboration of sleeping car interiors that George Ade used to call "the chambermaid's dream of heaven."

Once the sleeping car had become usual, the next inevitable step was the dining car, at first known as the "hotel car." These, too, were unsatisfactory in the beginning, but have been perfected until they are marvels of compactness, efficiency and usefulness. The success of the dining car gradually ruined a number of famous old railroad eating houses, celebrated for their food and service among travelers who were accustomed to rush from the train and bolt a hearty meal in twenty minutes or less.

Several years ago the "dollar diner" with a meal on the American plan, was popular, being much advertised. But the rising cost of living rendered this practice impractical, so that service on most American diners is now a la carte.



The "Longer, Wider, Higher"

An interesting and economical development of the sleeping car is the tourist coach. Here the fittings are generally of rattan or leather instead of plush and the floor is not so well carpeted. But the tourist car is comfortable and costs only half as much as the standard sleeper.

The Milwaukee was the first to have and exploit the "longer, wider, higher" sleeping car berths, and they were among the first to inaugurate the all-steel cars,—and upon our enterprising and progressive policy in this direction, The Christian Science Monitor made the following comment: "These trains, operated by the Chicago, Milwaukee & St. Paul Railway, are to trans-continental travel, what the mammoth steamships of the Olympic type, are to transatlantic transportation. Whatever of advertisement there may be in such achievement, is deserved."

#### An Extraordinary Affair.

F. A. Valentine, city passenger agent at Tacoma, passed through Chicago a short time ago on his return trip from the Shriners' meeting in Buffalo. Val is a personal friend of Chief Healey's and the chief decorated him with one of the staff stars, and, as Val looks the part of the "slick sleuth," a man with a genius for framing up jobs on his contemporaries, had Detective Valentine flash his pie plate on "Boy Waugh" and tell him that the chief wanted to see him at the City Hall. The "Associate" kulped till he almost choked—bleached until he was the color of a New Orleans fizz, and told the "officer" that he didn't do anything. "Chuck the bull," says Detective Valentine. "Tell it to the chief." But Val is too tender hearted to be a regular copper, for he could not endure the sight of the suffering he was causing, so he pulled off his false whiskers and flashed a card, reading, "City Passenger Agent," on the quaking victim. Now everyone is wondering why G. E. W. got so agitated.

# What Shall We Do With Our Railroads?

*H. G. Selby, Superintendent, Bellingham & Northern Ry.*

One of the most important problems awaiting solution at the present time, in this country, is the railroad question, and as I am convinced that future national prosperity will largely depend on the answer given, I have chosen for my subject the question, "What Shall We Do with Our Railroads?"

It is a fact, generally conceded, that the present material advancement of mankind is due to transportation facilities, and yet, instead of any general feeling of gratitude to the pioneer railroad builders or to the present owners and operators of railroad properties, there has always been and still remains a latent distrust that the public is being systematically filched; and that only by drastic regulation and legal restriction can the public be protected.

Admitting that there has been some justification for this opinion in the past, and that the Act to Regulate Commerce—in 1887, followed by the Elkins Bill in 1903, and the Hepburn Bill in 1906, were steps in the right direction, it must also be admitted that government regulation of railway income makes necessary the government regulation of railway expenses, and unless this obligation is assumed and proper adjustment made between earnings and expenses that will permit a reasonable profit to investors and stabilize the value of railway stocks, nothing can prevent the ultimate result of government ownership.

The history of railroading in this country is comprised within the past eighty-five years. In 1831 we had less than one hundred miles of railroad, today the mileage exceeds two hundred and fifty thousand miles. Less than one hundred employes were on the railroad payrolls in 1831, while in 1915 there were more than one million seven hundred thousand.

The property valuation of railroads in 1831 did not exceed two million dollars, today it is over twenty billion. In 1914 wages paid railway employes exceeded

one billion three hundred million dollars, and over two hundred and fifty million was spent for the single item of fuel, while the total amount of dividends paid stockholders was less than three hundred and fifty million dollars.

The service performed for the public amounted to the transportation of over one billion passengers an average of thirty-three miles each, and two billion tons of freight an average haul of one hundred and forty-six miles each, equivalent to hauling each individual of our one hundred million population three hundred and thirty miles, and of hauling twenty tons of freight for each individual one hundred and forty-six miles.

We find, therefore, that stockholders with investments aggregating eight billion six hundred dollars, carried on the rail transportation service of this country, employed over one million seven hundred thousand men, paid over one billion three hundred million dollars in wages and over eight hundred million dollars for other expenses, and at the end of the fiscal year 1914 sixty-eight roads were in the hands of receivers. In 1915 the new mileage built was the least since the Civil War. During recent months the gross and net earnings show substantial increases, but the net operating income earned during the last six months of 1915 was only 3.09 per cent, and for the fiscal year ending June 1916, making allowance for the improved conditions, it probably will not exceed 5 per cent.

The question immediately presents itself—how much longer will capital be satisfied with such meager returns, and with government regulation of earnings (generally downward), with labor continually demanding and securing higher wages, shorter hours of labor and more favorable working conditions, and with cost of material and supplies constantly advancing, how much longer can our railroads avoid general bankruptcy?

The public criticism and suspicion of railroads, resulting in the drastic state and national restrictive legislation of recent years, was largely occasioned by the acts of a few individuals who found a way under the loose corporation laws of various states to manipulate the properties under their control to the advantage of themselves and their friends but to the disadvantage of the public and the smaller stockholders. That abuse of trust should not, however, discredit railroad management in general or becloud the situation to-day.

Wm. Z. Ripley, professor of economics at Harvard University, refers to the early instances of manipulation as follows:

"Such evils were attendant upon a pioneer stage of development, together with the abuses which naturally arise under conditions of absolutely free competition and have made necessary the strict accountability of the directors of great public service corporations, both to the government and to the stockholders."

Whatever the sins of financiers and railway managers in the past, due to lack of proper regulation, imperfect laws and pressure of unrestricted competition, the fact remains that a large majority of stockholders were innocent of wrongdoing and have been victims together

with the public of a few wreckers and manipulators, and also despite a few glaring instances of stock jobbing and mismanagement the railroads of this country have in the main been ably managed and conservatively financed so that to-day the public is reaping advantages resulting from the most wonderful industrial advancement in the history of the world made possible by the development of transportation facilities and dependent upon transportation for its continuance, while the owners of railway properties are finding that with the public clamor for lower rates on one hand, and labor's insistent demands plus taxes, on the other, it is decidedly more safe and profitable to invest in 3 per cent government bonds or hold money in savings banks than to own railway stocks.

For several years the railroads of this country have faced a serious condition of increased expenses with reduced earnings and the situation is rapidly becoming acute. Strong lines are desperately striving to maintain dividends by rigid economies to such an extent that renewal and maintenance work is put off from year to year and both road and equipment allowed to deteriorate in the effort to avoid a reduction of dividend rates, while weaker lines are making still greater economic efforts to avoid de-



Miles City Car Shop Men

faulting their funded debt obligations, quite frequently allowing their physical properties to become so reduced that both loss of life and property are the results.

It is well understood that idle equipment is unprofitable and that only equipment under revenue load and in motion makes for profit, yet, during recent years tens of thousands of freight cars and hundreds of locomotives have stood for months in idleness on repair tracks awaiting necessary repairs that could not be authorized, and although this spells further loss to the railroads it also spells loss to the public in those times when the traffic offered exceeds the equipment available. This condition is becoming alarmingly frequent, for the railroads in the last ten years have not been able to meet the demands of the industrial development of the country or keep pace with the increase of population either by purchase of new equipment or repairs to the old, and shortage of both cars and motive power is a condition of common occurrence every year.

Another result of the economy measures forced on the roads that has reacted on the public is to be found in their restricted purchasing power. The railroads are enormous consumers of supplies and raw products of all kinds. Take the single item of lumber. It is estimated that under normal conditions fully forty per cent of the entire lumber of the country is used by transportation lines. The fir output approximates five billion feet annually, with a value of about sixty million dollars, and of this the transportation companies normally consume two billion feet, valued at twenty-four million, but during the past four years this has been reduced to less than ten per cent, and as a result one billion and a half of fir, valued at eighteen million dollars, must find other markets.

The lumber mill operators of Puget Sound can testify, I am sure, that they are suffering, together with the railroads, from the situation that is before us.

Looking backward over the eighty-five years of railroad history, we find several facts worth noting. Rates have steadily lowered. Service has steadily improved. Wages of labor have steadily increased.

*Net operating income has steadily decreased.*

It is very difficult to make comparison between transportation problems in this country and those in Europe, that will have real meaning, for the reason that conditions are so widely different. In Europe the population preceded the railroad, while in America it followed and is still following. In Europe, Russia excepted, the areas are small compared with the huge areas of the United States—there the heavy freight tonnage is mostly manufactured products, while here it is raw material moved long distances; there the population is dense and the heaviest passenger transportation is for the working people over short hauls, while here the population is scattered and the hauls long.

There are approximately fifty-three thousand miles of government owned roads in Europe, of which about thirty-one thousand are in Germany, while in the United States there are two hundred and fifty thousand miles under private ownership. The most successfully operated government roads in the world are to be found in Germany, and while it must be admitted that the German management is efficient and secures the results desired in a thorough and definite manner, it seems certain that it would be impossible to secure the same measure of success in this country owing to the vast differences in conditions, peoples and environments.

It is not my purpose to debate the merits or demerits of government ownership, and there are obvious arguments both for and against the question, but to say that it is "un-American" is not an argument. Whatever is necessary and right and adapted to the needs of our citizenship is "American" in its application, and if government ownership of railways in this country must come through our failure to provide protection that will permit capital to earn a fair return on investments in railroad properties the act of taking the roads over will be just as much an act of American policy as any other act to which we have irrevocably committed the country.

I have propounded the question—what shall we do with our railroads?



And while I do not feel competent to answer the question, I would like, in closing, to suggest a few things that I believe should be done without delay.

To begin with: We, the public, should recognize and acknowledge that the railroads of this country are the largest industrial asset we possess and that it is of far less importance to protect the public from the railroads than it is to protect the railroads from the public. We should recognize, particularly that portion of us who believe in a protective tariff policy for industrial development, that we need a protective tariff policy for the railroads also.

The railroads may be governed by self-interest in all their efforts, but, will anybody deny that the public is the concentrated essence of supreme selfishness? It is to this sense of public selfishness that I would appeal. Can we afford to seriously injure or cripple an industry of such magnitude as the railroads of this country, and will not disaster to the railroads spell disaster to the people?

It is not a question of high or low rates that matters to the public, provided the rates are not discriminatory, but it does matter to the railroad, and rates should be adjusted to provide a sufficient income that will permit the satisfying of all reasonable demands of labor, maintain the physical properties in a state of high efficiency, insure a supply of equipment equal to the demands of traffic requirements at all times, make possible the establishment of old age pension allowances to employes, and, fully as important as any or all of these provisions, they should permit and insure a net income that will return fair rates of interest to stockholders.

I would advocate granting enlarged powers to the Interstate Commerce Commission, the establishment of sub-committees throughout the country to cooperate with the Interstate Commerce Commission, embodying in our plan of regulation and rate control the best features of the German, French and English systems, and I would endorse the recommendation made by the commission appointed in 1909 to investigate and make report on questions pertaining to the regulation of security issues by

railway companies, of which President Arthur T. Hadley of Yale University was chairman, to the effect that railway companies be permitted to incorporate under federal statute and do away with the conflicting state laws.

### **New Work on the Puget Sound Lines.**

The Puget Sound Lines have had a busy season, with extensions, improvements and

An important part of the work has been the Choteau Line extension, approximately sixty-five miles in length, from Great Falls to Agawan. The work on this line was originally started in 1913, and discontinued in 1914, after the grading and bridging had been partially completed. Work was again started last spring (1916) and the bridge work is now about ninety per cent done. About fifty miles of track has been laid, and it is probable that the balance of the track will be put down before the end of the year. This line extends northwest into Teton County.

A line is also being constructed from Grass Range to Winnett, Fergus County, a distance of about twenty-two miles, which line will be used jointly by this company and the Great Northern Railway. The construction work was started about the last of July and it is not likely that the track will be laid until next spring, although the grading and bridge work is about half done.

Both the Choteau and the Grass Range lines extend into the rich farming and stock raising country of Montana. A study of the wheat production of Montana will show why the Milwaukee is pushing its lines into the undeveloped parts of this great state.

The subsidiary lines are also extending their tracks in various directions. The Big Blackfoot Railway has an extension under way of about twenty-one miles. The grading and bridge work is about 50 per cent done. The line will probably be ready for track laying next spring. This line also extends into the wheat country.

The Bellingham & Northern is building an extension eastward from a point on the main line near Goshen, a distance of about eleven miles. Grading and bridging will be finished next month. About five miles of track have been laid and the work will be finished about the end of the year. This line will reach the lumber, dairy, and agricultural district of Northern Washington. When the timber is taken from the land it soon is ready for farming, or dairying as the case may be.

An extension of six miles is being constructed from the westerly terminus of the Seattle, Port Angeles and Western Railway. This was started last June. This extension has a number of long high bridges and the work is now about 70 per cent done. It is the intention to complete the bridging and tracklaying before the end of the year. This line serves the great lumber district of Northwestern Washington, which is the largest body of standing timber in the state.

### Casey at the County Fair.

*Geo. E. Waugh.*

"I declare, Casey," said O'Brien, the roadmaster, "'tis been some time since I hur-r-d av ye, what in hivin's name have ye been doin' the lasht couple av months?" "Nothin'" says Casey, "thot's out av th' ar-r-dnary ixcept lasht Thursday, mesilf and Bob Walker, the milk man, wint up to the County Fair at Elkhorn-r-n. Ye know, O'Brien, for the lasht thurta-five years I've bin watchin carload afther carload of papul goin up to the Walworth County Fair, so thinks I to mesilf, I'll go up to this wan and find out how much thruuth there is in all I've bin listening to all these years about thot Elkhorn Fair. So I had Nora wash up thot white shirt thot ye mind me warin at Dan Sullivan's wake; and I got out the pair of boots thot Pat Monogue made for me,—the Lord have mercy on his sowl; and shure whin I got all fixed up and wint down to the train, Bob Walker pasht me by widout recognizin me at all; and fin'ly, says he, 'Casey, ye look loike a Greek god.' Another remar-r-k loike thot out av ye, says I, and they'll think thot milk agint was churned up in a concrete mixer. What do ye mane by tellin me I look loike wan of thim labor agints.' 'Ye don't understhand me,' says Bob. 'Shure I mint ye look loike Comus or Adonis.' 'Whot sodia fountin did thot pair run?' says I. 'Ye're crazy, mon,' says Bob. 'Shure nather av thim iver hur-r-d of a chocolate sundy or cud they tell ye the price av bananas.' "'Tis foine Greeks they were,' says I. 'They were more than thot,' says Bob, 'they were gods,' and not wantin to appear as if I didn't appresheate his classikel comparisons, I said nothin farther about me name bein assoshiated wid thim two furriners he minshuned. Afther we got our thrain John Cahill, the conductor, says to me, 'Casey, where air ye goin wid thot weppin?' 'What weppin?' says I. 'Why, thot club ye have ferninst the windy.' 'Ah, ye mane me black thor-r-n shillalah?' 'Yis,' says Bob Walker, 'if John Collins cud only swing a cudgel loike thot, shure he'd be ladin the lague.' 'Yis,' says I, 'and if he cudn't swing it hard and aften at the County Fairs I've attinded, they'd be lading him out to the consecrated ground where he cud have his face patted wid the flat side of a spade, and a geranium growing out av his lung.' 'Was thim fairs held at The Hague?' says Bob Walker. 'They were not,' says I, 'but at Glengarry, and I'll tell ye thot whin the Kilkenny min got disputin wid the Mayo b'ys over the amount av sidewalk they were intituled to, 'twas thim thot cud swing the black thor-r-n sthicks loike this, wid the most vigor thot got the widest path to walk through.' 'The Mayo b'ys,' says Bob. 'Do ye mane the docthors thot own a hospital at Rochester?' 'No,' says I, 'but the heavy repairin thot was neccessary on a lot o' thim lads would kape the docthors violatin the sixteen-hour law for some toime afther a County Fair.' 'My, my,' says Bob, 'that a foine place thot wad be to go, to atone fer

yer sins.' 'Twad be,' says I, 'if they were all av the mortal variety,' and while we were discussin the Glengarry Fair, the brakeman called out thot we were at Elkhorn. 'Twas about noontoime whin we pushed into the hole in the fince and ran into a lot of min wid red sashes draped over ther showlders. 'Who's the ginney thot's dead?' says I. 'Shure, there's no one dead,' says Bob, 'thim's polishmin.' 'Oh, my,' says I, 'shure I thought they were pallbearers reprisintin the Michael Angelo branch of the Stonecutters' Union. Well, as soon as the polis satisfied thim-selves thot Bob Walker was no sedishus character, we proceeded down the main street av the grounds, and into the biggest crowd thot I've been in since the noight thot you and I and Miles Buckley saw thim dancers thot shook loike they had the ague on the Midway Plasance. 'Tis a great attindance,' says Bob, 'shure there must be nointy-five hundred papul here.' 'Yes, Crazy,' says I, 'there's more than tin thousand.' Wid thot matther settled, we continued down the street to where Bob tould me they had the foinest chickin in the state of Wisconsin; and as there was eighty-foive moiles separatin mesilf and Nora, thinks I, here's me chanst to foind out if Adonis, the lady-killin Greek god, had annything on Tim Casey whin he's tur-r-ned loose among the ladies. 'Here's the place,' says Bob, and I looked up at the sign above the dure, and it read 'Episcopal Restaurant, Chickin Dinner, fifty cents.' Shure, whole the price was rasonable, I was desaved into thinkin thot Bob Walker was referrin to a couple av thim beautiful milk maids, and the way he was ravin av thim, 'twas no wonder thot so much sweet milk came frim the country and thot it sours so soon afther it arrives in the city. But annyhow we wint into the ristaurant for a bit av thot Episcopal Chickin. Whin we sat down, I shtarted to laff and fin'ly Bob says 'That in 'ell ails ye? Is some wan ticklin yer fate?' 'They air not,' says I, 'but I was just thinkin how for-r-chunate fer me, a mumber av the Anchent Or-r-der av Hibernians and the Knights av Columbus, thot I did not come up here on Frida, wid the Baptist Cafe on wan side and the Methodist lunch room on the other. Shure ye cud get nothing to ate at all unliiss ye pathronized wan av thim chur-r-ch ristaurants. Ye kin imagin how timptin they'd cook a mess of bafe steak and onions for a Harp loike me for a Frida dinner.' 'We'll go over now to the race track,' says Bob, 'and ye betther stay pretty close to me so thot ye won't go loosin yer money on wan av thim shel games.' 'Air they honest games?' says I? 'They air,' says Bob, 'as honest as gr-r-raud larsinny.' 'Well, sir,' says I, 'if they shtar-r-t anny av thot fancy shtuff wid me ye'll dam soon foind out the rason.'

We were talkin along in thot fashion whin I turned around and there at me elbow was a great big whale av a man,—and says he, 'Did ye say somethin?' 'Yis,' says I, but I wasn't talkin' to you.' 'Yis,' says I, but I

says he. 'That's right,' says I, 'and don't let it happen agin.' and before I got a chanst to till him about the dangers of eavesdrop-pin', he walked into wan av thim shows where they had a ring gladiator painted on canvas, loif size and loike Jawn L. Soolivun the toime he fought Jake Kilraine; and whoile I was lookin at the sign a young shpalpeen comes up to me and, says he, 'Air ye his trainer?' 'Whose trainer?' says I, 'Why Frank Moran, the prize fighter thot ye was jist talkin to,' says he. 'Is he the mon thot licked Porky Flynn, the Pueblo Fireman?' says I. 'He is,' says the kid. 'My, my,' says I, 'did ye hear the ballin out I jist gave him?' 'Yis,' says the lad, 'and he'll be out agin as soon as he knocks the block off av thot two-ton lumber jack thot's goin to box wid him.' 'Tis too bad,' says I, 'thot I won't be here, because I have to lave to find me frind Bob Walker thot I got lost from in the jam;' so I walked down to where they were beatin the ould Harry out av the tom-toms and had a few posters av lady dancers widout enuff cloze to dust a fiddle; so says I, 'Bob Walker'll niver git by thot attrraction and much aginst me relijus shcruples I paid me tin cints, and wheer did I foind Bob Walker but down in the front row shoutin 'Hulo, Hulo, Ho.' Aftther we had stayed fur two purfurances, says I, 'Let us git frim these diggins bufure Nora Casey finds out where I've bin.' 'What do ye care?' says Bob. 'Ye're wid mc.' 'Thot's jist it,' says I, 'bein wid ye and thim dance wimmen wad wind me up in the Court av Domistic Relashuns so fasht thot ye wonder how Brigham Young ivver got by the Lunisy Commishun.' But not wantin to shpile me day, I gave Nora no more thot and we pro-caded to the race coorse, and my, ye sh'd have seen thot sea av faces. Loike a crowd on a Roman hollida, says Bob, wid some more av his furrin shtuff. So we wedged into the mob til fin'ly a big omadon behind me makes the remar-r-k, 'shure we have no moer riders loike Isaac Murphy;' and facin him, says I, 'Ye'll have no jokes about the Murphys in my prisince. Murphys is married into our family.' 'Isaac was a nigger,' says the big galut, 'maybe he was a cousin av yure's;' and it was thin thot Bob Walker found out why it's fashionable to carry a black thor-r-n shtick at a County Fair.

"Was he kilt?" says O'Brien. 'I don't know,' says Casey, 'but a prayer fur the sows in purgatory will niver do the loikes of thot wan anny good.' Purty soon the races star-r-ted; five or six av thim nags hitched up to a car-r-t made out av owld bicycle wheels and the seat av a cultivator. 'What koind av a rig is thot?' says I. 'Tis a racin sulky,' says Bob. 'Tis a lucky thing thot thot kind av hor-r-se power don't have to make anny ton mile repor-r-ts wid thot kind av a drag behind thim.' Thin our conversashun was intrirrupted be the blat av a voice loike rorin thunder, hollering 'Go.' 'Twas thin thot I got a smash in the middle

av the back be the assasin behind me who hollered in me ear, wid more liquid than music in his voice, 'They're off, see how she's huggin the rail.' 'If there's anny rail huggin to do,' says I, 'jabbin the lady beside me in the ribs, 'what's the matter wid me?' 'Turn yer head the other way,' says she, 'or thim horses will niver come under the wire.' 'Becky Cohn is leading at the quar-r-ter,' says Bob, 'she's ahead at the half,' and thin ther was hell generally, wid the crowd hollerin, 'Becky Cohn wins by a nose.' 'Whin it comes to noses,' says I, 'how in hell did anny av thim ixpict to win aginst a Cohn?' 'Twas a slow race,' says Bob, 'shure, there's cows down to Solon Mills thot cud throt fashter than thot.' 'I don't doubt it,' says I, 'and I'd make a book on ye bein the best man at drivin cows in the state.'

"Air ye going again?" says O'Brien. "To be shure I am," says Casey, "'this the mosht fun I've had since Tim Scanlan's funeral."

#### Japan's Ambassador Travels on the Olympian

Dr. Aimaro Sato, newly appointed ambassador from Japan to the United States, traveled via the Olympian from Seattle to Chicago, leaving Seattle October 4th, arriving Chicago, October 7th, 1916. He was accompanied by Major T. Mizumachi, military attache of the Japanese Embassy.

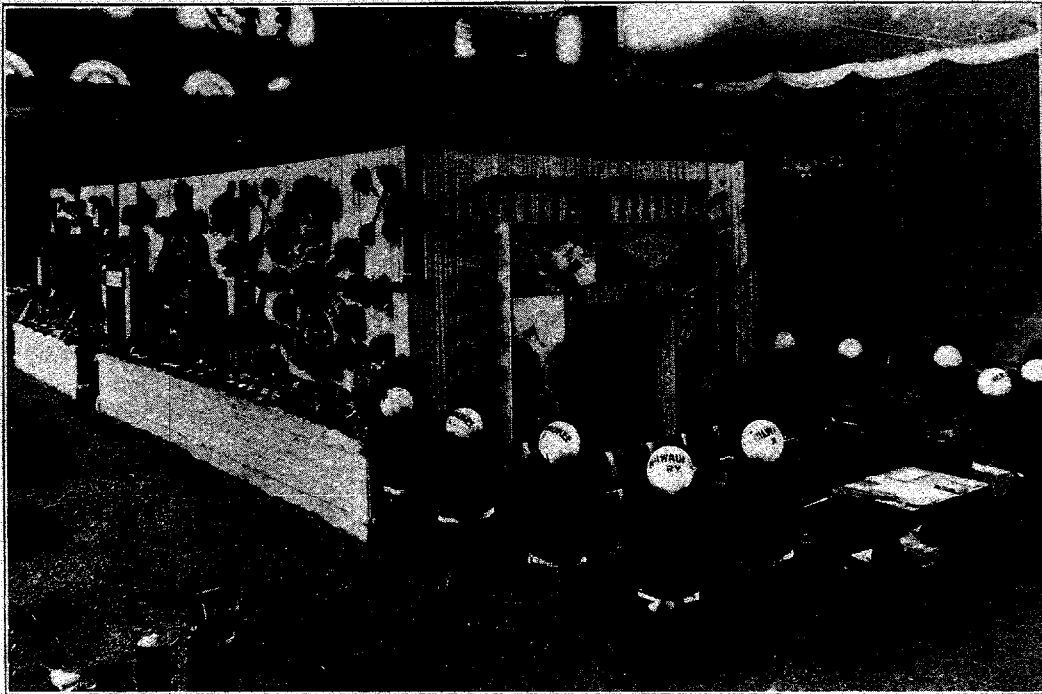
Dr. Sato arrived via the Yokohama Maru, October 1st, and was tendered a banquet by Judge Thomas Burke, president of the Chamber of Commerce, Seattle. At Spokane and Butte he was met by a number of his countrymen and spoke to them for a few minutes.

He belongs to a soldier family of Japan, has no title and never held any political office. He spent four years at the University in Indiana and was secretary of the Japanese Legation at Washington for four years. He is a big man mentally and physically.

In one of his speeches Dr. Sato said: "The kindest feeling towards the United States exists in Japan, and the feeling is growing more and more cordial every year, because of the increasing number of Japanese students who are assimilating the American customs in the various universities of the United States. The trade between Japan and the United States is increasing every year and this is a great factor in bringing the two nations closer together."

#### What Twenty Years' Service Means.

Ambition	Industry	Resolution
Bravery	Judiciousness	Sincerity
Constancy	Knowledge	Tenacity
Determination	Loyalty	Urbanity
Efficiency	Manhood	Veracity
Faithfulness	Order	Wisdom
Grit	Proficiency	Xcellence
Honesty	Quality	Yearning
		Zeal
		E. W. D.



The Milwaukee's Booth.

## The Northwest Land Products Show

The above is a picture of The Milwaukee's exhibit at the Northwest Land Products Show held in Seattle, October 4th to 14th. It was designed and executed by J. H. Ginnet, Western Immigration Agent and Associate Editor of The Magazine. Joe is a live wire all the time, and whenever he sees an opportunity to obtain good publicity for the company, and gather in good revenue, he is on the job immediately. This is the first Land Products Show to be held, but it is proposed to make it an annual event. The exhibits were brought from Montana, Idaho, Oregon and Washington, and included fruits, grains, vegetables, grasses, the dairy, etc. The Milwaukee's booth was unique, being an exteriorly decorated moving picture theater. Around the front entrance were colored illustrations of the mountains and canyons through which our line is now being electrically operated, and of the new giant electric locomotives. The sheaves of grain supporting the light globes at the front were brought from the Montana State Fair, being among the first prize exhibits, and coming from Musselshell, Fergus and Meagher Counties. On the side wall toward the front the exhibits are from Fergus, and are first prize stuff. There are sheaves of wheat, oats, barley, rye, flax, alfalfa, corn, potatoes, sugar beets, onions, carrots, turnips, beets, beans, pumpkins, squash, etc. Toward the rear is the Meagher County collection, grouped about an immense county map of Montana made of different seed grains. The white line in the map shows the country tributary to the Milwaukee. On the opposite side of the booth,

were fruits and grains from Washington,— in the center being two splendid specimens of Tokay grapes grown near White Bluffs, Washington, on our Hanford Line. The sizes of the bunches shown in the picture, may be compared with the sheaf of wheat beside it. The wheat was grown in the Palouse Country,—Whitman County, Washington. It is impossible to show all the splendid apple and other fruit exhibits, there being, even so late in the season as the first week in October, blackberries from the Puyallup Valley and strawberries from Ellensburg. Inside of the booth was a real "movie show" and it was crowded at every performance, day and evening. Three reels were shown, one showing the train and automobile race from Tacoma to Ashford, on the Tacoma Eastern, with the train winning the race by the narrow margin of two minutes and a few seconds,—the engineer winning the prize and gallantly bestowing it on the lady who drove the leader of the autos. It may not be true, but it has been said that the lady was the wife of the engineer, so of course the money did not go out of the family. That seems reasonable, because who ever heard of an engineer with a bag of gold voluntarily and irrevocably relinquishing his claim to anyone,—man or woman?

The second reel showed an automobile run to the heights of perpetual snow in Rainier Park, mountain climbing and snow coasting sports of midsummer, at Paradise Park, six thousand feet high. The third reel was the electrification, showing the monster locomotives pulling trains over the mountains and through Sixteen Mile Canyon. The fourth



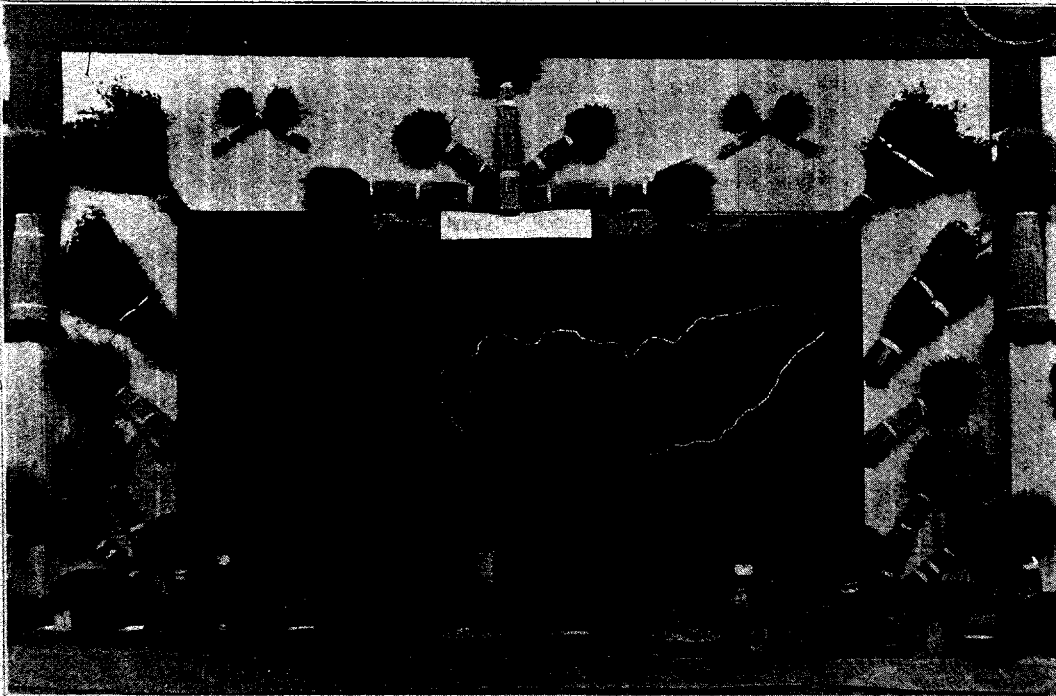


Fergus County, Montana

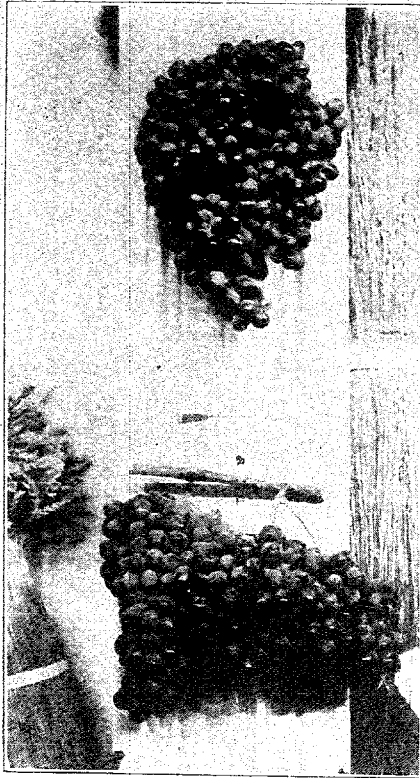
was agricultural, showing tractor plows, harvesters, etc.

Ferulla's Band of Chicago gave concerts every afternoon and evening just in front of our booth, and the chairs which Joe did not forget to provide for visitors were always in use, while patrons of "the movies" were able to enjoy the choice musical program at the same time they were seeing the pictures. Incidentally, it may be stated that Joe and his assistant did not omit to supply their guests with all the literature they would carry away concerning the exceptional

opportunities and the exceeding desirability of the lands tributary to the Milwaukee, and when you look at the pictures on these pages and note the wonderful variety, quantity and quality of these land products, you are not inclined to doubt any of the good things Joe or his booklets might tell you. That is the great advantage of an exhibition of this character,—it gives you the information as near first hand as it is possible to do, without yourself going on to the land at the harvest season, to see for yourself.



Meagher County, Montana



Tokay Grapes, White Bluffs, Wash.

The show was well attended and much interest was shown in the exhibits. The visitors included people from Oregon, all parts of Washington, Idaho and Montana,—those from the latter state included a number from as far east as Roundup and Lewistown.

#### Beloit's New Terminal Facilities.

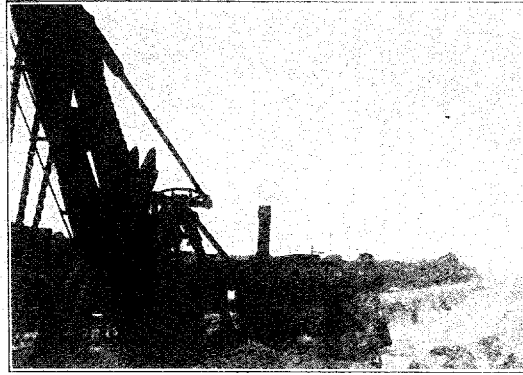
H. Wuerth.

Once more the "Progress of the Milwaukee" is the cause of passing into the discard of one of the oldest engine terminals on the entire Milwaukee System.

It was long felt by our officials that with the increase of business on the Racine and Southwestern Division, the Beloit terminals required new ground for expansion. Furthermore the present engine house and other engine facilities are located well within the limits of a thickly populated part of the city. This in itself is very undesirable as cities and villages are continually passing ordinances against the so-called "Smoke and Noise Nuisances." Thus the Milwaukee in order to keep pace with the present age of advancement decided to move these facilities away into territory where their growth would not be hampered.

This was accomplished by buying about seventeen acres of land, on the outskirts of South Beloit. This land lies just north of the tracks and extends over to the Rock River, making a very desirable spot for a terminal.

These new terminal facilities are now under construction and call for the following structures and trackage: One four-stall engine house 96 feet long, one 80-foot turntable,



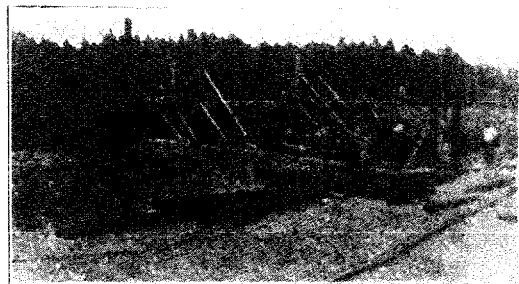
Rockton Hill Cut

a clinker pit, water tank, standpipe, a sand and oil house, and a coal shed with air hoist and derrick. The tracks consist of the following units: A passing track 4,500 feet long, a storage track parallel to this passing track 1,400 feet long, coal track 600 feet long and an engine track approximately 2,600 feet long.

The concrete foundations for all of the buildings are being built by company forces and will soon be finished. Work on the erection of the superstructures will be commenced at once and from present indications these should be ready for occupancy about the end of November.

The grading for the tracks, amounting to about 30,000 cubic yards, is being done by Contractor Donald Jeffrey and will be completed at the end of September. The required amount of material for the grading of these new terminal facilities makes possible another improvement in the Milwaukee roadbed between Beloit and Rockton in the near future. This material is being taken from a deep cut just south of the main line track at a point known as the Rockton Hill. This cut when completed will not only furnish all of the material for the terminal grading but will make possible a change in grade and alignment of our main track, which will be very beneficial to the operation of heavy freight trains and fast passenger trains. It will enable us to take out a bad reverse curve and reduce the grade from one that rises one foot in one hundred feet to one that rises only six inches in one hundred feet.

Thus with all these additions and betterments completed the Milwaukee can operate with that high degree of efficiency which our officials are striving for all over the entire system.



Foundations of New Roundhouse, Beloit

## The Hunter's Moon

By Sted.

"The melancholy days are come, the saddest of the year,  
Of wailing winds, and naked woods, and meadows brown and sear.  
Heaped in the hollows of the grove, the autumn leaves lie dead;  
They rustle to the eddying gust, and to the rabbit's tread."

That verse of Bryant's, beautiful and full of meaning, still fails to touch a responsive chord in me, and I have never been able to agree with the poet in the dreary attitude he assumes when mourning over the dying year.

"Melancholy?" NO. The grandest time of all the year, to me, is the season of autumn, after the frosts have come.

As a nation of campers, as lovers of the great out-of-doors from the recreation standpoint, the United States leads. Vacation time for the average camper is usually set for some period covered by the months of June, July and August. These are the summer campers, their ranks are large and the devotees, enthusiastic. What with swimming, hiking, boating, fighting mosquitoes and doodle bugs, it constitutes a vigorous and healthy sort of pastime and is good for worn-out systems.

Then there is another set of campers, affectionately referred to as the "Old Timers." The Old Timer is apt to smile at the enthusiasm exhibited by the summer camper, for he has played the game a great number of years, has learned his outdoor experiences at first hand and realizes all the delights of the autumn camp.

"Melancholy?" When one has experienced the exhilarating pleasures of the woods and waters on some crisp October or November morning in northern latitudes; when he can look about on frost-kissed leaf and vine; when he arises with the sun, and the sharp morning air makes the blood tingle; when every effort is a pleasure and the eye is greeted by a wealth of colors from the graded effects of the yellows, browns, purples and crimsons of the tinted foliage.

"Melancholy?" Far from it. It is a gracious privilege to be alive and able

to appreciate all this, and I know any Old Timer will concur in my views. As to the sadness of it, any hour of the day is a happy experience and the realization of a whole day of pleasant happenings makes the night's repose one of beneficent rest and enjoyment.

"Of wailing winds?" Now I am going to address the Old Timers direct; I am going to ask you if you can recall lying in the old tent at night while a cold, raw wind comes wailing out of the northwest; it goes howling over your canvas shelter, the trees creak and groan, branches clash in the surrounding timber; then do you recall another sound? The whistling of myriad wings of south-bound wild fowl speeding to outdistance the rigors of Jack Frost? What, Old Timer, did those wailing winds suggest to you? Melancholy depression? Rather you agreed that the lakes, ponds and streams would be alive with ducks in the morning, you would arise early, rustle a cup of strong, hot coffee, break the boat loose from the shore ice, load guns, shells, decoys and other necessaries, and be ready in the blind when day came stealing above the eastern horizon. To you those wailing winds were the sweetest strains to which your nature-loving soul had listened in many a moon. As the whistling of the ducks' wings lulled you to sleep, pleasant were the dreams they fostered. Do you, brother sportsman, recall the next morning how just as you had gotten snugly concealed in your brush or rush-constructed blind, that pair of mallards that dropped down from the skies and when their red or yellow legs were extended and wings set above the decoys you arose and downed the greenhead with a well directed load of fives or sixes from the left barrel, and as his mate mounted skyward with that characteristic mid-air jump, your second charge caught her amidships and you had scored a clean double for the day's starter?

"Melancholy, wailing winds?" Say, Pard, that was worth living and striving for, wasn't it? And then followed the morning flight and your share in the sport. The speedy little teal, on whom you had to take a long lead, the suspicious pintails who hugged the skyline or

decoyed far out beyond the range of your ten or twelve bore; the famous canvasback and his no less worthy cousin, the red head; the blue bills, ring necks, cubheads, black ducks, silk heads and all the rest of the duck family. Maybe if you were fortunate, a chance at some wild goose or his smaller brother, the brant, was presented, and if you are the Old Timer I like to recall, somewhere in your hunting coat pockets were a few shells loaded with large shot for just such an emergency, and you profited from the knowledge learned on former trips. And one morning you downed a monster swan. And right then you would not have traded the pleasures of that happy morning for the best kingship in kingdom.

"And naked woods?" Oh, how one does love the woods of autumn-time! To wander slowly and silently as possible along the woodland trail! But all woods are not naked. On some of the branches the leaves have not died a natural death at the declining of the season, and will hang on and rustle in the winds until some storm of sleet severs the twig with its icy blade. Many of the bushes retain their withered foliage all through the winter, and always are standing dead bunches of grass or weeds; all these offer concealment to the wild-woods' inhabitants you so love to hunt. Autumn is a time of harvest and the great wild-woods is the hunter's granary. The patient farmer has garnered his crops, the squirrel his nuts and seeds, the musquash his roots and bulbs, the beaver his edible barks; the fur-bearing animals are donning their winter coats, and always the Old Timer who loves nature when harvest time has arrived views naught but pleasure in those melancholy days, the sad declining of the year, the wailing winds and the naked woods, while every day is a glorious holiday.

"And meadows brown and sear?" Old Timer, sharer of my wild-wood joys, do you remember those meadows brown and sear, with rush-lined lakes and tree-fringed sloughs? Do you recall that morning's tramp down through that old brown meadow when the keen morning air seared the leaves and grasses, and as you tramped along the lake's edge a

little brown form darted up with a startled "scaipe-scaipe"? But you were searching for him, and as his twisting flight corkscrewed ahead of you, the twelve-gauge came to shoulder and when his flight had settled into a straight-away line, a well aimed charge from the little choke-bore halted him in midair and the coveted jack-snipe was stored in the game pocket? And then you kicked up some prairie chickens, maybe routed out a bevy of quail and frightened a flock of mallards from some neighboring lagoon. Did you sit down and bemoan the season, and did everything appear dark and dismal? The grandest morning of your whole hunting career! Your aim was good, your judgment in holding on or ahead the acme of perfection, your opportunities favorable, and you returned to camp with game pockets filled, while your companions complimented you on your prowess. No wonder a sportsman feels that autumn is the most glorious season of the calendar.

"Heaped in the hollows of the grove, the autumn leaves lie dead; they rustle to the eddying gust and to the rabbit's tread?" Yes, and something else rustles too. The grouse or pheasant scratching for his breakfast, the squirrel hunting around trying to locate some fallen nut, the pawing and rending of the bear looking for bugs as he tears a dead log or stump apart trying to find some tidbit concealed in Nature's commissary; the departing leap of a disappearing deer as he speeds through the forest aisles at the sound or scent of your approach. The rabbit,—well, he doesn't make such a furore as the poet would have you believe, and if your eyesight is trained you will see him humped up or lying in his form beneath some sheltering bunch of grass while his big eyes watch your every move. He is fair game, too, and a well-placed bullet from the twenty-two will add weight to your burdened coat. Did you ever sit on a dry log in an oak or hickory forest on a bright autumn morning, your pipe alight, the twenty-two lying across your knees, and listen for the sound of dropping nuts, rustling leaves and bobbing branches and hear the squirrel's morning greeting? One can learn a heap of



wisdom by this practice and maybe if you are near some glen, a cock pheasant will whirr up, and mounting a prostrate trunk, will start the woods echoing with his melodious drumming, and maybe also he will find a resting place in that capacious game pocket along with the rabbit and squirrel.

Again back in camp, the black pot is placed in readiness, the game is cleaned, —ducks, rabbit, squirrel and pheasant, —all go into the pot and after six or seven hours' bubbling and simmering the brew is augmented by the addition of portions of potatoes, onions, cabbage, corn or anything else handy, along with dried bread and a sifting of flour, and then another hour or two of bubbling and simmering completes what is known as the famous Mulligan stew of camper's fame. With an appetite to satisfy, and a receptive mind to properly enjoy the repast, the Old Timer has reached the pinnacle of the hunter's delight.

The Milwaukee has been fortunate in stringing its rails where each one of the above longings can be satisfied. The prairies and hills of Illinois, Iowa and Wisconsin, the lakes and prairies of Minnesota, the Dakotas and Montana, the mountains of Montana, Idaho and Washington,—all along its length the lands and waters bordering its right of way have been debatable grounds to the lover of the scatter gun and high power arm these many years.

Also the Milwaukee has been fortunate in numbering among its employes enthusiastic devotees of the rod and gun and at this time I cannot resist the temptation to note the names of a few Good Indians whose acquaintanceship has been pleasant and who are jolly companions when the camp fire gleams among the evening shadows. Amongst those with whom I feel most intimate are Conductor W. G. Tilton of Milwaukee, Conductor Wm. Huston of Chicago, Train Master A. E. Campbell of Malden, Wash.; Engineers Wm. Ralston of Avery, Idaho, and F. O. Putnam of St. Maries, Idaho; Engineers Sam McCormac and Chas. Brown and Conductor Wm. Hyde of Savanna, Ill.; Engineers Wm. Bowles and Ed Wilson of Gale-

wood, Engineer Fred Osborne of Perry, Iowa, Engineers John Quinn and H. G. Gosney, Conductor Clarence Algyer and Switchman W. A. Stetson of Seattle; also all the others whose names I do not at this time recall. In the words of that lovable old reprobate, Rip Van Windle—"May you all live long and prosper."

**Forget It!**

If you see a good fellow ahead of the crowd,  
A leader of men, marching fearless and proud,  
And you know of a tale whose mere telling aloud  
Would cause his proud head in anguish to be  
bowed,

It's a pretty good plan to—forget it.

If you know of a skeleton hidden away  
In a closet, and guarded and kept from the day,  
In the dark, and whose showing, whose sudden  
display,

Would cause grief and sorrow and lifelong dismay,  
It's a pretty good plan to—forget it.

If you know of a spot in the life of a friend  
(We all have such spots concealed, world without  
end),

Whose touching his heartstrings would play on  
and rend,

Till the shame of its showing no grieving could  
mend,

It's a pretty good plan to—forget it.

If you know of a thing, just the least little sin,  
Whose telling would cork up a laugh or a grin,  
Of a man you don't like, for the Lord's sake keep  
it in.

Don't, don't be a knocker; right here stick a pin—  
It's a pretty good plan to—forget it.

—Selected.



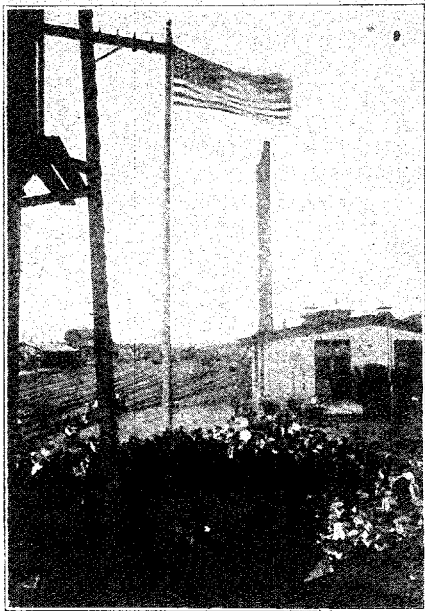
Freight Station Force, Cresco, Iowa

Of all sad words  
Of tongue or pen,  
The saddest is  
"Pulled off again."  
Big "A," little "a,"  
Bouncing "B,"

G. E. S.

These letters are not in it  
With C., M., St. P.  
Which stands for the railroad  
That uses patrons right  
With faithful employes working  
With all their main and might.

G. E. S.



**Flag Raising at Austin.**

To the Milwaukee employes and the C., M. & St. P. Railway Company belongs the honor of staging the first public flag raising in Austin, Minn., on September 20th, 1916. The ceremony took place in the shops yard and was witnessed by all of the Milwaukee employes in Austin and upward of a thousand of the townspeople. The Boys' Band of Austin furnished music and there was speechmaking by the Mayor of Austin, by company's attorney, J. H. Nicholson, Superintendent W. J. Thiele, Alderman Jacob Herzog, a veteran employe of the shops; General Foreman J. Opie, who was chairman of the flag committee and presiding officer of the day, and others. The immense 20 by 30 flag was carried to the staff by the following veteran employes: Henry Herzog, John Hoisted, David Twombly, James Pizak, Charles Opie, Fred Fischer, Fred Nockleby, Mike Mayer, Leander Laufle, E. Laufle, William Meyers, William Williams, Charles Hans, Joe Ober, James Plum, Eric Erickson, William Brown, Philip Rheinhardt, Joe Sucha and Lars Larsen. The day was perfect and when Old Glory was run up and flung to the breeze it was greeted with a storm of applause.

After the raising Mr. Opie said:

"Ladies and Gentlemen:

"I have had the conceited idea that I was built just about right to hold down a chair. I have been doing that for a good many years. I guess the committee on arrangements thought that was all I was good for, and so they asked me to hold down the chair today. I could qualify as one of the veterans and might help in carrying the flag, but perhaps the boys thought I was too heavy for that sort of work and so they are using me here as ballast.

"As your chairman, I feel it's quite proper that I should bid you all a hearty welcome to our flag raising. As one of the employes of the Milwaukee system, I feel that I can say to all of you here present that the Mil-

waukee system bids you a welcome to this meeting. I know that it is these boys who pound the rivets, who turn the bolts, who wipe the engines, who dry the sand, who heave the coal and do all the other things that are necessary to be done in shop and roundhouse as well as the train crews who are really your hosts today. I want to say to you, however, that there could be no Milwaukee system without these same men. They are just as much a part of the system as the stockholders who draw the dividends, or fail to draw them. They are just as much a part of the system as the president of the road, the superintendent of the divisions, or any other part of the general management. Some people have an idea that a railroad company is all a bunch of bankers and bondholders, but let me say to you, my friends, that the railroad company is also these boys in oily overalls, in jaunty jumpers and smoky blouses.

"The Milwaukee system can't haul you safely from Austin to the Twin Cities, or down to LaCrosse, or across to Chicago without these men who fire the engines and control the throttle; without the conductor, who runs the train and the brakeman who guards it; without the engine men and train crew, your freight cannot be hauled to Austin and your products cannot be shipped away. Without the men in the roundhouse the engines could not be kept in shape to haul the trains and without the men in the shops the equipment would soon become unserviceable. These represent the Milwaukee system here in Austin and for these men I speak, when I bid the citizens of Austin welcome to this gathering.

"Our force of men in the shops and roundhouse, if lined up here before you, would compose a company twice as big as Company G, and let me say to you that the patriotic boys in our military company in Texas, however loyal they may be to the Stars and Stripes under which they are mustered, are no more patriotic and no more loyal than this same double company. We have half a regiment of engineers and firemen, conductors and brakemen, switchmen and other employes which constitute the Milwaukee system centering here in the city of Austin.

"In a single year the Milwaukee Company pays to its employes in the city of Austin nearly four times as much money as the combined capital of all of our Austin banks, and this money put into circulation in our city is what has helped our business houses prosper, our city grow and our citizens become happy and contented.

"In just one more year a half century will have passed since the old Minnesota Central Railway Company laid its steel into Austin and ever since that time the Milwaukee system has endeavored to serve the people of Austin intelligently, promptly and efficiently, and it is through these men who have purchased this bit of bunting that this service has been rendered."

The flag was purchased by the employes and the staff contributed and erected by the company.



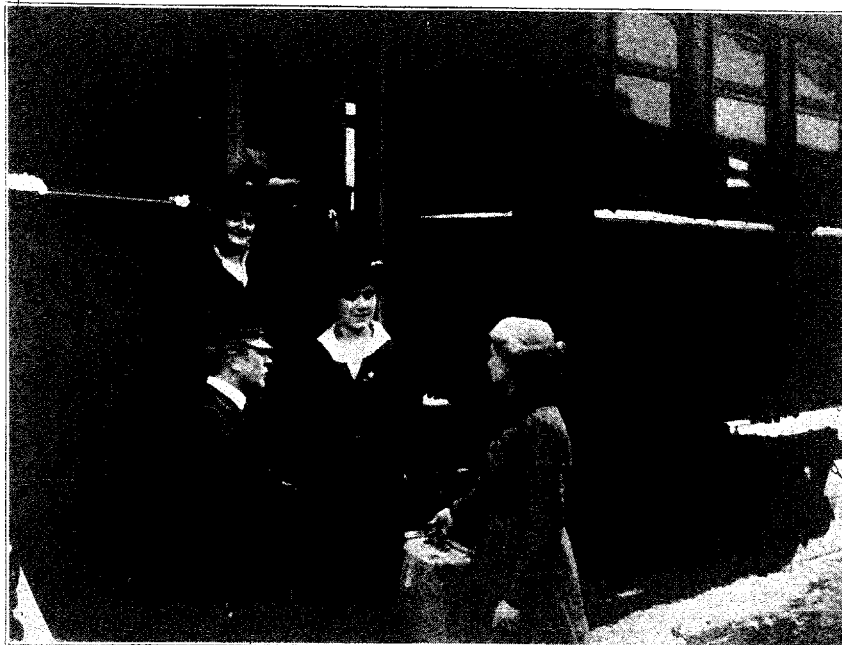
Miss Julia Campbell

### The Helping Hand.

Do any of our readers know the lady whose picture appears above? Or the lady who stands at the car exit to greet the young girl arriving alone and without friends, in a big city? Miss Julia Campbell's is the helping hand of the Traveler's Aid Society at Union Passenger Station, Chicago, and Miss Grace Stanchfield, a member of the Lend a Hand Club of Davenport, lends her helping hand and her kindly, gracious presence to lone womankind at the Davenport, Iowa, passenger station.

The Travelers' Aid Society and the great good it accomplishes, is well known in a general way, and almost everyone is familiar with the conditions as shown by the hearings of the various rescue commissions, that resulted in the passage of the Mann White

Slavery Act; and led to the establishment of the Societies and Associations for the protection of young girls before they fell into the hands of white slavers instead of having to rescue them from lives of shame **afterward**. So heartily has the public endorsed these efforts and rendered assistance, that now every large railroad terminal is watched and patrolled by the Aid Society's representatives. The trainmen also co-operate to the fullest with these women, "tipping them off" whenever they find a young girl getting off the trains alone and unmet by friends. They also almost invariably follow a man and woman who are chance acquaintances on one of their trains, and who are leaving the station together, until they can indicate to the Travelers' Aid representative, or to the officer on duty, that there is a case needing attention,—and so, very often a young girl is rescued from an embarrassing situation,—not to call it by a harsher term, and the man sent about his business. I frequently stop on my way through the Chicago depot to have a chat with Miss Campbell, and one morning, just as I met her at the top of the main stairway, one of our passenger brakemen came up the stairs, two steps at a time, and said, "Miss Campbell, there's a guy comin' along right behind me that you'd oughtta—there he is now." In a flash, Miss Campbell said "Excuse me," and was off after a jaunty young chap who was escorting a nice-looking girl to a taxicab. Miss Campbell's hand was on the girl's arm and her pleasant voice was saying, "Can't I be of service to you?" before the man could push his victim into the cab. I followed them to see what would happen, and if pos-



Miss Grace Stanchfield Greeting a Stranger at Davenport

sible to hear what was said. The girl turned with some surprise to Miss Campbell, and said, "No, thank you; I guess not, ma'am. I'm going to my cousin's house, and this gentleman says he lives right out that way and will take me with him. My cousin told me to take the Madison street car, but this gentleman is so kind I know I'll be all right." I gasped, but Miss Campbell smilingly assured the girl that there would be no trouble about finding the cousin because she would go along, too, and she showed her Aid Society badge. It is unnecessary to say that the man "beat it" and Miss Campbell took the girl to her destination.

Miss Campbell has told me many incidents—most of them sad, connected with her work. One day a "red cap" came to her and said they had a very sick girl, just taken off a train from the north. She was in a wheeled chair and very ill. Miss Campbell waited only long enough to ask Officer Higgins to summon the Washington Boulevard Hospital ambulance, and then went on her mission of mercy. She found a poor girl entirely alone, and apparently about to give birth to a child. As soon as the ambulance arrived she was tenderly lifted in, Miss Campbell following. She was made comfortable at the hospital and after the baby came, she told her story. Her father had cast her off, and without money or friends she had started away to find the man who had accomplished her ruin under the promise of marriage. The man lived in Chicago, and his name was given to the Aid Society, which, after locating him, found he already had a wife and children. The girl had a sister married, in Chicago, and she also was communicated with. At first the sister was not inclined to even visit the sufferer, but her husband was more lenient, and they finally called at the hospital. After they had seen the baby they at once wanted to adopt it, and they promised to take the girl home as soon as she was able to go. A home was thus provided, but the Travelers' Aid Society did not stop there; they procured work for the young mother and were well on the way to making the man contribute to the support of the child, when the girl was taken with malignant diphtheria and died. Her last words were, "Miss Campbell, love—so good to me."

Miss Stanchfield is on duty for the night trains at the Milwaukee-Burlington station in Davenport, her presence there having been asked for by Depot Passenger Agent Nathan Baker.

The report of her work during the past four months gives a very good idea of its scope. The figures are furnished by Mr. Baker:

Persons served by Travelers' Aid	3,954
Trains met	702
Sent to hotels, rooms, etc.	102
Assisted to bus, taxi, train, street car	94
Assisted to locate friends in home or city	31
Asked to meet friends at train	12
Not met by friends as expected	66
Taken to other stations or hotels	52
Taken or shown to lunchroom	47
Telephone calls to friends	38
Passengers taken part way	41

Assisted with telephone or baggage	95
Given special care at station	26
Given advice, information, direction	874
Other services rendered	673
Elderly people	143
Ill, blind, lame, confused	25
Women with children—women 331, children	483
Men with children—men 30, children	47
Young girls or boys alone	19

The passengers are almost invariably grateful for help extended and say many kind things of the Travelers' Aid.

It is a special commentary on the high character of our trainmen that they are observant of the "chance acquaintance man" on trains, and if their suspicions are aroused they follow the case until it is delivered into hands that have authority to rescue girls who do not know the horrors they invite upon themselves when they respond to the advances of strangers on a railway train.



Thomas Cox

**42 Years of Service with C. M. & St. P.**

Mr. Thomas Cox was born at Westmeath, Ireland, June 7th, 1836. He came to New York in 1851 and learned the boiler maker trade. During the war he worked on the government boats.

He entered the service of the C. M. & St. P. on April 29th, 1874, in the old shops at the foot of Sixth avenue, Minneapolis, and served continuously as boiler maker and flanger until the new shops were opened in 1883, at which time he was given the position as assistant foreman and layer-out, in which capacity he served until he took an indefinite leave of absence in January, 1912.

He celebrated his eightieth birthday on June 7th, 1916, and about 100 of his fellow workmen and friends were present.

**Section Foremen's Debating Society.**

*By P. J. Moran, Secretary.*

The third quarterly meeting of the Section Foremen's Debating Society was held at Elgin Sunday, October 14th.

Account of the absence of Roadmaster W. H. Kofmehl, the meeting which should have been held in September, was postponed, for we felt that his presence was needed very much.

Mr. Kofmehl was at the time in New York attending the Roadmasters' Convention and we consider it well worth while waiting for his presence, for he gave us all a very interesting and instructive lecture.

The topic of the meeting held was as usual, Safety First, and the best and most proper way to keep the tracks in a safe and good condition for high speed traffic with the small working forces which we have had to contend with account of the scarcity of track labor to keep up the sections.

Henry Waack, section foreman, is again with us, he having been absent about two months account of being injured at Pingree Grove. Henry Herd, who relieved him, took the Adeline section regularly.



### "All Electrification."

The work of electrification of the district on Missoula Division between Alberton and the Western terminal, Avery, is about completed, and by the time this is in the hands of the readers there will be but few gaps to close. The feeder wires, which include two 500,000 cm. over the Bitter Root mountains, are up and awaiting the final trimming. This double feeder construction covers the territory between Drexel and Avery or about 50 miles. The trolley construction is closing up fast and there remains only a few miles to be trimmed and lined. The "high line" or three-phase ac. circuit is being rushed along the North Fork of the St. Joe River and through the canyon to Roland, where it will be diverted over the "hump" to East Portal. There is also an auxiliary feeder to be completed between Roland and Falcon, which will cut across the canyon, saving eight miles that would be required had it been erected along the right of way where the rails are laid.

The division between Alberton and Deer Lodge is completed and is ready to be energized and the maintenance crew transferred from construction on west end to care for passing track extensions, relining trolley and messenger where recent ballasting has been done.

The sub-station work east of Alberton is finished to an extent that will allow operation of motors between these points and with the help of converters at Tarkio will furnish maximum power for operation. The stations at Drexel, East Portal and Avery are scenes of steady work in installing the machines, which take 100,000 ac. in and turn out 3,000 volts dc. for trolley.

The handling of trolley construction crews is assigned to eight train and engine crews and the feeder work is in charge of one crew.

Conductor George Mills started out of Deer Lodge with one of the first trolley erecting crews and has remained in the service continually. He has with him Brakeman W. J. Morris and J. W. Johnson.

Conductor W. H. Brown, otherwise known as "Red," has also been following the work constantly from the beginning and knows all about the "stress" that can be tied onto a "dead end." With this crew are Brakemen F. W. Strickland and J. E. Kelly. Foreman Ed Anderson, who has charge of the crews at Hagan, also has Conductors W. A. Wells with Brakeman F. E. Hainsey, and J. E. McCammon and Frank Marquette with L. W. Gates and G. O. Iee as flagman, stringing trolley and messenger on east side of mountain. Anderson claims that the cars jump the track and require him to build trolley a second time.

At "Cy" Fulp's Camp "A" at Falcon we find Conductors Tom Kane and Earl Husabee with G. H. Hamill, E. M. Sholls, C. A. Ashenfelter and J. W. Johnson as assistant staff bearers.

With Camp 14, Bill Barker's crew, there is a crew consisting of Conductor E. J. Taubman and Brakemen C. E. Marsh and N. Cashman. This crew is cleaning up the missing links and taking care of the changes in

location of the railroad made by Roadmaster Miller east of Alberton.

Camp "E," in charge of L. B. Mickey at Kyle, where "T Bone Bill" cannot get his kind of a steak, has two trolley crews in charge of Conductors G. H. Borton and William Greenwalt, with Brakemen P. J. La-Brashe and T. S. Monahan and R. G. Kletzing and W. H. Weaver, respectively. Greenwalt and Borton are called expert staff splitters by the dispatchers. This means nothing to us, but Dispatchers Olson, Marshall or Haggerty should be able to tell what it does to them.

Besides the above-mentioned regular crews, we have others handling poles, cross-arms and wire for the transmission lines. In all it requires a great deal of power to handle the construction trains, using most every class of engines that "Bill" Emerson can furnish.

Among the enginemen who have been faithful to the work of electrifying this division we have W. Alexander, G. Sterling, W. H. Mathias, A. Crosby, F. Buhrman, D. Cushing, J. S. McGillvary, E. J. McClain, C. K. Foote, and J. E. Schector. Firemen W. R. Shadden, F. H. Penninger, C. Lehman, E. R. Britton and W. D. Carithers.

Electrification work is being rushed along in Avery yards. The poles are set and the wiring is now in full swing.



A Bunch of Milwaukee Roadmasters

Roadmasters and Maintenance of Way Association of America, which held their thirty-fourth annual convention at the McAlpin Hotel in New York City September 19th to 23rd, was attended by over three hundred railroaders in this line of service. In the election of officers for the ensuing year the Milwaukee received unusual recognition. Mike Burke, the veteran roadmaster on the Chicago Terminal Division, was elected president; W. H. Kofmehl, roadmaster at Elgin, was elected treasurer, and William Shea, roadmaster at Blakesburg, Iowa, was appointed a member of the executive committee. The next convention for 1917 will be held in Chicago next September.

## Safety First and Efficiency

*A. W. Smallen and C. H. Dietrich General Chairmen*

### CLAIM PREVENTION BUREAU.

#### Monthly Letter.

The membership of our General Committee on Prevention of Loss and Damage Claims need not fear a scarcity of work along prevention lines during the coming season if the Loss and Damage Account for August is a fair indication of what we are to expect during the months following, as the account for August, 1916, ran up to \$141,521.33. For August, 1915, this account was \$151,661.46, showing a decrease this year of \$10,131.13.

I have no doubt these figures will prove a disappointment to every interested member to whom this letter is addressed, as the figures plainly show there has been a slackening up all along the line, and this condition has been reflected in the increased number of claims for breakage and other avoidable damage received in the freight claim office during the past sixty days. In order to overcome this unusually heavy month and maintain the decrease in our loss and damage ratio, every possible chance to prevent a claim will have to be taken advantage of during the next ten months of our fiscal year.

A good example of how to prevent claims was shown last month by an H. & D. Division agent, who received a large box of dry goods consigned to Spring Valley, N. D. No such station as this appears in any of the guides, but by quick work in taking up direct with the shippers in Boston, whose name appeared on the case, it was found that it should have gone to Spring Valley, Minn. This was a clear error on the part of shipper in marking his case. The contents were invoiced at \$350 and were seasonable goods and except for prompt action they would undoubtedly have been refused and a long drawn out controversy would have followed. This kind of work is real claim prevention.

The movement of grain in bulk is now and will be for the next sixty days, at its heaviest and every possible precaution should be taken at the loading station to have the equipment put in a safe condition to prevent leakage, and after the cars have started from the loading station the closest attention should be given them by train men, yard men and station employes generally, in order to prevent a car running that has developed any signs of leakage in transit. This grain proposition is of such importance that it warrants the personal attention of everyone connected with its movement, but more especially at the loading station; as the chance for leakage and loss is practically eliminated if the car is properly coopered and grain doors well nailed, etc.

A Southern Minnesota Division agent advises that on all cars of grain loaded at his

station, immediately after sealing the car he takes a hammer and pounds the sheathing about one foot above the floor of the car all the way around and if any leakage develops from this test it is remedied before the car leaves. This would seem to be a scheme that if generally followed out should save us thousands of dollars in grain claims.

On account of the increasing value of coal, both soft and hard, the necessity of protecting this commodity from pilferage by sealing the cars in which it is loaded increases. This protection should be given all cars of coal that move in closed equipment.

From personal observation at various stations visited during the month, it is evident that a large number of our agents do not appreciate the importance of maintaining a correct seal record, and upon receipt of this letter, I wish every agent would examine his seal record book and make sure that in recording seals broken and applied the prefix letter is shown as well as the numbers themselves. There are twenty-six letters in use on these steel seals, and in reporting a seal to this office, unless the letter prefix is shown in addition to the numbers, we are unable to use it.

The Standard Oil Company have reported to this office that their empty barrels and drums are being returned in large numbers with no marks whatever. These steel drums are worth about \$10 each and every agent accepting a shipment of them for return movement should insist on the shipper preparing a tag showing consignee and consignor, and have it securely wired to the vent plug. They also suggest that the serial number in the head of the barrel be shown on the bill of lading and also on the way bill. We are often able to check up the drums by this serial number where the tag itself has been torn off.

In analyzing our last year's loss and damage, it developed that our payments for bad order freight amounted to six times as much as the payments for freight checking short, and consequently in our efforts to further reduce the Loss and Damage Account during this year especial attention should be given the question of better packing, better stowing and greater care in handling cars, as it is these three causes that are mainly responsible for our bad order freight.

If you are all with us in this effort to reduce loss and damage, please indicate it by taking a fresh hold during the next month and assist us to make a showing that will offset the August figures shown above.

C. H. DIETRICH,  
Asst. Freight Claim Agent.

**From the Bureau of Safety.**

The following recently appeared in the "Personal Efficiency" magazine:

**I AM—**

I am the great conserver of life and limb on land and sea.

I prolong the days of man's activity and usefulness.

I make men regardful of the rights and safety of his neighbor.

I add to the sum of life's joys by making fewer its tears.

I restore the father in happiness to his family when the day's work is done.

I am back of the inventions for the safe conduct of travel and commerce.

I rob the workshop of its dangers.

I am the keen vision and quick brain of the engine driver.

I am the watchfulness of the track walker.

I am the unseen guardian of the grade crossing.

I am an intelligence.

The thoughtless neglect me to their sorrow.

The effect of my influence is present in factory and on farm; in the home, and on the street; in the mines and forests.

I am more to be desired than riches and fine raiment.

I am free; it costs nothing to possess me.

Every railroad man should make me his constant companion.

**I AM—CAREFULNESS; I AM SAFETY FIRST.**

Milwaukee shops safety first committee held their meeting in the office of Chairman G. G. Allen on September 11th, with the following members being present:

G. G. Allen, chairman.	H. E. Brownell,
J. J. Hennessey,	F. S. Peck,
C. F. Winn,	Harry Riley,
A. Young,	D. MacFarlane,
C. H. Bilty,	E. Williamson,
	C. Wood.

It was the general expression of the various committee members that a great deal had been accomplished in the matter of having employes use the viaduct on north entrance to plant and that for the present nothing further should be done than has already been done in the way of having the police officers take care of it; with the understanding that if there was any let-up in the use of the viaduct the matter should again be called to the attention of General Inspector Scholl.

The condition of the plank crossing on north entrance to the plant was again brought up and Mr. Hinrich's letter of September 1st to Mr. Allen, as follows, was read:

"I am advised by Mr. H. Eggert that he has attended to the planking on the roadway at the north side of the blacksmith shop, as per your request. Advise if this is now repaired to your satisfaction."

It was suggested that a letter be written to Mr. Wolf with a request that he have Foreman Eggert call on members of the committee for an explanation as to just what is referred to in the matter of putting this crossing in good shape.

The coal bin at the blacksmith shop has now been moved in six inches and now has proper clearance for men riding on cars on the track adjacent to that bin.

The clearance signs previously ordered for this place are to be turned over to Mr. Brownell for use at the foundry to protect against a similar condition.

A suggestion was made by Committeeman John McCue, from the machine shop, that they be furnished with a first aid outfit in the machine shops, he reporting that on one occasion a man was injured and it took almost twenty-five minutes before attention was given.

Mr. Winn advised a place for the location of a first-aid outfit in the machine shop, after which the secretary was to make arrangements to supply the equipment.

Mr. Winn also read the following note from other employes:

"The crossing on south side is blocked almost every evening when men go home. Suggestion: Put up sign, "Engine men must keep roadway open when men go home."

It was ordered that this matter be referred to Mr. Hinrichs and request him to notify yardmas-

ter that when new switch crews are put into this service at the south side of the plant that they be advised on what arrangements have been made for keeping clear the crossing at the times when men go to and from work.

Owing to Mr. Allen severing his connection with the company, it became necessary for the committee to elect a new chairman and it was the wish of all the members of the committee that Mr. F. J. O'Connor be elected as chairman and Mr. A. W. Smallen to be informed of that fact.

On September 13th a safety first committee meeting was held in the office of Superintendent G. A. Van Dyke. The following members of the Twin City Terminals were present:

A. W. Smallen,	J. O'Brien,
G. A. Van Dyke,	C. H. Crouse,
G. A. Brewster,	F. E. Rice,
Wm. Johnson,	J. H. Hauck,
J. E. Boucher,	J. Hafner,
Carl Myron,	C. Lind,
R. H. Roers,	Claim Agent Gibson.

Suggestions numbers one and two were regarding coal being piled too close to the track. Chairman Van Dyke stated that he would see that the condition was remedied.

A committeeman again brought up the question of installing an alarm bell at switch No. 5 in Hart's yard to protect or warn men of the approach of river division westbound main line trains be given further consideration. The entire committee feels that this is a very important protection.

At the close of the safety first meeting matters of proper handling of freight were discussed. The meeting adjourned to be called again in November.

The River and I. & M. safety first committees held their meeting in Minneapolis on Tuesday, September 12th. The following members were present:

W. J. Thiele,	M. McShane,	C. M. Nichols,
A. W. Smallen,	C. Hainstock,	Wm. Coogan,
H. Moore,	John Fleming,	John Wagner,
B. J. Dineen,	A. M. Lawrence,	C. Carlson,
John Ostrum,	M. T. Skewes,	C. Leckelt,
A. A. Kurzeka,	R. Bloomfield,	E. H. Kough,
L. T. Johnson,	Carl Volker,	I. O. Olson,
J. Murray,	A.S. Willoughby,	H.C. Kassabaum.

Superintendent of Terminals Van Dyke also attended.

Mr. Thiele opened the meeting by reading the various items which had been brought up since the last meeting.

The matter of shopmen catching on moving engines and cars at South Minneapolis is in the hands of Terminals Superintendent Van Dyke, who will do everything possible to put a stop to it.

Mr. Kurzeka advised that the boards on bridge at east end of Austin yard had been renewed and put in proper condition.

Mr. Carlson advised that the brush in the rock cut east of Mendota had been cut.

Mr. Wagner advised that brush in vicinity of Farmington yard had been cut away.

The question of placing a conductor's valve on the outside of caboose cars was discussed at length, and it was the consensus of opinion that the valves should be furnished. The matter will be taken up again with Mr. Kempf.

Engineer Leckelt suggested that the arc lights on engines be turned down for a moment when taking train orders from operator at River Junction. It was finally decided that hoops would be used and requisition for supply will be made at once.

Roadmaster Wagner asks that engineers closer observe slow orders on the River division, particularly when going through double track switches. Speed at these points should not exceed 25 miles per hour.

He advised that the track at the platform at Minnesota City had been raised and was now in good condition.

Mr. Moore asked that racks be furnished in engine cabs for carrying fuses and torpedoes, so that they would be easily accessible in cases of emergency. This will be taken up with Mr. Rodger, of the motive power department.

He also advised that the dwarf signal—eastbound trains on westbound track—west of C. G.

W. crossing, was bent. This also will be taken care of.

Engineer Kough stated that the westbound semaphore at Castle Rock was out of order and that the arm does not fall far enough, resulting in the light being obscured. This will be followed up and corrected.

Agent Olson, of Northfield, advised that passenger trains and more particularly C. R. I. & P. trains, were in the habit of running too fast when coming into the station. This will be taken up by Mr. Thiele.

Mr. Hainstock suggested that the station out-houses at Farmington be moved to opposite side of the track. Mr. Thiele will look into this also.

Mr. Murray advised that the swinging windows on north side of the roundhouse at Farmington yard would clear passing cars only eleven inches and suggested that they be changed to slide up and down.

Mr. Coogan asked that a long tie at the west passing track switch, Owatonna, be cut off. Roadmaster Carlson will have this attended to.

He also suggested the use of STOP signs by crossing flagmen, such as are now in use on the C. & N. W. Ry. This will be referred to the general committee.

Conductor Nichols mentioned a pile of ties too close to the track in the Union Depot yard at St. Paul. Mr. Van Dyke now has this up and they will be removed.

He mentioned the fact that the crossing flagmen at Winone raise the gates too soon—in some cases before the trains are past. This will be taken up and corrected.

It was also suggested that flagmen be instructed to be on the lookout for track motor cars and to lower the gates when they are passing over crossing. Instructions to this effect will be issued.

Conductor Bloomfield asked that a better grade of signal oil be furnished. This will be taken up by Mr. Thiele.

Everyone present took an active part in the various discussions, after which Mr. Thiele introduced General Chairman A. W. Smullen, who gave an extremely interesting and instructive talk. His statement that the "St. Paul" stood second in regard to matters of safety in the United States was a source of pleasure to every man present, and if individual effort can secure it, the "Home Line" will rank first during the present year.

Mr. Smullen remarked that the St. Paul system was one large family, and that anything for the good of the road was strictly a "family affair" and should be treated as such. He mentioned the large number of accidents due to the coupling of cars, and said that 65 per cent of all the accidents were due to this cause. Another, and one of the worst things to contend with, is the trespasser, and Mr. Smullen spoke of the efforts now being made in the city of Milwaukee to overcome this evil, and in which we are receiving the co-operation of the city officials.

Meeting was then turned over to the proper handling of freight.

Meeting adjourned at 4 p. m.

A safety first meeting was held at Madison, S. D., on September 20th, with the following members present:

E. G. Atkins,	W. H. Crabbs,	Dan Hagen,
F. J. Holmes,	N. T. Dingman,	O. Grantlaten,
A. W. Smullen,	A. Ballinger,	P. Detienne
A.S. Willoughby,	Jos. Rooney,	J. C. Curtiss,
J. M. Moore,	Wesley Thomas,	H. Westby,
E. M. Flindt,	A. Meinecke,	Charles Martin,
J. J. Early,	G. B. Turner,	Adolph Moe,
E. N. Bucklin,	C. A. Berg,	H. Lindquist,
T. McGee,	E. H. Laugen,	G. R. Farmer.

Meeting was called to order at 8 p. m. by the chairman and both the safety first and proper handling of freight were discussed.

Many valuable suggestions were made, which the chairman will have investigated and remedied, those that warrant same.

The next meeting will be held at Austin during the month of November.

C. B. Iowa Section Foreman E. B. McLaird saved a possible wreck on No. 97 July 25th. No. 97 pulled into Toronto and were doing their way work when Mr. McLaird, who was working near town, noticed a brake beam down and dragging on the ties. He followed the train into town and,

with the assistance of the trainmen, took off the brake beam, and, no doubt, avoided a serious mishap.

#### Northern Division News.

Helen Munroe.

The new operator at Fond du Lac has not been appointed, but Mr. Hiram Ormiston is filling the position at the present time.

The ditching machine is now working on the northern division.

Brakeman Mudrow fell off the Oshkosh freight while switching at Horicon, badly spraining his ankle. The fall was caused by a grab iron, to which he was holding, giving way.

Engineer R. E. Lockwood is passing around cigars, the occasion being a baby girl at their home.

Mr. T. D. Hoyt, agent at Fond du Lac, attended the county fair at Beaver Dam September 28th.

The switch engine at Fond du Lac went off the track Wednesday, September 28th. It required the service of the Soo Line wrecker to put it back on the rails.

William (Bill) Salzwedel, the Fond du Lac baggageman, is the proud father a big baby girl.

Engineer Pete Tallent died October 11th at Milwaukee as a result of being burned in an accident in the Blue Mound yards. He was buried at Mayville the 17th. The funeral was largely attended by railroad men. Mr. Tallent leaves four children to mourn his death.

Engineer R. E. Lockwood was not working for a week on account of having fallen over Bob Whitty's weed cutter when going to work before daylight, at Horicon.

Fireman J. Young is delighted that they have a fine baby boy at their house in Milwaukee.

Mr. Alfred Villwock, bill clerk at Mayville, was married September 20th to Miss Elma Dohrman, of Mayville. They are spending their honeymoon taking a trip to New York and Boston, stopping off at Niagara Falls.

A special passed through Horicon September 24th. When the train stopped for water and coal Conductor Watson got off with a musician playing an accordion. It was the Milwaukee City Council going to Beaver Dam to play ball. Conductor Brady and Agent Holt went over to the game and they must have had a good time from all reports.

#### Kansas City Terminal News.

Earl Hatchett, of Ludlow, who broke here several years ago, has hired again and is running out of Coburg.

Edward Hopkins, night yard clerk, has resigned and his place has been taken by Harold Austin, who worked in the yard here four years ago, but has been with the C. & A. for some time.

Day Caller Port Leach has been promoted to the half and half yard clerk job. The calling force is now composed of Ralph Ginsler days and Henry Synder nights.

Night Yard Clerk Walter Scott is off on account of illness.

Brakeman Ledwell is laying off on account of a lame ankle.

Conductor Frank E. Scott acted as pilot for a motor load of officials on a trip over the west end October 17th.

Conductor S. J. Davis and wife have returned from a trip to Jacksonville, Ill.

A. O. Watson served his country by serving a week on the jury in Independence. Alvin J. Jones, first trick operator, also served a week on the Kansas City jury.

Conductor Henry Riskin is acting as one of the clerks at the registration place for voters, same being pretty soft for Henry.

Conductor Arthur R. Scott and wife have been visiting their many old neighbors in Wisconsin.

Brakeman C. P. Santhoff is off with a sprained wrist. Brakeman C. H. Ishmael is also off with injuries.

G. H. Parker is spending a week visiting at Seymour, Iowa.

Conductor John Hydt is on the sick list at present.

Many new faces on the brakemen's board is a result of the good business we've been having.

Harry Zane, chief revising clerk, is spending his vacation in New York and Boston, incidentally taking in the world's series.



## At Home

Anna M. Scott, Editor.



Theon Schmidt, Two Years Old. Granddaughter of Car Foreman Martin Schmidt, Council Bluffs

### Winter's Fashion Parade.

Gorgeous, luxurious and altogether fascinating are the winter styles the winter fabrics and the winter colors. In the heavier materials and colors they give you a note of the popular sports costumes of the summer, especially in the more-than-ever-popular one-piece wool gown. Charmeuse and taffeta are the favored materials for afternoon gowns, while for street wear, serge, broadcloth, jersey cloth and twills in diagonal effects are the leading fancies. The one-piece wool jersey gown is a favorite, as it fits the figure snugly and holds its shape better than would be imagined. This fabric is particularly popular in New York and I will briefly describe one which I saw there last week. The gown was of taupe jersey, with collar and cuffs of seal. The lines were long and straight; the bodice was beaded with colored beads and the skirt reached to the ankle and was not too full. This gown was heavy enough to be worn well into the winter, with a fur scarf or cape.

Swagger suits for the winter feature the three quarter length coat and slightly draped skirt. Exquisite brocaded linings of brilliant hues add a touch of gayety to even the most sombre-colored coats. Bands of soft fur and rows of heavy stitching, together with button trimmings, help to make tailored suits things of beauty.

Many new shades are being shown, among them Russian green, Java brown, ruby, mulberry, myrtle green and taupe are the most desired for street wear.

**Separate Coats.**—The general opinion is that separate coats will have great vogue this winter. Many of the coats are made

with considerable flare from the shoulders, but there are some which flare from the high, low or normal waist line, leaving it to every woman to choose that which is most becoming. The large collar is a feature, and is often of the material edged with fur; though frequently the entire collar is of fur. Belts are still featured on many of the coats of the best style, and fur bands edge the bottom of the coats wherever possible.

**Blouses.**—Georgette crepe and crepe de chine continue to be the favorite materials for blouses, both plain and dressy, for wear with the coat suit. These may be embroidered, beaded, braided or lace trimmed. It is surprising what a difference in general effect of a costume, a smart blouse will make.

### For Juniors and Young Girls.

The one-piece frocks with plaited skirts are mounted on simple blouses with buttons at the front, collared with round, youthful collars topped by white, detachable white pique over-collars. Very wide belts prevail, attached to which are patch pockets. These gowns are attractively made in heavy blue serge or blue and green tartan.

Another pretty one-piece gown is the sailor, made of blue serge trimmed with scarlet, white and blue embroidery. A plaited yoke and waistline defined by a sash or belt is good style.

### A Charming Coat for the Little Tot.

Your small son may saunter forth in a cosy topcoat of wool chinchilla, sateen lined and belted, side and back. They come in gray brown or dark blue. Little sister might wear one developed similarly in velvet or corduroy.

### Thanksgiving Decoration.

This is November and Thanksgiving will soon be here. A pretty table decoration for the Thanksgiving dinner is the wonderful chrysanthemums that are in their glory this month. Only a few of them will be needed. They may be placed in a vase in the center of the table, surrounded by a garniture of red oak or maple leaves. If you do not want flowers, the required color note may be realized with a basket of rosy cheeked apples, pears, grapes and oranges.

Here is a charming little Thanksgiving verse by Ethel Davis Seal:

Carloads of pumpkins as yellow as gold,  
Onions in silvery strings,  
Shining red apples and clusters of grapes.  
Nuts and a host of good things;  
Chickens and turkeys and fat little pigs—  
These are what Thanksgiving brings.

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## The Electric Lamp

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### A Triumph of Modern Industry. Why Electric Light is Now Better and Cheaper Than Ever Before.

The ordinary Mazda incandescent lamp is not expensive, although it is the product of elaborate manufacturing processes. Each lamp contains twenty-five separate pieces of material and not less than forty-six operations are required to finish and assemble it. And not one of these twenty-five materials is a finished product, or raw material. They are all products of separate processes and factories; each represents in itself a number of careful and expensive operations. For example, the manufacture of the glass bulb is a complete operation in itself, requiring large factories, extensive furnaces to melt the various compounds, some of which are imported, and an army of skilled workmen. The different parts of an electric lamp are:

The glass bulb; the wire filament; top and bottom anchors for filament; cane glass hub to support filament; leading-in wires; glass stem; air tight seal; brass screw shell of base; glass insulation for base; brass cap contact of base.

The work of assembling the lamp requires skill and attention to detail. Some of the operations require the highest skill, some are of such a nature that a few seconds, or a few degrees variation in temperature, will ruin the lamp. The vacuum is obtained to a degree undreamed of a few years ago, being as good as 99.999 per cent of an absolute vacuum.

Users of electricity cannot readily understand the mysterious "kilowatt." They know that their monthly bill for electricity is figured in kilowatt-hours, and that is all.

A kilowatt-hour of electricity differs very little from a ton of coal or a gallon of kerosene. All three represent a certain amount of energy. But we can see and feel coal and kerosene while electricity is invisible. One does not blame the coal dealer if some of the coal passes through the stove without burning. There is no complaint to the groceryman if some of the kerosene is spilled in filling the lamps. With the waste of electricity, the situation is different. If a lamp is left burning in the cellar for a few hours, or a piece of electric

cooking apparatus is left with the current turned on, the fact is hardly noticed at the time. It is forgotten, in most cases, until the bills are due.

It was customary to clean the oil lamps very often, generally every day. But the electric lamps, especially when they are suspended from the ceiling, are frequently not cleaned for months at a time. Instances are on record where they have not been cleaned at all. The least little accumulation of dust and grime on the lamp bulbs and shades absorbs light while it in no way diminishes the amount of energy the lamp consumes. When the lamps begin to get dim, because of this accumulation of dirt, more and more lamps are required. When one will not give light enough another is turned on until the total is far in excess of what is necessary. This waste can be easily remedied by cleaning the lamps and shades very often.

Worn out and old fashioned lamps are another source of loss. The old carbon filament lamps require nearly three times the amount of current to produce one candle-power of light as the new metal filament Mazda lamps. The Mazda lamp gives a warm white light at a great saving of current. The item of proper shades and reflectors for the lamps is also important. Shades should be selected to direct the light where wanted. In this way a small lamp can be made to do the work of several large lamps which waste their energy in useless radiation.

Where light bills are too high there is usually a very good reason. This reason is seldom hard to find. If the lamps are not old and worn out, or dirty and not properly shaded, it will be found that some of them have accidentally been left burning all night, or for several days. Often it happens that considerable entertainment has been provided during the month. Where two or three lamps were usually burned of an evening the house has been lighted from cellar to attic until a late hour once or twice during the month. Where so many lamps are burned for so many hours the bills will be somewhat higher. An increase of 75 cents in the bill is easily accounted for in this way.

**A Useful Hint for the Bathroom.**

Keep a long crochet needle in the bathroom. You will find it useful in drawing threads, hair or lint from the waste pipes that tend to stop the flow of water.

If your rugs become torn through shaking or general wear, do not try to darn them but procure some mending tissue such as tailors use for men's wearing apparel; and turning your rug bottom side up, place the tissue over the rent. Over this, place a firm piece of muslin and iron with a hot iron. The result will be a neatly mended rug.

When you buy a new broom, pull out a handful of straws, sterilize them in boiling water, dry and put away in a box on the shelf near the stove. This is much handier and more sanitary than taking one out of the broom every time you want to test a cake.

To remove tar stains on white linen, rub in butter or lard and allow to remain on about fifteen minutes. Then wash in the usual manner.

**Good Things to Eat.***Nut Roast.*

Two cupfuls of bread crumbs, one cupful pecans, one cupful filberts, one teaspoonful chopped green peppers, one apple chopped, one chopped onion, one cupful of milk, one-half cup of chopped celery, one egg, salt and pepper, two tablespoons butter. Put the bread, nuts, parsley and pepper through the mincer, grind up the apple and stir it into the rest of the ingredients. Beat the egg, add the milk and seasoning and stir into the dry ingredients. Melt butter in frying pan and pour half into the mixture, fry the chopped onion in the remainder and pour on top of loaf, which should be put in a well greased pan and baked for forty-five minutes, in a slow oven, basting occasionally with butter and basting water. (Very good.)

*Welsh Rarebit.*

Two tablespoons of flour, two tablespoons of butter, one pound of cream cheese, one cupful of chopped olives and one cupful celery. Cut fine. First mix flour and butter together, then pour milk over until like milk gravy. Cut cheese in small pieces and stir into the cream gravy until cheese is melted. Season with paprika and add olives and celery. This can be prepared the day before. When ready to serve reheat in double boiler. Serve on crackers or toast.

*Potato Corn Bread.*

Take one cup mashed potatoes—left overs, either baked or boiled may be used—one and one-half cups cornmeal, one level tablespoon of shortening, two tablespoons sugar, a little salt, and stir in enough sour milk to moisten, with a generous pinch of soda. Knead and put out into a ponce, place on hot iron griddle and bake in a very hot oven. This makes a splendid substitute for Boston Brown Bread.

*Rice Jelly.*

Half a pound of rice should be boiled in a pint and a half of water. When the rice is tender rub through a sieve, and mix with milk or cream. Flavor with lemon, add sugar and salt to taste. When pounded into a mould the whole will set.

*Hot Milk Sponge Cake.*

Two eggs well beaten, one cup sugar; beat till creamy with eggs. One cup flour, one-fourth teaspoon salt, one teaspoon baking powder, sift in the egg and sugar, beat well, add one-half cup boiling hot milk with tablespoon butter melted in it, beat and bake in moderate oven. Flavoring as desired.—A. Ender, Deerfield.

*Soft Thick Ginger Cookies.*

One cup molasses, one-half cup brown sugar, one-half cup white sugar, one scant cup lard melted. One rounded teaspoon salt. One dessert spoon cinnamon, two dessert spoons soda, two dessert spoons strong vinegar, one well beaten egg. Stir well together and add one scant cup of buttermilk. If buttermilk is not obtainable hot water will answer the purpose. Then stir in lightly flour to roll soft, but do not mix the dough stiff or the cookies will be hard. Roll thick and sprinkle a little sugar over the top. Bake in a quick oven.

**News of C. & M. Division.**

R. A. Woodworth, formerly dispatcher in Chicago, has taken a position as car tracer in the Southern District.

Conductor Dan Parent is on the sick list. He has been off over a month.

Brakeman Sam Geary, who was injured several months ago by falling off of a caboose, died a few days ago. Sam was an old employe. He started work on the old Western Union line and was a brakeman for over forty years. He was offered promotion many times, but was satisfied as a brakeman.

Trainmaster J. E. Reilly of the E. J. & E. Ry. was married a few days ago. His headquarters are now moved from Rondout to Joliet. Mr. Reilly at one time was a Milwaukee employe working on the Bluffs Division.

Dispatcher T. C. Welch spent a couple of weeks at La Crosse visiting his daughter.

Conductor John Flickenger has four parrots—two dead and two alive. He tried to teach them some of the sailor language that he acquired on his seven trips around the world and two of his pets twisted their tongues so badly that they choked to death. John, be merciful and spare the remaining two.

Conductor Charley Davidson has taken unto himself a wife. We are wondering if he will spend his honeymoon with his bride in a cocoanut grove on one of his plantations on the Isle of Pines. We congratulate you.

J. A. Hoffman is getting along nicely after his operation. He is now at his home in Morton Grove and we hope that he will soon be able to resume work.

Conductor Fred Wheeler is still a regular traveler on our Lake county roads in his Dort. He will leave his summer home at Long Lake and return to Chicago about the first of November.

Operator F. H. Guyot's wife and children have left for a visit with Mr. Guyot's parents at West Salem, Ill., where he will also go next Saturday to make the family visit complete.

Mr. Ed Woodard, who was night clerk at Rondout for many years and left this position about a year ago to accept work with the American Wire Fence Co., at Libertyville, has again returned to his old job at Rondout.

Firemen Smoke Williams and Wm. Stuebner have taken ring jobs on the C. & M. Division, giving up their Janesville Line runs.

L. I. Perry, agent at Round Lake, with his family enjoyed an automobile trip on his vacation. They visited at Madison, Baraboo and Rockford. He was relieved by Operator Moss.

Engineer Robert N. Scott and wife spent a few days visiting friends in New York.

Passenger Brakeman Walter Griffin, on train number 142, with Conductor Crapsey, met with an accident that resulted in a broken leg. In some manner while reaching down to blow out the steam he slipped and fell off the moving train while passing Pacific Junction.

Pat Geary is now firing on trains 131 and 146. He gave up the Janesville Line way freights.

Mr. A. J. Hasenbalg, our trainmaster, was called to Baraboo, Wis., for a few days on account of the death of his grandmother.

Superintendent E. W. Morrison was the guest of the Libertyville Commercial Club on October 12th and gave them an interesting talk.

Axel Halverson Bond, the conductor that makes Fox Lake famous, is now fox-trotting on Bill Hill's run, who is looking for big game in the wilds of Saskatchewan.

The tallest conductor in the world has now been assigned to a regular car on the C. & M. division. Many of the boys know him, our old friend Henry Schommer.

Agents E. R. Voltz, of Avalon, and F. Lumber, of Ingleside, are sporting new uniform caps. Think they must get them at reduced rates when buying two, as both come out with new caps every few years.

Several depots on this division have been repainted. At Forest Glen, Morton Grove, Rondout and Truesdell they have taken on the Milwaukee yellow.

Just glance over the following figures and you will have a good idea of what the boys at Rondout are doing. Basing figures on an average of business done in October to date, the 21st, the inter-

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change of cars between our line and the E. J. & E. Ry. will be 13,500 cars for the present month. During the last thirty days they have weighed 2,547 cars from the Janesville Line, R. & S. W. and the C. & M. divisions. Operator Guyot has relayed about 3,000 messages and still he does not miss a car on his interchange going or coming from the E. J. & E. Ry.

Engineer John Balderson, after an illness of several months, died at his home in Chicago on October 7th. He was on the Elkhorn-Chicago passenger-milk run. John had a host of friends and it is with deep sorrow that we hear of his death. We extend to the bereaved family our heartfelt sympathy.

Chief Dispatcher R. E. Sizer was off a week taking a little rest and enjoying a few ball games. G. T. Carroll was acting chief.

Highball Eddie Miller is now pulling trains 165 and 166, our fast time freights between Chicago and Madison. This is the engineer who can wear a white collar on his run and when he removes the blue handkerchief from around his neck his immaculate linen is the envy of every smoke and grease begrimed rail, but there is a strain of sadness in his heart on account of losing his side-partner, Smoke Williams.

Conductor W. E. Carr, Baggage-man Verne Gerred, Fireman Louis Kohlman and our old friend George A. Eaton, of the Lake County Gravel Company of Libertyville, are having some hotly contested bowling games, each claiming to be the most expert bowler. Still I am unable to say if any of them have been able to pull down a strike or a spare. Verne says Bill Carr pays for the sport.

The engineers at Rondout are making another survey for a new track to serve the RKD Milling Company. This concern is making rapid growth and is doing a nice freight business.

N. E. Thompson, agent at Somers, is kept busy soliciting business and shipping cabbage and sugar beets. The cabbage crop is considered light this season, still Somers has shipped 250 cars of cabbage and 120 cars of sugar beets up to the present time, and during the last thirty days Truesdell

has shipped 30 cars of cabbage and 40 cars of beets; Corliss, 106 cabbage and 101 beets, and Franksville, 34 cabbage and 2 beets. Somers is a pretty busy commercial office these days, but the "old man's" hand is as smooth and true as it was forty years ago.

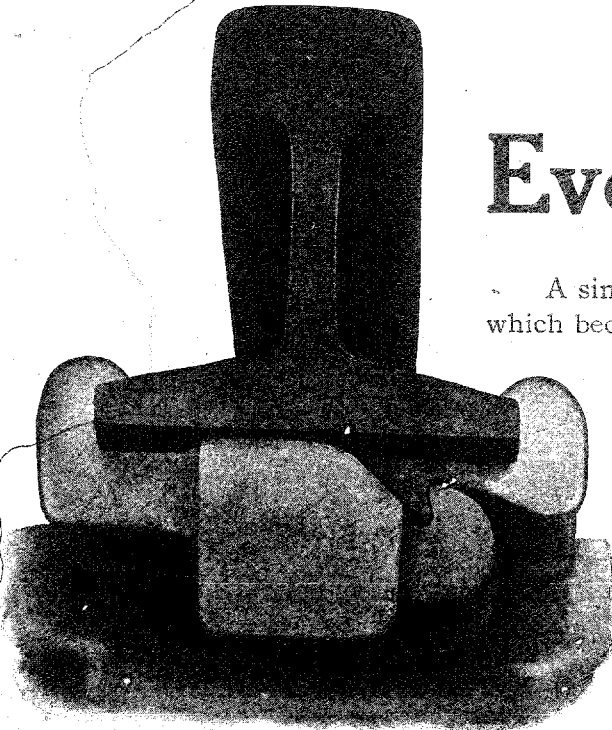
The Corbett brothers have been unfortunate during the past year. J. J. Corbett was injured at Bardwell and spent a few months at the hospital; A. J. fell from a car at Healy, breaking his leg and had to be taken to the hospital, where he remained for a month, and Frank was hurt in the Western avenue yards, the muscles were torn from his spine. He has been at the hospital for many weeks. J. J. Corbett is now visiting his parents at Collingwood, Ont., and will return about November 1st.

Conductor James Kennelly has again resumed work, after an absence of one year and seven months. He met with a serious accident at Zenda in March, 1915, and this is the first work that he has been able to do. We are all glad to see Jimmie on the job again.

On October 19th Conductor J. D. Plumb met with an accident at Corliss. While unloading passengers from number 18 the heavy glass from a vestibule was broken and dropped on his wrist, severing some of the cords, making a bad wound. He was taken to the hospital for first aid.

#### Obituary.

On September 24th occurred the death of Dr. Ralph K. Mitchell, son of Conductor Charles W. Mitchell, of the C. & M. division. The week previous Dr. Mitchell had submitted to an operation for appendicitis and for a time seemed to be improving. Complications later resulted in his death. Dr. Mitchell stood high in his profession and was instructor of medicine in Marquette College, Milwaukee. He was a graduate of the University of Wisconsin and received his degree at Rush Medical College. He is survived by a wife and two little daughters, his father, mother, three brothers and two sisters, to whom the sympathy of the Magazine and of the Veteran Employees' Association is extended. Dr. Mitchell was 28 years old.



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

## In Use Everywhere

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

**THE P. & M.  
COMPANY**

New York, Chicago, Denver,  
San Francisco, Montreal



## Milwaukee Terminal News.

J. J. O'Malley.

I see from the papers that the National Association of Yardmasters is progressing very rapidly, the objects of the organization being to promote sociability among yardmasters and to improve service. Yardmasters K. J. Schwartz, Nels Peterson and C. F. Obermeyer have recently returned from a trip to Madison, Wis., where articles of incorporation were filed. The association, we believe, fills a long-felt want, and we wish them every success.

Born, to Mr. and Mrs. R. J. Borkenhagen, August 30th, a son, weight ten pounds, was named George. Everybody doing well.

Yardman J. Petrie just returned from a fishing trip to Briggsville. He reports success, but we can't prove it. John is a real conductor now at the east end of the Air Line yard, and he is a live one.

Yardman Wm. ("Butch") Manke recently made a trip to Brookfield to visit relatives and incidentally buy some potatoes. "Butch" must like spuds, as he ordered a car load.

Yardman T. J. Heaton, after spending a couple of weeks in the hospital on account of a painful accident to his ankles, is back on the job again. Dad and Barney have been lost without him. We are all glad to see Tom out again.

Yardman Al. Meunier is around again after an injury to his back. Glad to see you out, Kid.

Yard Firemen Winters and Towers are improving and it is hoped that they will soon report for work.

Yard Foremen Teddy Rogers and Tony Hammer are back from a few days' fishing at Briggsville. They had so many fish that they did not bring any home, as they could not get an extra car to carry them in.

Yardman Frank Hill had the same luck at Fox Lake.

Yardman Aug. Mau is improving from a painful cut, and we hope to see him out soon.

W. E. Breckenridge, son of General Yardmaster W. G. Breckenridge, has just returned from his wedding trip. Accept our hearty congratulations, Bill, Jr. The young folks will be at home to their friends at 317 23rd Ave.

The good book says blessed are the peacemakers, for they shall see heaven; but Yardman Weltrowski, instead of blessings, received some beautifully colored hand decorations, and he saw the doctor. Johnny is back on the job again, and says he will act in that capacity no more.

The elevation work is progressing very rapidly, and when some of the engineers' equipment is cleared away from the tracks our four-track railroad from Clinton street to Kinnicknick bridge will look fine. Let us hope the powers that be will see fit to soon make it that way all the way to Chicago.

We are pleased to see the various precautions taken in the interest of Safety First, in regard to the placing of signs at various dangerous crossings throughout the terminal. We thank Mr. Hinrichs and the Safety Committee for the same.

Yardman J. J. Kolley and wife entertained a few friends at dinner on October 1st. The writer and wife were honored with an invitation and are very glad that they accepted. After dinner a very pleasant evening was enjoyed, as Mrs. Kolley rendered some very good vocal and instrumental selections.

Our sympathies are extended to Yardmaster August Mollinger and Yardman John Mollinger in their recent bereavement in the loss of their mother, Mrs. Elizabeth Mollinger, who entered into rest September 26th, 1916, at the age of 82 years. Also to Yardman Edw. Kratzat in the loss of his father, Fred Kratzat, who died September 22nd, 1916, at the age of 67 years. Also to the family and friends of Engineer Peter Tallent, who passed away October 11th, 1916. Engineer Tallent was well liked by all who knew him.

Yardman W. A. O'Brien has been appointed as night yardmaster at the Air Line yard. We all wish you luck, Darby, and hope you make it go.

Yardman J. J. Shuh says that he can go home now and sleep in peace, as he is back on his old job at the east end of the stock yards.

Mrs. Brophy lived in front of the tenement house, and Mrs. Dugan lived in rooms in the rear of the building. Mrs. Brophy met Mrs. Dugan in the hall and said: "Them Turks is killing Christians an' draggin' them through the streets." "Ye don't tell me!" exclaimed Mrs. Dugan. "That's the devil of livin' in the rear; I never see nothin'."

## The Deer Lodge Letter.

Stgh.

George Mason, who checks stock records during working hours, goes fishing when the chance permits, chews tobacco with the grace and ability of an old vet and tells stories in a manner becoming of Mark Twain, when he was in his prime, dropped in upon us for a brief visit during the past month. George didn't wear that famous white collar of which we have heard so much, a fact for which we are thankful. Had he appeared before us all dolled up it's a certainty we would have experienced some difficulty in recognizing him. He is the same old George we knew in days gone by, able to borrow as much tobacco as ever and ever ready to bring up some reminiscence of the days that once were, besides being able to lead the procession when it comes to getting out the work. Here's to your health, old-timer, would there were more like you.

"The great question before this country," remarked the weary Tally, "is that of supply and demand." "That's right," replied the grimy Hogger. "Just as soon as they get this old mallet supplied with all she can drag, the old man demands we drag some five hundred ton more."

Here's one we just got ahold of. When Brake-man John Mott went in swimming out at Liberty Lake last summer, someone stole his clothes. So he tied a turkish towel around his body and started for home. Great excitement. John Boyd is authority for the statement that many of the residents of Spokane thought Harry Lauder had struck town.

When a dogmatic shack meets the conservative Tally and asks for his opinion regarding the election, rest assured that little rumpus in Mexico is but a wart on a pickle compared to what follows.

An archaeological explorer has discovered the rock which Moses smote to bring forth water in the wilderness. This statement may sound wonderful, but it's nothing at all compared to the fact Blacksmith Foreman John Nichols forgot all about the wer news while Boston and Brooklyn were fighting out the world's series.

We don't know anything regarding the political situation at Loweth, but judging from the numerous mentions made of water cars and tanks at that point, the question of "wet or dry" is a rather strenuous one.

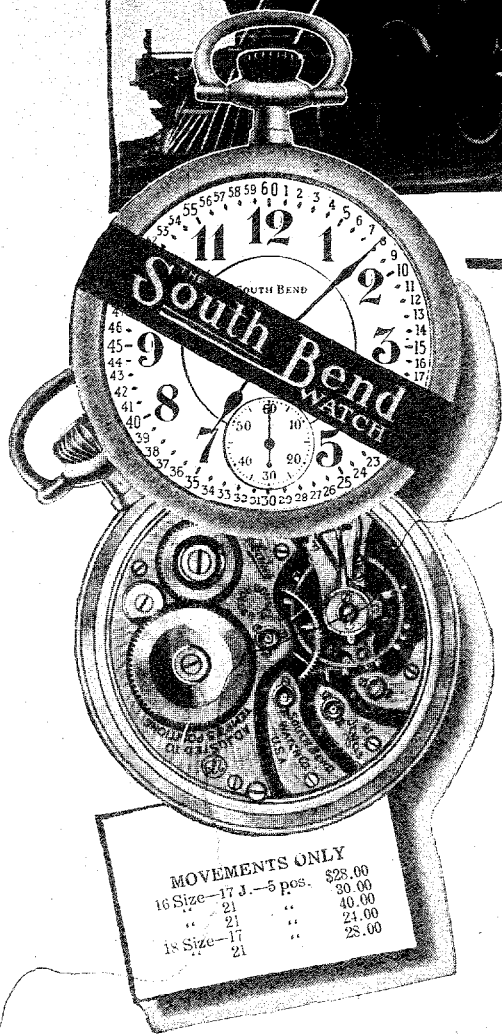
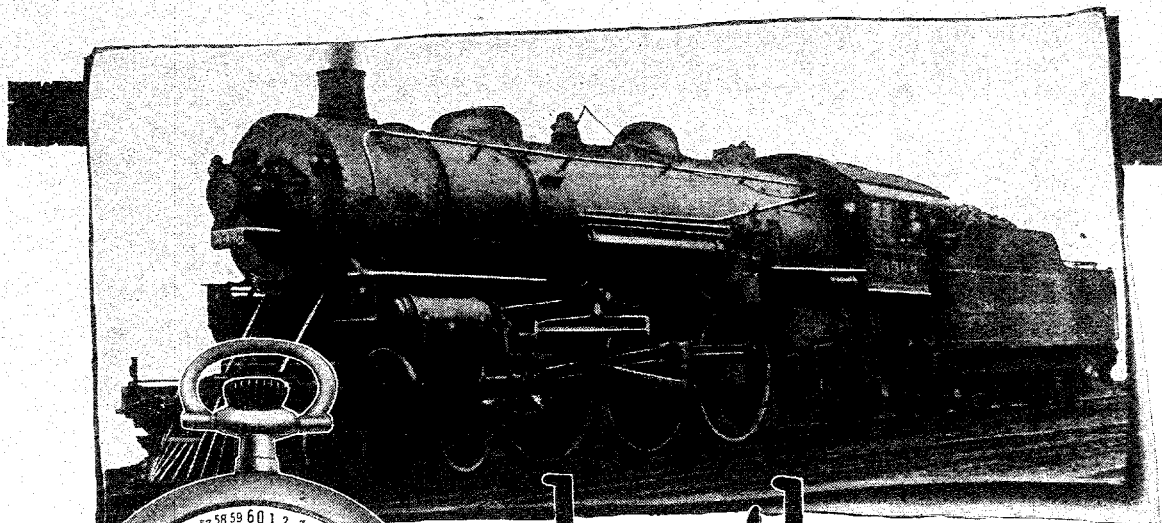
We will make no mention of where this originated, for the simple reason that—well here it is, so form your own opinion. A certain resident of a certain town was approached by a friend, who remarked, "What are you going to make out of your son, John?" "Well," replied the father, "I've made a bank president out of Fred, a doctor out of James, a lawyer out of Joe and William is a minister. I'm contemplating making an engineer out of John, because I'd like to have one millionaire in the family before I die."

## A Real Workout.

When you get on your muscle  
And have nothing else to do,  
Just spend a day at Herndon  
And help the transfer crew.  
No busier spot in all the world  
Has ever yet been found,  
And you do not have to take my word,  
If you'll only stick around.

Five passenger trains meet daily  
At this little cross-road station:  
Two east, one west, one north, one south,  
Making quite an aggregation.  
Then the transfer men get busy,  
Unloading trunks and freight,  
And everyone is hustling  
To keep the trains from being late.

The passengers stand 'round in flocks,  
Not knowing where to go;  
But somehow they all find their trains,  
And are happy when they go.  
As I said in the beginning,  
If you're "feeling on your muscle,"  
Just spend a day at Herndon  
And learn what it means to hustle.



# —brother engines

—this big 400-ton Mallet and the little 3-ounce South Bend Watch—both made to run on time!

For the South Bend Watch is designed with the special needs of modern railway service in mind quite as much as is the mighty mogul.

Made to withstand the jars and jolts and tremendous vibration of a long hard run in a way that few watches will do. Designed to keep the accurate "second" time your work requires.

Every South Bend Studebaker Railroad Watch is guaranteed against any cost of changes in time requirements within 5-years. This applies not only on your present road but on any road to which you may transfer.

This is an insurance feature *no other watch gives you.* It is your guarantee that no better railroad watch *can be made.*

Write for interesting booklet and specimen copy of the 5-year insurance certificate.

**SOUTH BEND WATCH COMPANY**  
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# South Bend Watches

Known by their bands of Purple Ribbon

## Special Commendation



Very special commendation is certainly due Associate Editor J. H. Ginet, who is the hustling immigration agent of the West End. Whenever anything arises whereby "Joe" sees an opportunity to gain high-class publicity for The Milwaukee he pitches into the job with his whole energy—and the last is considerable, despite the fact that he does not tip the scales very high up. The above picture of Hon. Chas. W. Fairbanks, the Republican Vice Presidential candidate, taken with some of our officials in front of the Milwaukee exhibit at the Northwest Land Products Show in Seattle, was a "stunt" he pulled off on short notice. The following letter also is good evidence of Joe's excellent work at the Land Products Show.

October 7th, 1916.

Mr. J. H. Ginet,

Western Immigration Agent, Chicago, Milwaukee & St. Paul Ry., Seattle, Washington.

Dear Mr. Ginet:

The judges for the Northwest Land Products Exposition regret exceedingly that under the rules obtaining for the awarding of prizes the exhibits of Transportation Lines are barred. We take this means, however, of expressing to you our unanimous opinion that the Milwaukee Exhibit is one of the most attractive, unique and interesting exhibits that has been displayed at any Land Show in the United States.

The unusual interest and liberality of the Milwaukee road in producing this exhibit we know is thoroughly appreciated by the Land Show management, and likewise it must, and no doubt will be, fully appreciated by this community and the Northwest in general.

Yours truly,

JUDGES:

F. C. SEARS, Massachusetts Agric. College.  
W. S. THORNER, Washington State College.  
LEONARD HEGNAUER, Washington State College.  
FLOYD W. RADER, Agriculturist, Seattle, Wash.  
L. J. CHAPIN, Agriculturist, Salem, Oreg.  
HENRY B. TWEED, Supt. of Exhibits, Seattle, Wash.

C. & C. B. (Ill.) Switchman L. A. Lynn has received special commendation by the division officers for his watchfulness and prompt action when, after discovering a hole in the floor of a car loaded with horses, he made prompt report and had the damage repaired. The switching was being done at night, when a damage of this kind would be very hard to discover, and had it not been for Mr. Lynn's alertness the safe transportation of the horses would have been gravely endangered.

The Ottumwa roundhouse force is deserving of commendation for their prompt and efficient service on September 1st, in fighting a fire in a house across the tracks from the roundhouse. The entire force turned out at the first alarm and went to the work like veteran fire-fighters. The force is well drilled for such an emergency, and gave a practical demonstration of this by having the fire, which had gained great headway before the alarm was given, under control before the arrival of the city fire department.

A few weeks ago, while K. C. division train 72 was going down Bement hill, Engineer Frank Bieseker looked back and saw a pair of trucks off the track. He brought the train to a stop at Stockdale and found an oil tank with one pair of trucks completely demolished, but no other damage done. Old "Bie" says, "Now, by gad, I'll tell yuh, it pays to keep your eye on the gun."—Sweeney.

While strolling around the "rip" track at Ottumwa Junction we found Foreman Doyle and his crew busy at a new industry recently inaugurated there, consisting of putting on steel end sills and metal draft arms, and hand work. It is claimed that the work could be done locally as cheaply and as well as at the big car shops. While all cutting is done by hand, it still shows in favor of the local repair yard, as the cost of haulage is eliminated and the delay caused by sending cars two to five hundred miles is overcome.—Sweeney.

T. M. Division Engineer James Taylor has received special commendation for discovering a fire on the Missouri River bridge on the morning of September 10th. He promptly extinguished the

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same, thus saving what might have been a very disastrous fire.

T. M. Division Brakeman D. J. Bies has received special commendation for watchfulness in discovering a derailment in train No. 61 September 2nd, which prevented a further serious accident.

T. M. Division Fireman L. Madsen has received special commendation for discovery of a sandboard down in train No. 18 September 9th. His watchfulness undoubtedly prevented serious accident.

Walter Dahlen, clerk at Grayland, Ill., station, has received a letter of commendation and thanks for discovery of a dragging brake beam in train Extra West October 1st, while passing Grayland. He notified the towerman in time to stop the train before it passed over the crossing, thus preventing any further damage.

Agent J. N. Elsner, Hale, Iowa, has been given credit and special commendation for discovery of dragging brake beam and getting signal to the trainmen on Extra East October 12th.

K. C. Division Brakeman W. A. Dowell has received commendation and credit in the roster for discovery of a broken arch bar under car in train 2/72 at Mystic, Iowa, September 5th.

Agent J. J. Brough, Newton, Mo., has received credit and special commendation for discovery of dragging brake beam under car in train 1/64, while passing Newton September 25th.

Engineer Hull, of the Trans-Missouri division, reported recently that Mr. F. G. Bissell, a citizen of Lemmon, S. D., had noticed a burning car in the train Hull was hauling, and had made special effort to report the fact in time to save a serious damage. Superintendent Hill wrote to Mr. Bissell acknowledging the courtesy and tendering him the thanks of the company.

Columbia Division Conductor S. J. Ives has received special commendation for watchfulness and discovery of a dragging brake beam on Extra, Phillips, conductor, while that train was passing him at Roxboro.

On September 16th a Missoula division fireman quit the engine at Clinton. Conductor B. F. Kramer fired the engine from Clinton to Alberton so that there would be no delays to traffic, thereby winning a letter of special commendation from Superintendent Willard.

Conductor Jacob Kintz found a broken rail in Tunnel No. 18, east of Cyr, on October 7th. Twelve inches of rail were broken out. He was sent a letter of special commendation from Superintendent Willard.

On September 14th C. & C. B. Iowa Conductor J. M. Reel, handled a sheep train that had an air hose burst, causing pocket bolts to be broken, in a carload of sheep. Mr. Reel procured other bolts, repaired the car and switched it to the rear. While making this switch he classified the balance of the train so as to avoid further switching at Marion. The conductor was given a letter of commendation for this service.

Conductor William Stevenson, of the middle division, was given a letter of commendation and credit in the roster for voluntarily firing an engine from Melbourne to Louisa on an extra east the 5th of October.

On train 56, October 5th, Brakeman R. Newhouse discovered a broken lens in the westbound automatic signal near West Seventh street, St. Paul. The signal stood at danger and, owing to the broken lens, showed a white light. The prompt action on the part of Mr. Newhouse in reporting this very likely prevented an accident, and he has been given a credit mark on the roster.

Engineer William Drew, one of the oldest engine men in Portage yard, proved beyond a doubt that he is always on the lookout for anything that may interrupt the service. While on his engine waiting for 263 to pull out of Portage yard he was watching the train, when he saw a break beam come down. He at once whistled for brakes and the moving train stopped before passing over the interlocking plant, where, no doubt, much damage would have been the result.—Sampson.

Brakeman E. Gillson was severely injured at Fairmont while on the Extra West September 21st. Conductor Jorgensen deserved credit for almost instantly stopping the train and preventing twenty cars from passing over his brakeman.

R. & S. W. Division Engineer P. H. Burnes discovered a brake rod down on the engine of train 62 while pulling by Elkhorn September 10th, and stopped the train before any damage was done.

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and up can be saved by my plan of selling direct from my factory to you. I can save you from \$125 to \$250 on an **Evans Artist Model Piano or Player**.

**Freight Paid** The easiest kind of terms, weekly, monthly, quarterly or yearly payments to suit your convenience. **All middlemen, jobbers, dealers and agents profits cut out.** These are some of the reasons why I can sell the **Evans Artist Model Pianos** for such little money. Let me send you the other reasons.

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If you are not entirely satisfied, we will take it back without any cost to you—you are the sole judge to decide.

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We will give a two years course of piano instruction free. Ask about our insurance plan.

**STORY & CLARK PIANO CO.**  
F. O. EVANS, Gen. Mgr., Dept. J59 Chicago

## "KIRKMAN'S SCIENCE OF RAILWAYS"

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

**CROPLEY PHILLIPS CO.,**

Publishers

CHICAGO, ILLINOIS



## On The Steel Trail

### Kansas City Division Locals.

*J. T. Swsoney.*

We are more pleased to chronicle the happy events than the sorrowful ones, and so we announce with much pleasure that Ticket Agent Cliff Comes and wife, of Chillicothe, are the proud parents of a baby who took first prize in the beauty contest at the baby show in Chillicothe October 12th. When the prize was awarded, Mrs. Cliff became so excited that she rushed to the telephone and gasped out, "Oh, Cliff, the baby—the baby." Cliff, of course, became excited, too, but managed to ask if anything was the matter with the baby. He nearly collapsed when he finally heard the cause of the commotion, but soon recovered, and is now all smiles whenever the matter is mentioned.

Ed Farrell, for a long time second trick man at Chillicothe, and later at Powersville, since taking the vow "for better, for worse," has been appointed agent at Richland. We predict an era of good feeling around Richland, for Ed has always been a genial and courteous fellow, always ready to accommodate everyone. The company's business is in good hands there.

George Reisch, the efficient agent at Braymer, was happy last week. During the week of September 20th a street fair was held at Braymer, bringing large crowds, and naturally swelling the receipts at his station. George is always happy when the ledger shows a good balance on the company's side.

Engineer James Riley has returned from a six weeks' stay at Excelsior Springs, much improved in health.

Agent J. H. Calvert, of Mystic, Iowa, is a busy man these days. Coal shipments are assuming large proportions. Calie is calling for empties and smothered with loads.

Our old friend George Gallagher, agent at Si-gourney, is so up in the world you can hardly see him. Six feet four inches is pretty well up.

It was good to see Jim Riley back at work in his old place on an engine. He relieved Engineer Prior, who was called home on account of his wife's illness.

After a seven months' siege of the grip and kindred troubles, Engineer M. L. Coad is back at work. For the present he is in work train service, having taken charge of the engine handling the ditcher on the west division. Everyone is glad to see Myron back, as he had a hard siege.

Roy Bauer, Chad Byer and William Zemanek, apprentices in the Ottumwa Junction roundhouse, departed Saturday, October 7th, for their homes in Dubuque, to spend Sunday with home folks. Bauer and Zemanek returned on Monday, but Byer stayed on account of illness, he said; but the other boys say that a certain young lady could state the nature of his malady.

Somebody said Jack Gippert, R. H. Foreman at Laredo, had been made the recipient of a fine Seth Thomas clock. Jack is soft-voiced and mild of speech, usually, but as we don't understand a foreign language and only write English, we can't undertake to translate what Jack said when asked about the gift.

Mrs. Jay H. Smith and infant son, of Chillicothe, are visiting at the home of her parents (that's us), in Kansas City.

Engineer Fred Hatch has transferred to the west K. C. division, taking the way freight out of Coburg, and extra passenger work on middle and west end.

A much needed convenience has been placed in the engineers' room at Ottumwa Junction, consisting of a table and benches where the men can sit down to make reports and answer correspondence. This is much appreciated, as it is much better than standing up at the old-fashioned high desk.

Mrs. Mary E. Gage, mother-in-law of ye scribe, returned from Silver City, N. M., September 27th, and will make her home with her son, Engineer Chester Gage, of Ottumwa.

Conductor W. H. Leahy, the wheat baron of the K. C. division, returned Monday from Crandall, S. D., where he had been threshing his wheat and

barley and taking care of his corn. He is loud in his praise of Dakota as a growing country. He says the people living on the place had to mow the grass every day to find the baby and pumpkins in the back yard grew so fast that they crowded the wood shed over into the hog lot.

Ed (Humpy) Green, assistant yardmaster at Ottumwa Junction, says it's a d—n lie; he never said he could run a hundred yards in ten seconds. Also Matt McNerney, the veteran switchman, says it is a base fabrication to say he voted for Franklin Pierce and fought in the Mexican war. He comes out flat-footed and denies the allegation, and says he can lick the alligator.

Machinist William Gippert, of Laredo, was in Ottumwa September 26th, nursing the index finger of his right hand, which he caught in the machinery of a gasoline engine on the turn table.

Engineer Elmer Randolph has transferred to the middle division. The ditching machine is on the west division this month in charge of Conductor Billie Stewart and Engineer Sam Cope. This machine is supplying a long felt want by providing good drainage for the track for the fall rains and winter snows.

Machinist Helper Charles E. Poe has been appointed engine inspector at Coburg.

E. R. Williams has been appointed third trick operator at Corie, Iowa.

J. R. Kendrick is now third trick man at North-ern Junction.

Mrs. Clare E. Robinson, wife of Passenger Engineer George T. Robinson, died at her home in Kansas City October 9th. The funeral took place from Oakley Avenue Methodist Church, burial in Mount Washington. She is survived by her husband, one son, Frank, and two daughters, Mabel and Lucile. The sympathy of many friends is extended to the bereaved husband and family.

Chief Dispatcher F. R. Moore had the misfortune to slip and break his ankle while walking home one day recently. He suffered a similar accident some time ago. F. R. M. is now crowd-hopping around the office, which makes many of the boys think he is practicing the fox trot or the two-step.

We are thinking of hanging out a matrimonial bureau sign at the Ottumwa Junction office, for matrimony has become an epidemic there. Miss Katheryn Doran, of the superintendent's office, was married on October 12th to Mr. Charles Kraner, and Miss Iva Lucretia Tutweiler, clerk in Chief Dispatcher Moore's office, was married on the 11th to General Yardmaster Harry E. Cross. The many friends of both young couples wish them all happiness and success in life.

### "Facts and Fancies from the S. M. West."

*J. W. Malone.*

Conductor A. D. Smith and wife are in Sioux Falls this week, where their little daughter is undergoing medical treatment. May she soon be in the best of health.

O. D. Theophilus, operator, Jackson, is visiting his folks at Howard this month.

Agent W. E. Campbell, Howard, was a Madison visitor recently.

Mrs. F. A. M. Frost, wife of Operator Frost, Egan, has been very ill the past ten days. We hope that she will soon be on the road to perfect health.

Operator Langan, Lakefield, is laying off at present, relieved by S. L. Alderson.

Agent E. N. Bucklin spent the past ten days at Colorado Springs and Denver, where he enjoyed the beauties of the U. P. scenery and also a well earned vacation.

Agent George Leiser, Iona Lake, is visiting relatives at Brownsdale, Minn., relieved by Relief Agent Alderson.

Engineer C. Callaghan recently underwent an operation for appendicitis at the Madison Hospital and at the present writing he is improving in fine shape. We hope to see Con back on the job again with his usual cheery smile.

Brakeman James Cheek is laid up with a sprained back at the present writing, due to a fall received while laying a chimney. We hope that

Jim will soon be around and back on the goat in his usual good health.

Brakeman Guy Winesburg is taking in the sights and curative waters of Excelsior Springs, Mo., the present week.

Brakeman Harry Winesburg, one of our former S. M. boys, is braking out of Miles City for the P. S. line.

Bernard Moore has entered the Northwestern University of Dentistry in Chicago. We wish him every success.

Agent H. R. Laugen, Jackson, was a Madison visitor the past week. Come again, Henry, and stay a while.

Mesdames C. J. Wethe, LaCrosse, and Mrs. R. N. Solberg, Jackson, were Madison visitors the past week.

Mrs. W. J. Tyler and children are visiting relatives at Miles City at present.

Earl Dixon, Madison, was a Wentworth visitor lately. Whether he was wooing the "Goddess of Fortune" or "Dame Cupid" we are not able to state, yet may success attend his every effort in both directions.

W. M. Hamilton and wife, Madison, were Preston, Minn., and Cresco, Iowa, visitors the past ten days.

Conductor Walter Coppin, Madison, has been visiting his mother in LaCrosse, who has been seriously ill. He has returned to work, reporting his mother slowly improving.

Mr. Nicholas Klaser, of Sioux Falls, is visiting his son, Brakeman Klaser, the present week.

Engineer Charles Billington, Austin, has decided to try his fortune on the S. M. West. May he ever remain with us and the "Beauties of South Dakota" enchant him always."

#### Tacoma Tide Flats.

J. Vivian Miller.

Greetings. How much did you lose on the world series? Not much lost in this department, and good reasons why.

Our regular correspondent is still absent; but we expect him back in time to assist with next month's news items, which, I am sure, will be appreciated by all readers of the magazine.

Mr. Arthur Beinert, chief timekeeper, who has been doing special work for the past six months, is again with us. He is relieving Mr. Pyette, chief clerk, who is spending his vacation in and around Milwaukee. Two bits most of it is spent in Milwaukee. Do you blame him?

Eggs 45c per dozen. Can you not see Phil Manly sporting a big Packard if the price keeps up?

Mr. Mass returned from a two weeks' vacation in Milwaukee, and we are all glad to see him back at his station again.

Barney Zilley has one of the new model Fords and he can be seen at any time of the day or night out admiring same. Barney always puts enough extras on his Ford to buy a real automobile.

Poor old Kratsch has a rival in the store department now. Mr. Earl Broadwell is it. Seven dances a week is his record, and he is sure some boy with the ladies, according to his own statements.

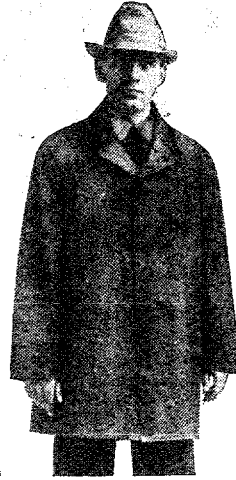
K. A. Savage, "Friday," the man who took the Mexican Crown from yours truly, has decided to take that last leap from freedom and single bliss. He must have been reading furniture ads, you know—"Two Can Live as Cheap as One." I would suggest that he consult Mr. Thomas Burditt on this question, as I feel sure Tom could show him that the ad was not true.

If you don't think the writer is some cook just ask Mr. F. E. Loonan. The only complaint he has is that every time he wants an Irish stew I serve him with sauerkraut. That will make any Irish stew. Deep stuff. If you don't get it ask Mr. Dahlquist.

This is to advise that reward offered last month for finding of Sid Berg is hereby withdrawn, as he has been located in Chicago, where he is working for the Myle Maker Company. This is an attachment for Fords and I presume the lad did not want us to know he was working there, as he informed us he was going to drive a team or some such work in Chicago.

Mr. A. J. Kroha, storekeeper, advises us that his game of golf is improving so fast that he will soon have to join the professional class. This his own statement, so please do not blame me if it is not exactly right.

## CONDUCTORS, BRAKEMEN, Express Drivers, Baggage-men



THIS RAINCOAT is made for you—the men that have to be out on the job rain or shine. Made the right length to keep the body dry, not too long to be in the way. [36 inches], if wanted longer, no extra charge. Has double back inside, ventilated improved slot and buckle fasteners; two outside pockets, corduroy tipped collar with storm tab. Made from high grade rubber sheeting. [not a slicker, far superior to any other rain coat on the market], reinforced every way to make it a serviceable garment. We guarantee it rain proof. Order the coat today, it may rain tomorrow. Mail us your breast measure

(take measure snug, not tight, over the coat) in closing \$1.00 to guarantee express charges. We will then ship the garment C. O. D. \$4.00, subject to examination, or, send us \$5.00 and we will ship raincoat and hat prepaid.

*Satisfaction Guaranteed or Money Back*

**HAT FREE**—For a limited time we will give with each purchase a rain hat of same material as coat, *absolutely free*, state size.

**ENTERPRISE RUBBER SPECIALTY CO.**

720-8 First Ave., West Cedar Rapids, Iowa

## The Artesian Way



Baker Air Injector at Work

No pulling of wells  
No trouble from sand or gravel  
Purity of water assured  
And Guarantee as long as the life of the pipes in the well

That's the

*Baker Air Injector System*

operated by

"Chicago Pneumatic" Simplex

Valve Compressors

Send for Literature

**CHICAGO PNEUMATIC TOOL CO.**

1028 Fisher Building  
Chicago

52 Vanderbilt Ave.  
New York

Branches Everywhere

Mr. George Pyette cannot see anything in the game of golf. Will Mr. Thomas Burditt kindly call and show him some of some of the fine points.

George Felzer, of the mechanical department, spent a few days at Hoquiam during the past month.

Al Pentecost, erecting foreman, is spending his vacation in Boston and Brooklyn taking in the big games. Al is sure some live fan, as he makes it a point to take in the world series whenever he can get away long enough to do so.

Am not going to say anything about Looney this month, and perhaps he will give me an extra pencil.

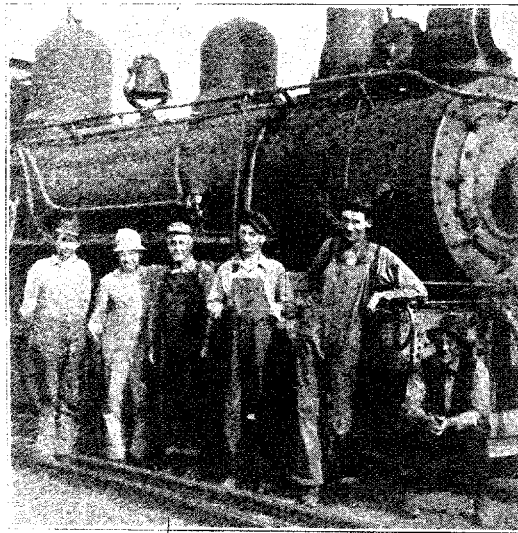
Would advise all new members of the store department who have not paid their entrance fee to do so quick, and avoid trouble.

George Mason, stock inspector, spent a week at Moberge during the past month getting things lined up.

We had the pleasure of a nice little visit with our editor during the past month. Suppose all the other news gatherers on this end of the line can report the same.

Elsie is still with us, for which we are all thankful.

P. S.—Was going to say a few nice things about George Mason this month, but he spoiled it all by getting sore at me during the past month and I will hold it up until he gets over this spell.



Malden Yard Crew

#### W. V. Division Notes. W. M. Wilcox.

In a collision with a logging bunk at Hixon, September 23rd, Section Foreman R. Minton's gasoline car was badly demolished and the engine had to be sent to the shops for repairs. One of his men who was driving the car was injured.

Several business cars were sidetracked at the northern lakes the latter part of September and numerous catches of fish were reported.

Fireman Charles Lattimer has resumed his duties on 93 and 94. Understand Charley got "chesty" with a coal bucket recently and received a broken rib as a result of it.

Art. Mungler was at Woodruff Junction September 30th, renewing old acquaintances. Art. used to handle the levers in the tower at Woodruff, years ago.

Passenger Conductor Peter Hollinshead was taken ill September 22nd and unable to go out on his run on No. 7. Thomas Moran was called to relieve him.

Conductor O. G. Olson looked after business at New Lisbon September 25th. He and his father recently returned from a trip to Kansas City and Toledo. Sorry that I overlooked you last month, Otto.

E. P. Euckhausen and wife attended the German band concert in Milwaukee October 7th. Bernard says it was sure fine.

Engineer Theodore and Miles Christiansen and Engineer William Gleis were off in October on account of the illness and death of their mother, which occurred at Tomah the 10th. Mrs. Christiansen, who was 73 years old, was an invalid for many years and will be greatly missed by her many friends in Tomah.

The old stock yards which have stood at New Lisbon for so many years have been torn down and moved to the west end of the sleeping car track. This is a great improvement over the old location.

Conductor Gideon M. Little has the honor to be the first New Lisbonite to install the new water-works and sewerage in his residence. Gid. is always a wide-awake progressive when it comes to improving and glad to help along a good cause.

Boilermaker Paul Stoff, Tomahawk, is out fishing nearly every afternoon and is telling some big fish stories and that is about all we hear from him.

Roadmaster H. Redlich has a work train busy on the north end picking up scrap steel and cleaning up for the winter.

Engineer Ralph Hintz and wife went to Rochester, Minn., September 26th to consult with the Mayo brothers in their hospital. Ralph's many friends on this division all wish him a speedy recovery.

Mrs. G. M. Little was a guest of friends at Merrill and Tomahawk the latter part of September.

Brakeman Charles Fowler, of Moberge, but formerly a Wisconsin Valley division employee, has been a guest of his mother and brother and "others" at New Lisbon the first part of October. Charley informs us that he is holding a steady car out of Moberge and likes the country there very much.

Engineer Charles Miller and family have moved their household goods to New Lisbon and will make it their home in the future.

Brakeman R. D. McCarthy, who is now located at Aberdeen, S. D., was a guest of relatives and friends at Wausau and Tomahawk the first week in October. Bob is also a former W. V. division employee.

Engineer H. M. Gilham, wife and daughter, Kathleen, left for a trip to the coast October 6th. They will visit their son and brother Roy at Deer Lodge, Mont. A granddaughter who recently arrived at Deer Lodge was one of the main reasons for the trip. Miss Kathleen will remain in Portland for the winter.

Engineer Frank Bunker was a visitor at New Lisbon the first of the month, looking after his automobile business. Frank still looks "hale and hearty" as ever and his many friends are always glad to see him.

Oscar Vachreau, of Moberge, arrived at Wausau October 7th for a week's visit with relatives and friends. Mrs. Vachreau and daughter arrived from the West a week ahead of him.

New Lisbon has been a busy point since the first of the month on account of the changing of the W. V. division main track and starting to build the new freight and passenger station at that place. Train No. 6, in charge of Conductor G. M. Little and Engineer Brasted, October 2nd, was the first to use the new main line.

Conductor F. E. Orcutt and wife, of Jamestown, N. D., were visitors at Babcock and other W. V. division points the first of the month. Frank is now a Northern Pacific Railway employe.

The Sayner and Star Lake offices have been closed for the winter.

Operator Kuehn is in Operator Rantz's place and Rantz in Agent Frederick's place, on account of the latter on a vacation.

Percy Higgins has returned to Tomahawk, after an absence of about two months, spent in the West. He still has that same old whistle, only not so loud.

Joe Ducharme, boiler fireman at Tomahawk, was off for a few days on account of an attack of lumbago.

#### "Tomahawk Roundhouse News." "Steve."

Engineer Ralph Hintz, who has been sick all summer, left September 27th with his wife for Rochester, Minn., where he intends to consult the Mayo Brothers.

Machinist Fred Hunziker took a flying trip to Lake Mills September 26th, returning September 28th. He said he visited his brother, but we can hardly believe it in that short time.

The office force is somewhat changed, with Steve Schultz as clerk in place of Ed Bileferucht,

who has gone to Marquette College, and with George Gahan as guardian of the storeroom.

Leslie Foss and Tom Murphy went to Merrill September 30th to see the Tomahawk-Merrill football game.

Fireman Duvie, on 5 and 6, is taking a trip through the West, Fireman Frank Mattson relieving.

Machinist Helper George Dorval is off for a few days, owing to an injury to his foot.

Christ Jenner is again on the sick list, being off since September 21st.

The pile driving crew is driving piling in bridge No. 1,800, on the Gleason Line, with E. Zellmer and G. Granholm as engine crew.

Engineer Charles Miller has moved all his household goods from Tomahawk to Babcock, intending to make his home there hereafter.

**News of C. & C. B., Ia., Middle and West.**  
*Ruby Eckman.*

Trainmaster M. J. Flanagan, wife and son, of Aberdeen, S. D., spent some time the latter part of September visiting with relatives and friends in Perry. Mr. Flanagan was for a number of years a dispatcher in the Perry office and has many friends on this division.

Roadmaster M. Murphy has resumed work, after a very pleasant vacation spent in the East, during which time he attended the roadmasters' convention in New York.

Machinist Harry Need, Helper Charles Salzgeber and Boilermaker Joe Burns were in Chicago in attendance at the ball games.

Miss Helen Eisle, daughter of Machinist John Eisle, has been spending some time in Chicago.

Engineer Luke Hanner, who has been off duty for some weeks on account of personal injuries, contemplates a trip to Colorado Springs the latter part of October.

Henry Hall, who has been working on the repair track at Perry yard, has taken a position as switchman.

Brakeman Frank Miller, who has been on the reserved list for some time, has resumed his place on the brakemen's extra board.

An important change in the roundhouse foremen was made the fore part of October. P. L. Mullen, who has been foreman at Savanna, went to Sioux City as assistant general foreman, A. J. Vogler went from Perry to Savanna, A. Yates, Marion to Perry, W. Graff Council Bluffs to Marion and C. E. Horsely from night foreman at Soo City to day foreman at Council Bluffs. The changes were in line of promotion for all the men.

Brakeman Robert Catterton, of the western division had the misfortune to be thrown from his train and have his right leg run over so that it had to be amputated just below the knee. The accident happened the fore part of October and Mr. Catterton is still in the hospital at Perry.

Engineer John Leaf and wife left the fore part of October for a visit with their son and his family at Marmouth, N. D.

H. P. Michael, who has been working as a switchman in Manilla yard for some time has returned to Perry and resumed work on the list as a brakeman.

Friends of Dispatcher A. J. Elder will be glad to learn that he has been given a trick as a train dispatcher at Sioux City. A. J. has been an operator and extra dispatcher at Perry a number of years and goes to his new position with the best wishes of his fellow employees.

Machinist Levi Swanson and wife are home from a visit with relatives in Chicago and other Illinois points.

Machinist Jack O'Connor went to Green Bay, Wis., for a hunting trip in the woods near that point.

Jack Tomer, who has charge of the sandhouse at Perry, has returned from a pleasant trip to South Dakota.

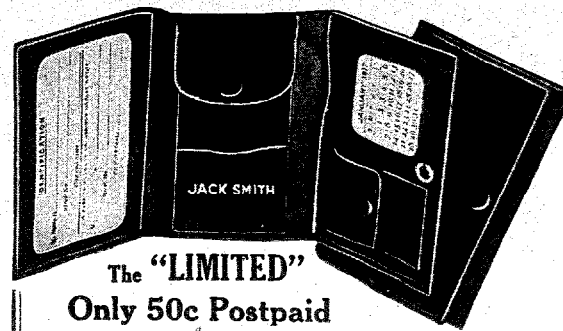
Oilhouse Man J. E. Kent was called to Richard, Iowa, the fore part of October by the death of a relative.

Engineer William Dhal and wife, of Savanna, were in Perry the forepart of October for a visit at the home of their daughter, Mrs. A. J. Elder.

On October 3rd at the home in Perry occurred the death of Conductor James Kaneally's wife. Mrs. Kaneally had been sick for several months. Burial was made at Perry.

Conductor J. S. Evans and Brakeman Gaylord Courtney were off duty the latter part of September on account of the sudden death of Miss Maude Pierce, a relative.

## YOUR NAME IN GOLD FREE



The "LIMITED"

Only 50c Postpaid

Truly a remarkable BARGAIN in a 3-fold combination BILL-FOLD, COIN-PURSE, CARD & PASS-CASE. Made of Genuine Black Leather with secret bill-fold at back—in all SEVEN useful different compartments and pockets. Size folded 3x4 ins. Will last a life-time.

Your NAME Stamped in GOLD FREE

We stamp any name in beautiful 23 karat gold absolutely FREE. Extra lines 20c. Handsome Gift boxes 10c each. Sold under our GUARANTEE and direct only.



"MY PARTNER" Garter Purse

"safest bank" in the country. For men and women. Size 21x31 ins., 2 roomy pockets, made of genuine tan and brown leathers, strap and buckle to fit any leg. Your valuables are safe when traveling. We mail it 50c postpaid with any name stamped in GOLD FREE.

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Postage stamps accepted. Money refunded if not satisfactory. Orders filled promptly and carefully.

INTER-AMERICAN SUPPLY CO., not Inc.  
DEPT. 4 E, 5034 W. Huron St., CHICAGO, ILL.

A POLICY IN

The Standard Accident  
Insurance Co.  
of Detroit, Michigan

Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in cash of your accidental death.

This Company is Authorized  
by The C. M. & St. P. Ry.  
to write this insurance on its employees.

Ask Our Agent or  
Write the Company

Over \$20,000,000 Paid in Claims

Railroad Department H. C. CONLEY, Supt.



Engineer Hiram Colburn, of the western division, and Switchman Frank Colburn, of Council Bluffs, yard, were called upon to mourn the death of their mother, who passed away at her home in Council Bluffs September 26th. The deceased was one of the pioneers of Council Bluffs and was well known to many of the older employes who ran into that terminal.

Engineer P. J. Donovan's home was under quarantine the latter part of September and the fore part of October on account of the illness of his son, Ray. The doctors were unable to agree on the illness the boy had, but for fear that it might be infantile paralysis the home was placed under quarantine.

Mrs. L. W. Maley and children returned home October 6th from a two months' visit with relatives and friends at Fargo, N. D.

Grover Dibbern and wife welcomed a son into their home on September 29th. Grover hasn't decided yet whether or not the boy will be an engineer, but there is no doubt but what that will be the boy's vocation.

C. E. Salzgeber, an employe of the Perry roundhouse, was off duty the latter part of September on account of an injured hand.

Twin boys arrived at the home of Conductor Phil Aeck in Perry on September 27th. Both are fine, healthy little fellows and make things lively around the Aeck home.

Brakeman E. B. Oehler was off duty a few days in October on account of an injured wrist.

Brakeman Walter Walrath has resumed work, after a pleasant two weeks' outing at Faith, N. D.

Agent F. M. Blaislee of Defiance has returned from a few weeks' trip to Seattle and other Western points, reporting a very pleasant trip. Relief Agent William Uptegrove, who was in charge of Defiance station, went to his home, where he relieved Agent Lee, who was a delegate to the I. O. O. F. Grand Lodge.

S. D. Gilliland has been appointed agent at Melbourne, taking the place of Guy Calkins. Mr. Calkins, who was on a six months' leave of absence, resigned at the expiration of that time, having decided that he liked the mercantile business well enough to give up his rights on the road.

Mr. C. M. Dukes, assistant to the general manager, and Messrs. Dial and Miller, general chairman and secretary of the B. of R. T., were in Perry October 4th for a conference with local officials.

Passenger Brakeman J. O. Hull has taken a three weeks' lay-off and with his wife has been taking an auto trip to different points in Iowa. S. L. Withrow has been on the run between Perry and Manila during his absence.

Brakeman F. H. McDevitt has been off duty some during September and October on account of the illness of his mother.

Brakeman E. A. Rumley was off duty the latter part of September and the fore part of October on account of a personal injury. He spent the time with relatives in Detroit.

Conductor John Dignan has been assigned to the run held by Conductor Dow on 3 and 12. F. B. Cornelius has taken Mr. Dignan's run and Mr. Cornelius' run placed on bulletin.

#### North La Crosse News.

*H. J. Bullock.*

With apologies, to the memory of Ezra Kendall.

German Traveler: "Gif me ticket to Chicago."  
Affable Agent: "Would you like a round-trip ticket?"

German Traveler: "Vot is dot?"  
Affable Agent: "That is a ticket from here to Chicago and back."

German Traveler: "Nix. Vot for I want to come back ven I am alretty here?"

Telegrapher J. L. LaFollette, of the Santa Fe, at Shawnee, Okla., recently visited with General Yardmaster C. A. Bush while en route to Seattle and other coast cities.

Special Police Officer J. G. Sullivan, of Portage, visited with Company Officer M. Keaveny recently.

Mr. Elmer Bock, bridge inspector, made a trip over the river division September 19 with his motor car.

The infant daughter of Switchman Robert Conroy died September 18.

Telegrapher F. J. Haker and wife, of Tomah, were LaCrosse visitors recently.

Telegrapher Earl Andres gave us a pleasure call September 23rd.

Fireman P. Mahlum was severely bruised by falling from the tank of an engine September 18.

Mrs. F. Welsh, wife of Conductor F. Welsh, has returned to Montevideo after a visit here with relatives.

S. M. Fiddler has been appointed third trick operator at Black River draw office.

Ed Manning, who has been acting as telegrapher at North LaCrosse and River Junction, has returned to LaCrescent as third trick operator.

General Boiler, Inspector A. N. Lucas, General Safety Appliance Inspector M. J. LaCourt and Traveling Engineer A. J. Klumb, of Milwaukee, were business visitors here October 12th.

Brakeman Smith Dunn is back again, after several weeks of illness. Everyone is glad to see the old settler again.

G. E. Sampson has resumed work, after an extended visit in the hoop pole regions of Wisconsin.

Mr. G. L. Tofsen, second trick telegrapher at West Salem, is a benedict. The happy bride was Clara L. Stathem, of LaCrosse. The knot was tied by the Rev. S. L. McKee October 14th.

Our friend Mike Keaveny is very busy these days tracing cars of copper and is known as the Copper King.

Yardmaster J. O'Connell, of Madison, Wis., gave us a pleasant call while visiting his old pal, C. A. Bush.

#### Around The Railway Exchange.

*Boy Waugh.*

Harry Lynch, chief operator, Railway Exchange Building, had an experience last month that may in time be blotted from memory, but his blistered feet will recall the unhappy incident for many years to come. Several months ago Harry picked up bag and baggage, after residing in Chicago since 1881, and moved out to the rural environs of Mount Claire. On the night of the blistered feet our chief operator dozed, snored and lost all sense of direction until a brakeman with a raw raucous voice almost broke his ear drums and heart with one breath, as he announced the train's approach to Franklin Park. The last eastbound train had departed and the only thing for Harry to do was hoof it. This he did, over the longest five miles that a 250-pound perambulator ever covered. Automobilists whom he tried to stop for a lift put on extra speed and beat it, thinking he was a holdup man. When he finally arrived his petal coverings were worn through to the sox and the town drug store at Mount Clare has been out of Allen's Foot Ease for the last three weeks.

I see be th' papers that me frind Sweeney, off the Kansas City division, mentions me name on the same page with Mr. Dooley. 'Tis a fortunate thing that Pete Dunn's subscription is not paid up, as he be wond'ring at the spalpeen's nerve that put his gas house Irish on the same page with the aristocrats of Archey Road.

The bevvy of models from the Art Institute, and handsome salesladies that created the riot at the Michigan avenue entrance of the Railway Exchange Building, were not fighting to get into the suffrage meeting at Orchestra Hall, as first reported. Investigation discloses that the dapper Miles K. Buckley, a Morton Grove fashion plate, had blossomed forth in his new autumn attire.

Stanley Roberts is the latest entrant in the Patrician class. He now comes down to business in a new Overland gasoline bus.

Cashier Chauncy Smith is disconsolate these days. He had some dental work done and with the new fillings he can't articulate certain cuss words without lisping.

W. J. Cannon, assistant general passenger agent, attended the annual convention of the American Association of Passenger Traffic Officers held in Washington, D. C., last month.

A. J. McCarthy, chief clerk in the general passenger department, Seattle, was in our midst for ten eventful days, and now that he has gone back to the land of glorious sunsets and prodigal rains, the dance hall owners have engaged a score of painters to replace the coats of varnish scraped from their floors with the new McCarthy glide.

C. H. Miles, district passenger agent, San Francisco, spent a few days around the general office last month, dispensing packages of California sunshine.

Flo Walker (Southern accent) will be the cabaret sensation in the loop next week in her latest success, "Be Cows I Love You."

Are J. Walker when asked what "The Milky Way" was, replied, "No. Sixty from Elkhorn." Ah! Robert, Copernicus would be proud of you.



# An Open Letter of Thanks to The Employes of the Road

**Van Noy-Interstate Company**

INCORPORATED

**RAILROAD NEWS AND HOTEL SERVICE**

GENERAL OFFICES COCA-COLA BLDG.

**Kansas City, Mo.**

Oct. 25, 1916.

To the Employes of the  
Chicago, Milwaukee & St. Paul Railroad;

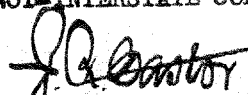
We take this opportunity to thank the employes of the C. M. & St. P. Road for their promptness in responding to our appeal for co-operation, which appeared on Page 37, in the September issue of the *Employes' Magazine*. The letters we have thus far received have demonstrated to us how little is required to awaken the interest of those who consider life really worth while.

We want to give you the best in edibles and service, and to that end would greatly appreciate any further suggestions you have to offer.

Again thanking you, we are,

Yours very truly,

VAN NOY-INTERSTATE COMPANY,



Vice Pres. & Sec'y.

JRC/M

**Perambulating Harry.**

Said Harry Lynch,  
It ain't no cinch  
It isn't, I declare,  
To walk nine miles  
On the railroad track  
Back to old Mont Clare.  
So if you snooze—God keep your shoes.  
Take this from me who knows,  
You'll have to crawl and that ain't all,  
You won't walk home 'til morning.  
You won't get home 'til morning,  
You won't get home 'til morning,  
Just in time for breakfast call.

Anyone wanting to see a tenderfoot, call on Harry Lynch, 1249 Railway Exchange Building.

**The Purple Haze.**

The Purple Haze  
We see these days  
Comes not from  
Mountain top,  
But here on the plains  
Mid bright domains  
We pause, we look and stop  
At the brilliant sight in  
The purple light.  
Its beauties describe if you can,  
But the optic treat I love to meet  
Is the purple waist of Van.

**Notes from the Trans-Missouri Division.**

*Edw. J. McAvoy.*

Conductor W. C. Fuller, on the Isabel run, and Agent C. S. Thompson, of Isabel, were subpoenaed during the past month as witnesses before the grand jury at Pierre, account of parties bringing liquor onto the reservation.

J. R. Knight, formerly clerk in the superintendent's office at Moberidge and later cashier at Lemmon Station, has resigned, and is returning to his home in England to enter the European war.

W. P. Moran, who has been acting as relief dispatcher on the main line, has been assigned to branch line dispatching.

Now, we understand what all of the commotion was about around the baggage room in Moberidge after the arrival of trains. Yard office forces were looking for a mess of fish, which Jim Watters promised to send. What was the matter, Jim, forget to send them?

Timekeeper Al Clemmons is now keeping "bachelor's hall," his wife having taken a trip West, to visit her parents.

W. J. Fitzgerald, clerk in the superintendent's office at Moberidge, made a trip to Minneapolis recently, and has expressed his liking for the city, and is contemplating another trip soon, which indicates that there is some attraction in the Twin Cities in his favor. "Bill is a regular" when it comes to entertaining the fair sex.

Undoubtedly we have been misinformed about Car Foreman T. J. Scanlon, of Moberidge, taking unto himself a wife on his trip East, as Tom says he can positively swear that he did nothing of the kind.

Albert Staff, car repairer at Moberidge, is visiting his parents in Farmington, Minn.

Wrecking Master W. E. O'Connor is spending his annual vacation in Minnesota, visiting with "Pa and Ma."

F. D. Campbell, general car foreman, and W. P. James, assistant general car foreman, spent a few days during the past month in Moberidge. Come again boys, you are always welcome.

Car Repairer Nick Ritter is the proud father of a baby girl. Mother and daughter are getting along nicely. Nick was rather disappointed, as he had orders in for a boy.

John, the car department dog, is on the sick list, but T. J. says he will recover.

W. L. Cornelius, airbrake repairer, has accepted the car foreman's position at McLaughlin. Good luck to you, Wense.

Mrs. Henry Korthaus, wife of Car Repairer Korthaus, is visiting her parents in Chicago.

Car Repairer Julius Teske has bought a farm close into town. Success be with you, Sonny.

Jim Watters and family have returned from a ten days' visit in Boscobel and other points East. Jim reports having a good time, but fishing wasn't as good as it might have been, which accounts for the fact of his not sending any to the boys of the yard office.

H. A. Mosher, formerly night relay operator at Moberidge, has been transferred to Miles City. Good luck to you, Mosh.

Foreman Asa Berfield and crew are as busy as nailers these days, building stock yards along the main line.

Assistant Pumper Arthur Aulck has been on the sick list for the past three weeks, suffering from an attack of typhoid fever.

Victor May, freight house foreman at Moberidge, is spending his annual vacation in the East with his parents.

Conductor Bert King has been appointed yard-master at Moberidge.

Clio C. Clothier, son of Chief Carpenter Clothier, of Moberidge, has entered the University of South Dakota at Vermillion, to complete his fourth and final year of law.

New stock yards have been built at Bucyrus and Buffalo Springs and we expect very good use will be made of them.

Depot and stock yards have been completed at Keldron, and an agent installed. Keldron will be placed on the map as a first-class station.

J. P. Rothman, chief train dispatcher at Moberidge, is soon to move into a cozy new home. As a "landsman" J. P. R. stands without a peer among the railroaders of the division. O' summer mornings he is up long before the lark, hoeing his garden and otherwise improving his holdings. Winter—so his neighbors aver—finds him out at about 4 g. n. (g. n.—good night) cleaning off his walks.

And when the snow has been shoveled he races wildly back and forth catching new flakes as they fall. A forehanded man is Rothman, a thrifty citizen, and, if you please, a cool head at the train sheet from a. m. to p. m.

The monthly "safety first" meeting was in full swing in the superintendent's office on the 12th, when a man-sized prairie fire swept down upon Moberidge from Pontis. There was lots of smoke and some fright. Not a man in the meeting forgot to keep his cigar lit, however. E. M. Erickson's concrete crew left their jobs to help put out the fire.

Prairie fires at various points on the T. M. are an almost daily occurrence. Usually the company is blamed. At a recent blaze near Trail City hundreds of acres and one man's entire crop of hay, in stacks, went up in smoke. The man calmly sat on the edge of his bed and watched the red line of fire eat up the fruit of a year's toil. Maybe he was busy memorizing "a few well chosen words" to speak to the claim agent. At any event, residents of the vicinity declared the fire started at least a half mile from the track and was probably due to the careless throwing of a cigarette butt by a homeward bound cow puncher, so as far as it is known the man who hated to fight the fire is still sitting on the edge of his bed.

J. F. Richards, superintendent of the coast division, with headquarters in Tacoma, while on his way East was attracted by the sight of bunting at Moberidge, and stopped over. He hardly had the dust of the right of way shaken from his shoes before he was informed that the bunting was significant of the tenth anniversary of the founding of Moberidge. After dallying with us for the day, he started back to the station and was prepared to use his transportation once more. No luck. A sort of a Charlie Chaplin patrol wagon, with a gong stolen from Allah knows where, and a cop with a helmet of the vintage of 1492, skidded alongside the curb, ere the superintendent could find any haven of escape. So Mr. Richards, we are sorry to say, was taken to jail, just like a malefactor of great wealth, which he insisted he was not. The judge, believing his story, and knowing he was needed in Tacoma before the winter snows should tie up our rival roads and double our passenger traffic across the mountains—the judge, we say, did then and there let Mr. Richards off with a fine of \$3 and a reprimand that he should not attempt to leave Moberidge during the carnival week.

P. C. Hart, general manager of lines East, also found time to drop in on Moberidge for the celebration. Long residence in Chicago proved to have been sufficient training to enable him to evade the grasp of the law of the "Kangaroo Court."

On account of the heavy business which is handled on this division at the present time, it has been found necessary to appoint general yardmasters at Moberidge and Marmarth. Conductor Bert King is in charge of the former point, and F. L. Rehbeck at the latter.

**Notes from Marion Roundhouse.***Edw. Griffith.*

Frank Morton, former storekeeper at Marion, some few years ago, is again back as storekeeper. It seems good to hear "Mort's" gentle voice again around the works.

Engineer Len Low is taking a trip to the coast, Engineer Busby filling his place on the run between Oxford and Davenport.

Fireman John O'Kelly and Joe Hodowal go to Milwaukee to take the examination for promotion for engineer. Both of these boys will make good.

Fireman Ben Sprague took the examination for promotion last month and passed O. K.

Blacksmith Otto Bensch took a two weeks' lay-off, spending his time in Chicago.

Machinist Frank Mullen has transferred to Sioux City.

Machinist August Fink spent two weeks down in Missouri.

Engineer "Davy" Gordon, on the Farley run, had "Maud" in the ditch again, and "Davy" and his fireman, Nick Harry, slightly injured. They were off a few days.

Engineer "Morg" Hildreth called at the roundhouse a few days ago.

Engineer Nichols is somewhat worried because he is afraid that he will have to give up his chair in the office to the new roundhouse foreman.

Engineer Hardy made up one hour and six minutes on run No. 12 between Perry and Marion on trip last month.

Fireman Wm. Lutz is wearing a smile. It's a girl.

Engineer Hanner is still on the sick list, and Engineer "Jim" Anderson is on the "jitney" run.

The weather is still fine. We do not expect winter for some time to come, as Engineer Oliver Thompson has not asked for a layoff yet.

Machinist Apprentice Kenneth Humble has again got it. He is going to Detroit to see the sights.

Engineers Montgomery and Burrows are running the contract engines on the job of filling up the slough at Cedar Rapids.

Engineer McElwain is holding the work train at Atkins, putting in the new yards and roundhouse. "Mac" says he will have it done by spring.

Business is good around Marion, working three engines in Marion yards.

Herbert Price, former call boy at the yard office, has accepted a position at the roundhouse. "Herb" is the boy that can line up the crews on short notice.

Firemen Braggs, Maynard and Dalgie have gone to the Kansas City division for temporary service.

Wm. Holts, fire builder at Marion roundhouse for the past three years, took his first layoff and spent a week in Chicago.

**R. & S. W. Division Notes for October.***H. J. Beamish.*

"A little touch of baseball makes the whole world kin." E. J. M. didn't bawl me once during the world's series.

This notation actually appeared on a way bill, on this division, one day this month. "This car to be iced at (blank) and kept iced to destination." (The editor corrects my spelling.)

Operator Harkness, Freeport, visited relatives in Elkhorn October 2nd.

Conductor Hayes had an operation on his right eye at St. Mary's Hospital, Milwaukee, the first of the month. The operation was successful and Charles is back on the job.

Owing to the serious illness of his son, Conductor Thompson was off several weeks, J. T. Regan relieving him. Understand the young man is recovering as rapidly as could be expected.

Brakeman Ray Nolan, of the Eagle branch, made a trip to Niagara Falls the first of the month. Hayes insists he attended the postmasters' convention.

We are all glad to learn that W. P. Moran is again back in the operating department, working as dispatcher on the extension. They are getting a first-class man and a mighty fine fellow.

Born to Engineer and Mrs. Keefe, October 11, a girl.

Received three pages of notes for this issue, containing some pretty hot shots, but no name was signed to them. Don't mind being roasted and trimmed up a bit for my own cussedness, but must insist on knowing who is to blame when the stuff is sent in.

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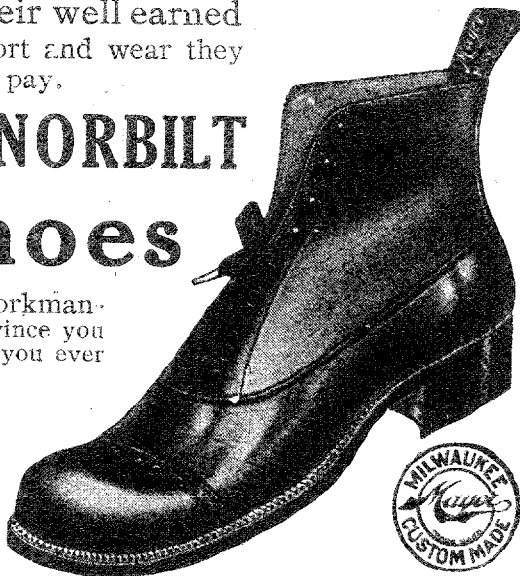
*Mayer*

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**HONORBILT**

**F. MAYER BOOT & SHOE CO. MILWAUKEE, WIS.**

One of the notes referred to above mentions an operator sleeping on duty, causing a thirty-minute delay to a tonnage train and considerable expense to the company. Can this be true?

A suggestion comes from one posted that it would be a good thing for westbound trains to head in at Clinton Junction, regardless of time card rights.

Engineer Mackin has the Racine lay over way freight run, on bulletin.

Engineer McGovern off two weeks, attended the State Fair at Springfield. Mills in his place. Engineer Carroll took a week's outing the last month. Relieved by Mills.

The continued good health of Engineer Liddle since he resumed work is a source of great pleasure to his many friends on the division. At one time it was thought he would be unable to return to the road.

Engineer H. P. Roe took an extended trip the past month, the Minnesota farm being on the list for a visit. Cummisford on in his place.

Firemen Hart and Schultz took a fishing trip to the Star Lake country for a week this month.

Conductor Charles Dobbert, going East on 62 Friday morning, October 6th, had a derailment one mile east of Florence, putting ten cars in the ditch, tying up traffic most of the day. No. 53 and No. 10 were detoured via Forreston and the Illinois Central.

The company is extending the sidetrack at Florence 2,200 feet. This track, when completed, will hold about 65 cars.

Yardmaster Robert H. Wright spent Sunday, October 8th, in Savannah and rode the O. R. C. goat while there.

Miss Esther Ellis, clerk in the freight office at Freeport, spent October 14 to 23rd in Chicago visiting friends.

Trainmaster C. S. Cristopher moved his family from Green Bay to Savannah on October 18th.

Train Dispatcher Harry Richerson, of the C. B. Ill., is lying in the Sioux City Hospital dangerously ill and the physicians hold out no hope for his recovery.

Engineer P. H. Burnes, Eagle branch, has a new Six Overland. This makes three autos in the crew, and, after the ice season, jitney service will be started in place of the 444.

As a native of "The Grand Old Badger State," pride almost overcomes me, to think that within its confines, such an earthly Eden, as was so beautifully depicted in the September issue, is located. Personally, however, think that a U-boat visitation—resulting in the elimination of a certain motor boat and its pilot—would add greatly to Plum Lake's desirability as a resting place for the impressionable.

Conductors J. T. and J. J. Regan mourn the loss of their mother, whose death occurred October 1st, and Conductor McIntyre the loss of his little son, September 18th. The sympathy of their many friends on the division is extended to each of them.

#### Council Bluffs Items.

##### *Helga Hackstock.*

Our "Little Clara," that is, Carl Schonberg, of the car department, has been laying off several days with a sore foot.

Car Foreman M. P. Schmidt has had as his guests Mr. L. C. Davis and wife and Miss Lenore. Mrs. Davis is a daughter of Mr. Schmidt.

Mr. George McDermott, of Manilla, was a business caller lately.

Passenger business out of Omaha on the locals was very heavy during the early part of October on account of the great number of people going to Omaha to see the great Aksarben parade, etc. President Wilson and wife were also in Omaha on the 5th of October, this being the fiftieth anniversary of the annexation of Nebraska, it being celebrated by a historical parade, at the head of which Mr. Wilson rode.

In regard to getting news items, I have found that it is of little benefit to solicit aid in that matter and try to get the material that I can myself, so I must be pardoned if I sometimes overlook things, and then there is the blue pencil, you know. I believe some folks think that a magazine correspondent is getting a lot of pay for the work and therefore do not think it forthcoming to offer any assistance. They do not seem to know we are doing it simply as an effort to make the magazine interesting.

#### Malden Roundhouse Notes.

##### *H. E. Gates.*

Engineers E. R. Bennett and Chas. Holley, from the Coast Division, are now working out of Malden temporarily.

Engineer L. J. Thorne is now working out of St. Maries in helper service.

Engine Dispatcher A. M. Foreman has been laying off the past week harvesting his spuds. Fireman Fish relieving him.

We understand that Lineman Fred Nagle is very fond of sucking eggs, especially when they are a little aged.

Boilermaker Helper J. R. Graham and family, who have been enjoying an extended visit in the East, have returned.

Machinist Helper E. M. Hurd, who has been in Montana during the past two months, is again back to work.

Machinist E. J. Smith was called to Seattle during the past month on account of the serious illness of his sister.

Fireman Chas. Annes has been laying off the past month on account of his wife being ill.

At last the world's series is over between the Boston Americans and the Brooklyn National League teams. Boiler Inspector Frank Green was always picking out the winner for each game, but was never willing to back his judgment up by any coin.

Oil Houseman W. E. Plybon is on a month's leave of absence visiting in Montana.

District Master Mechanic T. J. Hamilton and Traveling Engineer Thos. McFarlane were recent visitors at Malden roundhouse.

Fireman E. C. Ferrill took a week off and went hunting in Idaho during the past month. He got one shot at a bear, but that was all he got after trawling him for five miles. Better luck next time, Jack.

Engineer J. I. Williams is again with us after an extended visit in California. We expected an auto ride when Joe got back, but were sorely disappointed, as he had left his car at Medford, Oregon.

Engineer G. W. Nelson is working in the east end ring between Malden and Avery.

#### Pert Pickings From the S. M. E.

##### By the Reporter "One T. P."

Well, here we are again. Can't kill us off with a club and can't discourage us by not sending us any items.

As we have said ever and anon for now nearly five years, we are going to bat in this column every month as long as we stay with the railroad. The truth is mighty and will prevail, but when we don't get anything we will do the next best thing and put in the hearsay. Here goes for the first thing that came to us in a round about way.

There was an "Op" whose name was Mick,

He acted like a small town Hick;

He went to "Chi" for a little stroll,

But now he's back without his roll.

For further elucidation ask the third trick man at Wells, who is now a sadder and wiser guy and one of the living examples of a fool and his money soon parted.

Since we went to press last I have since learned that there is a new operator performing the duties of factotum around Houston by the name of McWilliams. Looks like he was out of place among a lot of Norwegians.

Agent Hurly, at La Crescent, was off a few days, relieved by Operator Boeckh. Wonder where Ed. went in the "flivver."

This is a Dubuque Division item, but all's fair in war, etc., and I have to fill up my allotted space. I know that Go—Hit-the-Ball at Dubuque will forgive me.

Operator Bloom at Ramsey on the third dog watch is off again, relieved by Swanson. The mystery still lingereth. Where do these lightning peddlers get all the kale?

Burke is back at Dexter and Collins is officiating out west of Jackson some where in the tall uncut. He's welcome to the job. I prefer to remain east of the Big Government Pork Fed Ditch.

Some one call up Lillian Gish, the movie queen, and break the news to her that her namesake, who was on the "Owl" trick at Wells while Mick was getting fleeced of his filthy coin, has departed to parts unknown.

Guess F. J. H. didn't think he looked like Woodrow, leastwise he said nothing pro or con. If he lets his hirsute appendages take their natural bent

long enough, we may tell him he looks like Hughes. Who's to say?

Say, J. W. M., thou canst get peeved or not, but every time we open a new month's magazine we know for a certainty it will be Facts and Fancies. That is too much like having hash every morning for breakfast. Can't you give us a change of diet? (Another enemy for life, but what boots it?)

We note that lightning struck the H. & D. and various other places.

Glad some poor unfortunae wretch got off the night job before his family forgot how he looked.

Conductor Eisenman was taking out decomposed granite on the R. M. Division seven years ago. Some hills they have there alright, alright.

That is some boy you have, "Sigh."

I see that W. F. M. is baching it again. It's you for the dill pickles and olives or else the railroad beanery.

Another man with a joy cart. J. W. Held on the C. & C. B.

Wonder how they all do it? Maybe Anna Held would tell him a few "jitneys."

Since Josephine left the ranks of the heavy thinkers I note a new name on the list, "Peggy" on the Missoula division.

This new reporter might perchance be some old Civil War vet. who lost a limb at Antietam, but from what was said about the charming Mr. Darnell I'll wager she is "Sweet Sixteen."

I've heard lots of them threaten to shoot train dispatchers for the heinous crime of being "hung up" on some side track, but the Northern Division T. D. is the first one that really got it. Helen didn't say the extent of the "Shot," whether he was all shot or just a fraction thereof.

Say, Beamish, how much do you "ante" per news item? You had quite a several of them.

Reading between the lines, we'll opine that Bill Jones, the new man on the correspondent's job for the Idaho-Columbia Divisions received a lot of his lingulstic ability from a sawed-off scholarly gentleman better known as "Sted."

Some one must have told it to Sweeney, for he gave the K. C. Division a good write-up.

A local paper informs us that Sampson has been visiting along the Kickapoo. Go to it, Guy; get in training for the big snow that is coming.

Time to put the unishing touches on the P. T. R. and a few other numerous evils, so let's call quits.

#### Idaho-Columbia Divisions.

By William Henery Jones.

The editor signified by her silence that our first fit was acceptable so here we come with another. There are many patent medicines on the market advertised to cure fits, but none are advertised to cure misfits. The oftener you miss a fit the more inclined you are to misfits.

Frank Yeager, baggageman at Spirit Lake, accompanied by his wife and daughter Gene, were Spokane visitors since our last letter.

Switchman R. B. Moore and wife, of St. Maries, were pleasure seekers in Butte.

One of the Spokane boys gave us a tip over the wires the other day that Chief Dispatcher Wilttrout was setting up the cigars and said something about ten pounds and Auburn. Wonder what it was all about.

Agent A. Walden, of Pine City, is taking an extended leave of absence on account of sickness.

Mrs. Ed Choate, wife of Brakeman Choate, of Malden, was a Seattle visitor.

Gee, but this is fun! It beats Fording forty different ways.

F. L. Olmstead, agent at Boylston, with his wife is spending their vacation in the East.

Mrs. A. C. Pierson, of Cle Elum, wife of Brake-man Pierson, was shopping in Seattle.

Mrs. W. H. Curtis, wife of Brakeman Curtis, of Malden, spent a short time with Tacoma friends.

Mrs. Cullen, of St. Maries, wife of Switchman Cullen, was a Butte visitor.

The locals of the Idaho-Columbia divisions are a complete roster of our employes' wives. Don't fail to read it.

It is hard work scouring up locals out here at this little wayside station, but with the little pointers shoved our way over the wire by Dispatcher Gus Rossbach we manage to fill a little space.

They say Harry Adams was in the superintendent's office again last Saturday. Wish we could work in that office, then we could see some of these news-making personages.

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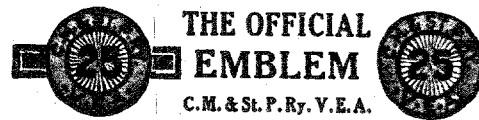
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The last exciting experience we witnessed was a greyhound chasing a jack rabbit across the sage brush effects surrounding Beverly. That looked like some sport and they both seemed to enjoy it.

Mrs. John Smaby, wife of Conductor Smaby, of Malden, and daughter Helen visited in Seattle.

Mrs. F. C. Williams, wife of Brakeman Williams, of Malden, with children, May and Donald, spent a few days at Seattle.

Engineer Webb Haggert has been transferred from Spokane to Miles City. Savanna boys, please notice that Webb is again back to his first love, the old Milwaukee.

Mrs. M. A. Hodges, wife of Brakeman Hodges, of Malden, was a Tacoma visitor.

If you fellows in the big towns only knew how lonesome it is out in this little wayside station you would send us in more items. It keeps a fellow from worrying about his hereafter. Where is yours located?

Mrs. F. M. Nelson, wife of Section Foreman Nelson, of Plummer, was visiting in Spokane.

Dozer Foreman Charles Sage, of Spokane, spent a few days in Snoqualmie. If that word is not spelt right it is the fault of the people who named the town. It was easy to pronounce any of those names before the state went dry, but now the tongue never gets loosened up sufficiently for a green horn to get away with it.

Mrs. J. A. Gardner, wife of Brakeman Gardner, of Plummer, was a Tacoma visitor.

Brakeman F. W. Weller, of Spokane, was sight-seeing in Butte.

Mrs. G. M. Schafer, wife of Brakeman Schafer, of Cle Elum, visited with friends in Auburn.

That fellow Sted used to enlighten us as to the activities of one De Leo. Whatever became of that fellow De Leo, was he a dream?

George A. Douglas, cashier at Avery, was taking in the sights along the stairs that lead to the superintendent's office in Spokane. They say everyone employed in Mr. Sawyer's office begins at the bottom and works up every day.

George Simpson, car clerk at Othello, reports his better half sojourning in Spokane.

Conductor F. C. Quimby, of Malden, is keeping bachelor's shack while Mrs. Quimby is visiting with Eastern friends.

Mrs. George Louiselle and children, Mildred and Edwin, family of Conductor Louiselle, of Spokane, are visiting in Kansas City.

Mrs. Pat Costello, wife of Yard Foreman Costello, of Spokane, was called to Snohomish by the illness of a relative.

Brakeman Cecil Hundley, of St. Maries, was married, but we failed to catch the other end of the important event. Anyway, here are congratulations and you may be assured Mr. and Mrs. Cecil Hundley that our intentions are all for the good.

Machinist C. H. Holton and daughter Elsie, of Malden, were visiting in Bozeman.

F. S. Fulwiler has been installed as cashier at the joint station of Bovill.

You correspondents living in cities with over 580 population must have a snap getting locals. Look at this list and then take a hasty view at the town I live in. Of course, Dispatcher Curran and Operator Fred Beal give me a lot of items over the wire and that helps. Fred has gone into the ranching business, having purchased a chicken and a bee. Hope he makes a go of it.

One of the office boys sent us word the other day that Blanche Manley, correspondent for the S. C. & D. division, was visiting her brother, A. F. Manley, the Spokane office material clerk. He also reported she was just as happy and inspiring as the news items she writes.

Engineers Dennis and John Scanlon were called to Green Bay, Wis., by the serious illness of their sister.

Mrs. A. J. Sorenson, wife of the agent at St. Joe, was a Seattle visitor recently.

Miss Mary Shook, daughter of Engineer Jacob Shook and wife, who is attending college at Pullman, will partake of Thanksgiving dinner at the home nest in Spokane. Ray says he wishes Mary would come oftener, then he would have sweet things to eat oftener. Evidently Ray is a logician.

The name of the new clerk in the Spokane office is Albert Janosky. He hails from Spirit Lake and is a side-kicker of V. P. Ross, so he should be a good fellow.

We are sorry to record the illness of Harry Nelson and hope he will soon recover and be able to speed them up again.

Veteran E. W. Dutcher, of Iowa City, one of the old-time guard of agents, was a recent visitor in the West and it was a privilege to be able to meet him and shake his worthy hand. He has cause to be proud of his record with the Milwaukee and the Milwaukee has cause to be proud of his years of faithful service.

Agent C. S. Morton, of Hopkinton, Iowa, has been visiting his old chum, Car Foreman F. D. Shook, of Spokane. Talk about old times and fish stories, if Sted could have heard them chatting about old times he would have had enough material to write fishing stories the rest of his life. Agent Morton was a pleasant man to meet.

Editor Carpenter Kendall was a busy visitor over these divisions the early part of October. The Spokane office acknowledges a pleasant session.

Cashier W. L. Rambo and wife, of Spokane, were called to Des Moines, Iowa, by the serious illness of Mrs. Rambo's parents.

Some big company over in big Spokane built a big brick chimney and gave some big prizes to persons guessing nearest the number of bricks in the edifice. The Spokane papers state Mr. DeLeo, of Mr. Sawyer's office, won third prize, a lovely chafing dish, guessing within twenty bricks of the actual number. He is to be congratulated and it would seem that Del was not a dream, but the real thing.

The Stedmans of Spokane acknowledge a pleasant visit with Mrs. G. E. Martin, wife of the genial agent at Lewistown, Mont. Mrs. Martin was calling on Spokane friends.

#### C. & C. B. Iowa Eastern Div. Items.

J. T. Raymond.

Agent C. S. Morton has been away a couple of months visiting on the Pacific Coast. F. E. Hastings relieving.

Operator A. J. Campbell was laid up several days on account of stepping on a nail, which penetrated his foot about an inch. Bert said he would not have cared if it had been the other foot, but the "Jinx" decreed otherwise.

Conductor Thomas Freeman was away for a couple of weeks, Conductor John Reardon relieving.

Conductor C. H. Wescott was quite seriously ill early in October, but at present is convalescing slowly.

L. A. Kell was appointed agent at Stone City. F. E. Hastings, third trick, Delmar Junction, and L. E. Mouser second trick, Perry yard.

At Marion yards on the night of September 25th, about 9:30 o'clock, Engine Foreman George Leaf, Switchman John Wisemiller and Ray Mulligan were making up a train in west end of yard. As near as can be figured out, lightning struck the rail, knocking all three men unconscious. Wisemiller fell across a rail on his back; Mulligan fell with one shoulder on a rail, and all were pretty badly shaken up. Company Doctor Skinner was sent for and all taken to their homes, being out of service for a few days.

Miss Sylvia Day and Operator W. K. Hodgson, both of Sabula, were united in marriage the latter part of August. Congratulations and best wishes are most cordially extended. We very much regret that this item was mislaid and is consequently somewhat belated.

Assistant General Freight Agent Grant Williams, of Chicago, was in Marion and Cedar Rapids October 10th on company business.

Conductor J. Pulley on way freight No. 91 October 9th was injured by falling from the platform, cracking two ribs, at Delmar Junction. Had to return to Savanna from Olin. Conductor William Correll in his place on Nos. 91 and 92.

Agent G. E. Madsen, of Teeds Grove, was away several days, on account of taking Mrs. Madsen to a hospital for an operation for appendicitis. Mrs. Madsen is recovering rapidly. Operator F. Wiley had charge of the station temporarily.

Following new assignments of conductors on passenger trains between Marion and Omaha: J. J. Dignan, Nos. 3 and 12; F. B. Cornelius, Nos. 19 and 20; J. F. Coakley, Nos. 11 and 6.

Conductor W. M. Reep and family have returned from an extended trip to California.

Relief Agent C. E. Olson has returned to his regular position as operator at Council Bluffs, after having relieved Agent Jackson at Monticello for several months.

Roadmaster and Mrs. George Barnoske spent a delightful ten-day trip in the East, visiting at Washington and New York City. Mr. Barnoske attended the roadmasters' annual convention held in New York.

Curtis Marchant spent several days visiting in Sioux City.

Ticket Agent Charley Storms, of Clinton, had a ten-day vacation, visiting in Owatanna, Minn. Percy Parmenter relieving him.

Miss Alice McGuire succeeds Mr. Klink as clerk in the B. & B. department office, and Miss Prudence Davis succeeds Miss McGuire in clerical department of superintendent's office at Marion.

Charles Rowe spent his vacation quietly in Marion with an occasional spin in the country in his high-powered auto.

Superintendent and Mrs. C. H. Marshall were in Chicago October 14th attending the wedding of Miss Dorothy Batchelder, daughter of Vice President F. C. Batchelder of the B. & O. Railway. Mr. Batchelder was chief dispatcher at Marion for several years in the eighties.

Passenger Conductor Coakley, wife and son, who transferred their residence from Marion to Omaha four years ago, have returned to Marion, and are going to make their home there again, for which many of their old friends will be glad.

Candidate for the presidency Charles E. Hughes went special over the eastern division October 18th, passing through Marion at 6:10 a. m. Superintendent C. H. Marshall accompanied the train from Manilla to Savanna. Conductor Jack Higgins and Engineer John Kohl handled the train over this division.

Agent H. E. Ramsey visited several days in Sioux City, Mr. Ramsey, Jr., relieving.

On October 17th Johnny Farrell, the 11-year-old son of Conductor W. I. Farrell, of Oxford Junction, accidentally shot himself in the chin with a 32-calibre revolver, the bullet going upward. He was taken to Anomosa for surgical attention. His condition is reported serious.

**All Employees:**

Following are the Safety First Committees for the ensuing year:

**EAST OF MARION.**

	Representing
J. T. Raymond.....	Train Dispatchers
Philip Shoup.....	Conductors
W. H. Young.....	Engineers
C. H. Dummler.....	Agents
W. H. Campbell.....	Telegraphers and Levermen
E. A. Beeson.....	Yardmen
Bert Klump.....	B. & B. Department
W. G. Buck.....	Roundhouse Force
George Bowman.....	Car Department
Wm. Zimmerman.....	Track Department

**Prairie du Chien Division Notes.**

*Margaret Murphy.*

Conductor J. Cavaney has returned to work after a month's vacation.

Operator L. DeLormier, who has been working at Waukesha, has been appointed third trick operator at Prairie Du Chien, Wis.

Fireman and Mrs. J. Hoppe, Milwaukee, are the proud parents of a baby girl.

Engineer O. Johnson, who has been working on the east end for some time, has returned to the west end division.

Engineer J. Brady, Richland Center, was the guest of relatives at Waukesha.

Engineer Thos. Goggin and J. McCarthy, Milwaukee, have returned to work after enjoying a hunting trip.

Conductor E. Wheeler is on a ten-day vacation. Conductor W. Wilson has charge of his run during his absence.

Bill Clerk Clayton Micka, Waukesha, has resigned his position at Waukesha and has accepted a position at Beloit.

Engineer C. Peffer, Milwaukee, is on a thirty-day leave of absence.

Conductor Kinzie, on the Richland Center Branch line, has returned to work after being off for some time. He was in poor health and took a trip up to the northern part of the State for his health.

"Rocky" Dunavan and his brother Jack, who are old employees of the road, are now working at the Waukesha Motor Works.

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A. F. Spillard, formerly acting agent at Palmyra, is now working third trick operator at Waukesha.

Engineer Smith, of passengers Nos. 21 and 6, laid off for a few days. Engineer H. McCarthy had his run during his absence.

Agent J. Lawless, Waukesha, took a short vacation and visited relatives at Wauzeka.

Brakeman L. Carney was called to Kansas City by the death of his brother. Brakeman Carney has the sympathy of the employees.

Mrs. Z. C. Willson, wife of Agent Z. C. Willson, Palmyra, was a visitor at Milwaukee.

Mrs. T. McMahon, wife of Baggageman T. McMahon, Waukesha, was a visitor at Milwaukee.

Brakeman F. Scull took a few days' vacation. He is now back to work on the wayfreight.

Section Foreman L. Carpenter, Palmyra, spent Sunday at Milwaukee.

Engineer F. Risdon is now firing with the Wauwatosa switch crew.

Mrs. O. Schaefer, wife of Baggageman O. Schaefer, Waukesha, enjoyed an auto trip with several friends to East Troy, Wis.

Section Foreman R. Tomlinson, Stoughton, is confined to his home at Stoughton on account of illness.

The steam shovel was taken from Sinclair Pit to Lima Center to do the work for the extension of the passing track, from there it was returned to Milwaukee shops, the Sinclair Pit being closed for the winter season. The work on the extensions of the passing tracks at Lima Center and Stoughton are well under way and it is expected to have them completed shortly. The Ledgerwood crew worked a few days while the steam shovel was at Lima Center.

#### MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Mrs. N. B. Sill.

Note addressed to N. B. S. from the assistant roadmaster, Mr. Larson: "Pick up all the bolts and spikes in the yard at once, pile neatly and cover with ties to protect from snow." Hurried right out after 34 passed and did the best I could, but didn't get the ties piled over them before I had to go back in the office and O. S. No. 15. Then I noticed the note was for the section foreman—had almost decided to ask J. J. M. for a helper.

Wonder if folks know there has been an addition to Mr. Murphy's family? A little daughter born to them in Deer Lodge in September.

Also a daughter born to Mr. and Mrs. R. C. Spayde, Mr. Spayde says he is going to stay home now until she can say "Daddy."

Mrs. J. W. Ross, wife of the train master of the Mussleshell division and our "used to be" chief dispatcher, who has been visiting friends in Three Forks, has returned to her home in Miles City.

Mr. Bob Chambers was a Loweth visitor at the ranch home of her mother in October.

Our own little Pinky Harrold "got a deer"—would you ever think it? Of course nobody believed it when he came back so tired out he wished he'd died when he was a child, but you couldn't blame us because the deer and bear stories we hear from returned unlucky hunters beat any fish stories "Sted" ever heard told; but just the same when almost the entire population of Loweth returned in an auto there was Pinky and the "festive deer" aboard. Suppose we can't live around him any more. It's bad enough when he hits a gopher with his 22, or manages to bring down a mud hen with some one's shotgun.

Mr. Boon, father of Mrs. Wells, wife of second trick sub-station operator at Loweth, visited with his daughter for a few days in October, returning to his home in Townsend.

Our Josephine correspondent announces the fact that Ray Schuyler took in the fair at Helena. First time he has been away from Josephine for a year. He has the R. M. Division correspondent "beat." Perhaps he has some reason for saving his money, however.

There are three telegraph operators now working at Josephine. The electric signals went into effect last of September from Lombard to Josephine and the telegraph offices at Nathan and Cardinal have been closed. Mr. Ingalls, Mr. Rabban and Mr. Collins holding down the jobs there.

Operator Phare is now working at Harlowtown first in the telegraph office bumping Mr. Marshall there.

Conductor Harry Thompson and wife have returned from Alaska and report a pleasant and interesting trip. This takes Mr. Hatton off the run.

Conductor Cosgrove on the fast trains again. Also Mr. Donner has made several trips. Wonder if he is as cross as he looks. Suppose the only way to find out is to ask him.

You should have seen Conductor Touhey trying to turn on the "Y" here at Loweth the other day. Been so long since "Bill" stopped at the top of the hill he forgot the "Y" had been taken up by the roots to make new railroads out of over in the Grass Range country, and was half way around it before Engineer Douglass saw him and whistled him down.

Wonder if Lineman Robbins has any more "glad rags" besides those he startled us with one Sunday? Never before in history. His girl must live "west" of Harlowtown.

Don't imagine that man "Adonis" Mr. Waugh talks about would stand very much of a show around the telegraph office where Mr. Harry Lynch is "boss." If I remember rightly, you simply have to hit the ball or "git up and git" when you work where he is. Speaking of "girth," somebody told me a story one time that started with a "noon-time lunch" and ended with something they called Pilsner, whatever that is. But that was a long time ago, and maybe nothing to it.

Engineer McAllen has made several trips on the east end lately. One lasted a whole week and ended with a stock train that started at Ringling. Conductor Fairhurst working between Martinsdale and Loweth, unloading gravel with a steam shovel, cut in near Groveland.

Operators Breckenridge and Harrold, at Loweth, and Sub-station Operator Carl Ackerman, of the same city, took in the sights of Butte few days first of October. Telegraph Operators Grenden and Erickson relieving at the Union Depot during their absence.

Looks to some of us as if we are going to have to "hustle" to keep up with "Peggy." Some speed there. To have the long silent Missoula division break all out with something like that is enough to make most any of the correspondents worry, but when they are as near run down as the R. M. "scribe," well, while there is life there is hope, and all there is to do is get real busy and see if we can keep up with "Peggy." I bet her friends help her out. Also I bet she is pretty; she has that kind of a name. Oh, that's all right, don't mention it.

My! we were just all fussed up around here when we found out our "editor" was going to make a real honest to goodness visit. The section men scrubbed the "deeps" and the agent scrubbed the bungalow and the rest of the office force were kept in hot water until they wished it never would happen again. They had to wipe their feet every time they came in the doors, and they had to wash their faces every day and their hands before every meal—a woman is the limit; they always want to have you do something you can't see any use in doing. Then when the flags had all been hauled to the top of all the flag poles and everybody got dressed up properly. No. 24 arrived, and instead of attending to his work, Conductor Rawls got off the rear end of the train carrying the editor's baggage. I know who would carry my baggage if I got off that train. But look who this editor is! Fed her on chocolate cake during her too short visit. She left us on No. 16, and I imagine she thought "never again" on that windy hill top. (Wrong there, B. N., "again" soon, Editor.)

H. C. Kearby, agent at Lombard, made a trip to Lewistown in October. Mr. Kearby is on the Socialist ticket for Railroad Commissioner and is being relieved while away by Jimmy Campbell, who has been assigned to the agency at Grass Range.

Mr. Biser, the agent at Martinsdale, is expecting to take a three months' layoff soon.

Sub-station Operator Joe Dorner and wife, of Piedmont, Mr. and Mrs. Tommy Lefever, Mr. and Mrs. Bob Chambers, Johnnie Smeltzer and Mrs. Si Wells, of Three Forks, were among Helena Fair visitors.

Ackerman and McGill were looking around in the mountains for a few days, but there was too much snow all in one place and that place hap-

pened to be where they were hunting to help out much. They were gone out about three days. The weather cleared up soon as they got home. The reason Otto Linden wouldn't go hunting was because he wasn't sure he would get a deer or bear. He said so.

The reason our night chief, "Maggie," has to work for the next two months for nothing is because sometimes "Boston" won and sometimes they didn't.

Dad Echard says the reason he got three draw bars and one car off the track on one trip was because a black cat ran across the track in front of him when he went to work.

Mr. M. E. Buck said from the back porch of No. 34: "I see you have a new—I see you have another water car." "What's that?" from the inside of the car hops Mr. Fitzgerald, and taking just one look at the Loweth city water plant, he returns to his comfortable seat inside the car. It simply isn't worth giving to an extra gang this time. The local takes it to the nearest water tank one day and brings it back the next. Has hot boxes from being hauled over the track so much. Still, we don't have to drink that combination of coal oil and wood alcohol and soda ash that comes out of the wall here, for which we give thanks.

Carlo Francisco west section foreman at Loweth was a Harlowtown visitor first Sunday in October, also Tony Massela made a flying visit to Three Forks the week before.

Miss Frances Peacock, at Lennep, is expecting a visit from her sister, Mrs. Shellenberger, who is now living in New Mexico, and who has not been back to Montana since her marriage two years ago. She will be joined by her husband later on and they will remain until after Christmas.

Charley Rader now has the Harlowtown-Lewis town passenger run. Wonder if he can still jerk that old Johnson bar over, or if the motors have spoiled him?

Everybody is glad to again see "Hinie" Odonnell on the front end of the local. Mr. Shaw bumped by him first of October.

Mr. Baker, from Mr. Murphy's office, has been a patient deer hunter around these parts for off

and on a couple of weeks. He says if he started home the direction he thought was right he never would get there, but he goes the other way. No luck so far. Leave it to Pinkey.

"Shag" Kaler has now proven himself a man of parts. Arrayed in a dazzling magnificence sartorially, so to speak, he now plans to enter at the State and county fairs and capture all the ribbons.

Brakeman Leggett has the sympathy of the Rocky Mountain Division in the loss of his father early in September. The elderly gentleman was employed on a ranch near Three Forks, and his death was occasioned through an accident while teaming.

In the way of equipment a much larger crusher than the two in operation is being installed at the Vendome granite pit. Since the mountain will not come to the east end, it will now find itself in reduced circumstances and be compelled to come.

Brakeman F. E. Rutter was the victim of circumstances in August when he was thrown from a moving work train and sustained severe internal injuries. He has been improving greatly under care and treatment in the St. James hospital in Butte.

Conductor J. C. Driscoll made a professional call at Butte recently and found it more convenient to attain service, even to having service thrust upon him, in an automatic elevator, than to be rid of it at the time and the place most agreeable. John has hopes of finding the elevator boy on duty some time.

What, we ask, has the Inter-Mountain Rate Case got to do with a \$10 rate on the long or short haul in Rocky Mountain territory, as applied to auto traffic?

Conductors "Whitey" D'Antremont and F. L. Sterling effected a congenial change of assignments last month. Sterling has the local runs, Nos. 91 and 92, Sunday layover at Harlowtown, and "Whitey" cast his lot with the electrical workers on the "Trouble-shooters."

Conductor "Swede" Carlson paces the upper deck on the west end tower train since Coagrove wears the blue.

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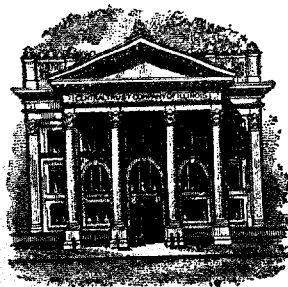
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Commodore Vanderwalker mentioned something about broadmindedness, or some similar trait, the other day, but that hadn't anything to do with his insistence that Madame Van's vacation had come to an end none too soon.

Yard limits at Butte have been extended to include track lay out from yard limit board east of Butte yard to the west switch at Alley.

We chronicle the fact that Brakeman A. E. Workman had not time in which to wrap the caboose cushions about his manly form en route one trip the first week in September and the motor beat him to it. He is really a little worse for wear.

Immediately after the primary elections Conductor M. J. Zeller returned with his family from a visit back "hum" in the corn-fed district, to learn that the principal reason why he will not be elected State Senator this fall is that he should have filed the necessary papers in Montana instead of carrying them back East with him. Pressing affairs of State, no doubt.

Genial "Doc" Byrne, erstwhile timekeeper of the Rocky Mountain Division, is the latest incumbent at Three Forks presiding over the destinies and deputies of the postal service.

The Kansas Kid has returned unto his own. Homer Steel again holds a place on the seniority list as a Rocky Mountain go-brakeman.

Brakeman Otis Hood, who suffered a broken ankle while switching the N. P. transfer at Lombard many weeks ago, is now able to get about town.

Joe Wright offers odds that an oversight was responsible for the fact that he caught a second eighteen in August. Silk, fish and berry trains are not uncommon, but nothing like that ever happened to him before. Better never get one than to be called two or three hours ahead of one—but a freight run can sure go from Three Forks to Harlowtown in a few minutes less than nothing with a silk special three hours behind.

#### C. & C. B. Illinois Division News Items.

W. C. Head.

Our hair is turning gray fast, our eyes are getting dim,  
But don't you worry any, if we are a-gettin' thin,  
mighty thin.  
That good old pump that stood there, a year or more unused,  
is missed by every hobo that stopped here to take a snooze.  
Of course the pump was handy, and we'd like to have her in,  
But don't you worry any, if we are a gettin' thin,  
We'll run up to the farm house, a mile or more away.  
And get a jug of water to last us through the day.  
So take your time, we'll wait, Al, we know you won't forget  
That when you get your first supply, Old Kit-tredge, will go wet.

The above adapted from some correspondence pertaining to getting the pump repaired at Kit-tredge. Evidently we have a poet on the division and we never knew it before. But I guess a dry well will make most anything out of a person.

Operator Teeter, first trick, Ashdale Tower, reported sick September 26th. Lamoreux from Leaf River relieved him and Aldrich of Elgin went to Leaf River.

Conductor M. F. Coyle has been off for a week on a fishing trip. He reports a poor catch account of the rainy weather. Mike is a truthful fisherman all right, for it did rain.

Roadmaster W. H. Kofmehl, away for a week, August Frederick from Itasca relieving him while away.

Engineer Geo. McAdams, back on his run, he having been sick for some time.

Liquor Dealers' Special, Chicago to Rock Island and return, left Chicago September 25th, returning September 27th, Conductor M. C. Simons.

Soldier Special on October with Signal Corps from Graling, Mich., enroute to Kansas City, thence to El Paso, Texas. Conductor Vosburg stood for this run.

Operator Kirch resumed at Bensenville October 6th, L. A. Williams doing the relief work there in his absence.

First Trick Operator A. L. Eldred, Galewood Tower, off for two days, relieved by R. E. Aldrich.  
C. H. Kuntz, first trick, Elgin, away two days

attending Grand Lodge, A. F. & A. M., at Chicago, R. E. Aldrich relieving him.

Conductor Jerry Dougherty is taking William Taylor's run while he is away.

Conductor Frank Garvey, who has for many years held down the Elgin locals, has finally decided that the long early and late hours of the locals have lost their illusion, and he has taken Nos. 9 and 30 regularly. J. W. Cook, whom he displaced, takes Nos. 23 and 8, and Dufrene is taking his fling at the locals left open by Garvey.

Lineman Claud Burrows, sick with a cold for a week, is again hunting wire trouble. Lineman Charles Reimer took Burrows' place while away sick.

Engineer C. W. Brown was a Sioux City visitor. While there he went fishing and I understand he had to hire a dray to haul his catch home.

The Agency at Bartlett has been claimed by Foiles from Florence. This leaves the agency at Florence open for applications.

E. L. Summers, agent, Almore, is back from his trip east. Fred Wickler, who relieved him, then went to Bartlett till Foiles moved there.

I wish to retract the item in last month's issue, which read Fred Wickler is checking the yard and "feeding the chickens" while Mr. Summers is away, "feeding the chickens" being objected to by Mr. Summers. He states that he has sold all his chickens and is paying 45 cents per dozen for fresh eggs.

Bridge Z-172, two and one-half miles west of Hampshire, has been replaced by a new concrete bridge. Trains not to exceed ten miles per hour over this bridge, while installation was being made.

August Frederick, our veteran steel gang foreman, started up his extra gang at Pingree Grove October 8th with fifty hobo laborers to start with. He has about four miles of track to lay, and some surfacing before winter sets in.

The Illinois Central overhead bridge at Genoa was discovered on fire. The I. C. was promptly notified by our dispatcher, and our trains were cautioned at once—it was quickly extinguished with but little damage done.

Conductor J. W. Cook is now a qualified successful detective. A lady passenger on his train No. 30, October 7th, complained to him as to having her pocketbook stolen by someone on the train. On arriving at Davis Junction a young man tried to get off on wrong side of the train but Cook had his eyes open and took the man into the baggage car, where he searched him and found the pocketbook in the man's possession. The sheriff at Kirkland was notified, and Cook turned his prisoner over to him there.

The agency at Dunning was bulletined for a period of six months or more. No one bid on it. Mr. J. W. Barnard, formerly of the American Express Company at Elgin, was assigned to the position. Mr. Barnard has had some very good experience in this line and will no doubt make a good agent.

Conductor Roe, who has been laid up sick for fifteen months, is again on his run and says he is feeling as good as ever.

Mr. C. S. Christoffer, our new trainmaster, accompanied by Mr. Wescott, were Elgin visitors October 10th.

Fred Olhaber, 53 years old, section foreman at Bartlett, died at his home following a long sickness, October 7th. Besides his wife he is survived by two daughters and one son, two brothers and one sister. The funeral services were held at the home at Bartlett with services at the cemetery. Mr. Olhaber was one of the most trusted and efficient section foremen on the division, he having worked here many years, and was well known and liked throughout the division. His many friends mourn his loss.

Conductor J. W. Cook is back in his old form, for he is again sporting the carnation.

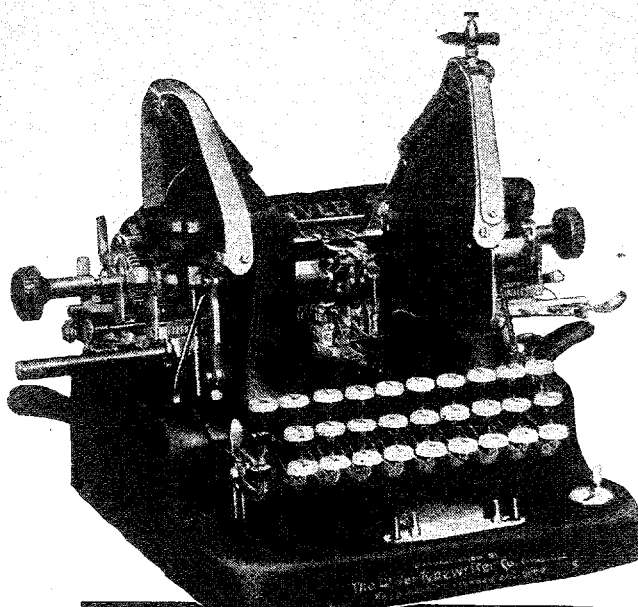
Another special, Conductor Lyons, October 13th, with the Rhode Island organized militia home-ward bound via Kansas City and Chicago, stopped at Kirkland for rest.

The Spaulding quartette, consisting of Wm. Bowles, Hy Wheat, Wm. Eberling, C. Johnson and Carl Strube, are expected to make their debut in grand opera some time in the near future, judging from their efforts to tune their vocal cords during meal hour. No wonder the birds in this vicinity are leaving for the south so early.



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### LaCrosse Division Doins.

*Guy E. Sampson.*

First Trick Operator Fred Haker, of Tomah, took a week's vacation this month, but spent the time in his own home town. Mike Laden, of Sparta, worked in his place. From Tomah Mr. Laden went to North LaCrosse and worked in place of Bro. Bullock, who always takes his annual vacation during the week of the LaCrosse Fair.

The Sparta employes are moved into their new depot, and surely have a home to be proud of, few on this division as nice and cosy and up to date.

Roadmaster P. H. Madden, wife and daughter Gertrude took a trip East, visiting New York, Washington and other places of interest, this month. They report a very enjoyable trip.

Mr. G. Ramsey, father of Conductor Fay Ramsey and an employe of one of the Chicago offices, is working at present in the Kilbourn freight office.

The joke is on Agent Gibson this time. While W. V. division No. 6 was pulling in at New Lisbon he was standing near the track explaining the new depot plans and was so interested in the conversation that he did not notice the engineer on the train was taking the movements of his arms as signals and the conductor had to notify him that his motions were being misunderstood. Safety first.

W. G. Coppin, a conductor on the Milwaukee, located at Madison, S. D., has been in LaCrosse most of the month on account of the illness of his mother, who lives here.

George Bindly, of Portage, is again able to take his place in the yard at that place, after a few weeks' sickness.

The third brakeman has been placed on the Viroqua train on account of the heavy work on that run.

Second Trick Dispatcher N. Frank was called to bury his aged father September 30th. The sympathy of all employes is extended to the bereaved ones.

First Trick Dispatcher W. G. Bowen and wife are rejoicing over the arrival of a ten-pound daughter at their home October 2nd. We were all wondering what caused that smile on Grandpa Oscar's face and at the same time made him forget to dot his i's and cross his t's, but we all forgave him when the glad news reached us.

Business on our division for the month of September was surely good, which will be shown by the following figures. We handled 507 tonnage trains westbound and 436 tonnage trains eastbound, not including way freights or switch runs. Pretty good, considering that the stock business has fallen off in the last few years so one would not notice that any stock at all was moving.

Mr. and Mrs. O. P. Sampson, of White Salmon, Wash., parents of Conductor G. E. Sampson, arrived at LaCrosse October 6th to spend the winter. Living on the G. N., they were induced to use that road, but have decided to take the Milwaukee on their return trip, as far as Spokane, having heard so much about our line on their way East.

Charles Stannard, of Perry, Iowa, yard, is enjoying a vacation and spending it at LaCrosse.

Your correspondent and family spent a week on the Prairie du Chien division this month and also attended the celebrated Crawford County Fair. We were asked by several why that part of that division was not mentioned in the Magazine and we told them we would drop a hint to the correspondent of that division that there was news of interest there if only they could get in touch with someone to send them to her. (P. D. C. correspondent, notice.)

Mr. William Wilson, engine dispatcher at Milwaukee, spent a week's vacation in Indiana, his old home.

Extra Dispatcher L. C. P. was called to work trick on the northern division a part of this month. As he was there at the time N. F. was called away by the death of his father, Operator S. Hunter, of Portage, was called to Milwaukee to O. K. orders and tell us how much over the tonnage to haul.

Our new correspondents sure gave us some good items last month and we must give the editor credit for choosing wisely in filling vacancies. Gathering news takes a little effort and time, but each one will agree with me that we are well paid for it when we read the items of the rest each month. And then the "Big Trip to Spokane" next

June is not to be overlooked. We will all sure be there for the time of our lives and hope to meet every correspondent of our Magazine there.

The gods of misfortune are still following Conductor H. B. Stowers' family. This time Mrs. Stowers is the unfortunate one. While shaking and dusting a pair of her son's overalls one of the suspender buckles struck her in the eye in such a manner that it nearly destroyed the sight. The services of a Milwaukee eye specialist were engaged at once and she is still under his care, but he assured her that he would be able to save the eye.

Engineer Charles May, who had a siege of hay fever this season, is again back to work.

The helpers on trains 5 and 6 have been removed since the heavy summer passenger business has dropped off and we now expect the extra passenger conductors will be back on their regular freight jobs.

Mr. A. D. Finegan, who has held the position of operator at Kilbourn City for years, has been appointed agent at that place in place of Mr. Whitcomb, resigned. A. D. has been an employe at Kilbourn for years and is well qualified for his new position.

Engineer Frank Steele, of Sparta, spent the greater part of the month touring the Western country, J. J. Murphy working in his place and Harry Richmond running the night pusher engine in Mr. Murphy's place.

Brakeman Bert Holden and Miss Hilda Ringhardt, of Portage, took passage on the good ship "Matrimony" and set sail on the sea of life September 19th. Both parties are well known by the LaCrosse division boys, as Bert has been one of them for a number of years, and his wife had been dining room girl at the hotel at Portage for some time. And that reminds us, if any young, single, pretty girl wishes to get a first-class railroad man for a life partner, why doesn't she get a position at the Portage eating house?

Oscar Helman and Jesse Taylor and John Murphy were among the boys who took in the fair at Baraboo this month.

#### Scraps from the West End.

C. E. Pike.

A. J. McCarthy, chief clerk, general passenger office, returned the latter part of October from Chicago, where he represented the Puget Sound Lines at the T. C. P. A. meeting. For the benefit of our Eastern readers we wish to say there are one or two other Macs on this end of the line, and it was one of the other ones living in the City of Destiny who threatened to buy a runabout of the well-known Peace Brand.

Mrs. Kendall was a welcome visitor in October, and, believe us, we gave her a brand of weather all the time she was in Seattle that had California and Italy backed off the map for blue skies and emerald seas. Even her trip to the Mountain was probably the best she has ever taken, so far as weather was concerned.

Elsewhere in the Magazine columns will be seen an announcement of the marriage of "Law" West and Miss Hendrickson. The writer wasn't equal to the write-up and called in help.

V. G. Speis, of the general superintendent's office, came off with flying colors in the Mustache (?) contest with Joe Ginet, and when the latter saw the wonderful beauty and simplicity of V. G.'s little brush he immediately got sore and had his shaved off. He says it was shaved, but we think a strong application of soap and elbow grease did the work.

M. C. Kalfus, stenographer to Mr. Burroughs, had a most harrowing time while on a recent trip to Chicago, but we are unable to get any details. In order to recoup his losses he bet heavily on the world series game, betting as high as 25 cents on both teams. This enabled him to break even, and he would get odds sometimes on Brooklyn and he would come out 25 cents to the good. This system is good in its way, but we would advise Mr. Kalfus to discontinue it, as he looks to be on the road to a nervous breakdown, worrying over trying to break even.

A. P. Chapman, general agent, passenger department, returned from an extensive Eastern trip recently. Among places he visited was Philadelphia, where he was the only coast representative of the

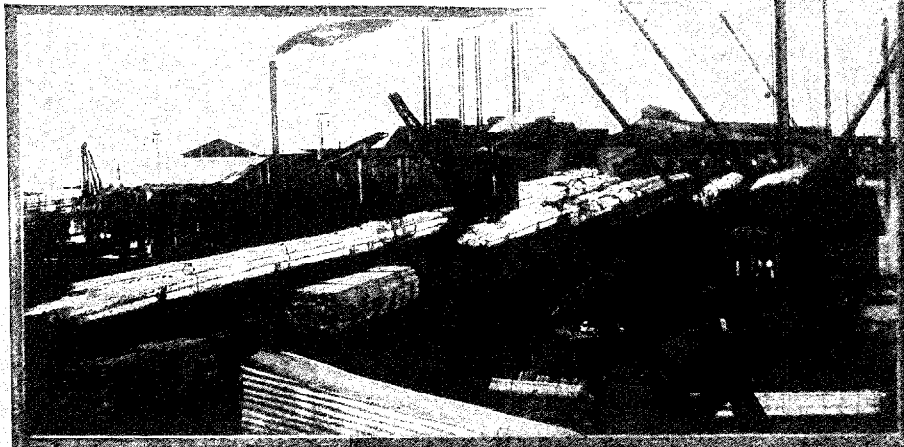
## Creosoted Products For Every Purpose

Wood in almost every form is creosoted at the immense plant of the Pacific Creosoting Company, at Eagle Harbor, Wash., on Puget Sound just opposite Seattle. The plant, a view of which is shown here, is one of the largest in the world. Creosoting is the modern method for Preserving the wood against time and decay. Specialties creosoted by the company are bridge and structural timbers, ties, piling, conduit, cross arms and paving blocks.

### PACIFIC CREOSOTING CO.

Northern Life Bldg.

SEATTLE, U. S. A.





**"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

## Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

## Merchants National Bank

Capital . . . \$2,000,000  
Surplus and Profits \$2,000,000

Fifth and Robert Streets  
SAINT PAUL, MINN.

The Bank of Personal Service

Milwaukee at the meeting of the American Association of Traveling Passenger Agents.

Karl Boetsche, of the general freight office, has blossomed into a near prophet—he having picked the winner of the recent world series this year as well as for the past two years, and the G. F. D. thinks that some day they will see Karl's name ranking among the great ones of fandom, along with Hughie Fullerton, Christy Matthewson, Rabbit Rudolph and the rest of 'em.

Inspector Armstrong, of the freight claim department, surprised the crowd by getting married recently. Details lacking, except that he is now in California on his honeymoon.

Albert Bechtel and Joseph Winchell (privates, first class) and Chester Biggs (sergeant), all of Company B, Second Infantry, U. S. N. G., are now back on the job after three months' vacation on the Mexican border and all three are convinced that there are worse places than the freight claim department of a railroad.

H. P. Schlosser, fare refund clerk, general passenger office, has also returned and heartily joins the above three in their conclusions.

Miss Bouldin returned in October from a delightful Eastern trip, visiting in Chicago and Michigan.

Gasoline Maxwell motored into the freight claim office the other day with a suit that defies description, but Max denies knowing anything about "climbing a flight" and saving ten dollars. We haven't seen the dealer's mark, but have our doubts.

Miss Johnston, stenographer in the drafting room of the engineering department, spent her vacation in Minneapolis, going East through the Canadian Rockies, and returning over our line. Talk about Milwaukee boosters, just ask her about the service.

Chester Henwood has also returned to the freight claim department, after a summer spent on a surveying party in Montana.

H. M. Jacobs, the prize story teller and chief clerk of the purchasing department, left for his vacation the early part of October. The different departments are anxiously awaiting Jake's return, because they know he will have a bonnet full of new ones.

The Milwaukee exhibit at the Land Products Exposition, which closed on the 14th of October, has been the talk of the town and to say it was good would but half express it. The success of the exhibit was mostly due to Joseph H. Ginet, we think.

On September 30th, 1916, occurred the marriage of two of "Our Really Own" Milwaukee employes, Selma Erica Henrikson and Lawrence Augustus West. Miss Henrikson had been employed in the car service department as stenographer and clerk for four years and had also been a faithful member of the Bachelor Girls' Club, from which her name has been dropped. Mr. West is employed in the car service department, and is the son of G. F. West, our car service agent. Although not a "pioneer," he has been with the Lines West since 1908. Mr. and Mrs. West have a nice little ranch home of six acres, near Kirkland, Wash., their specialty being chickens, of which they have a flock of 1,000.

Mr. and Mrs. G. F. West gave a dinner in honor of the young people, after which they went directly to their home across the lake.

The car service department did all they could to make the event memorable to their co-workers, and on Mr. West's return to the office he found his desk beautifully decorated with pink crepe paper. All the employes of the general office wish Mr. and Mrs. West prosperity and happiness as they journey down the years.

### Twin City Terminals.

Idell N. Widholm.

Mr. Arthur Mahoney, from Omaha, is a new ticket clerk at the Minneapolis passenger station. Assistant Bill Clerk Elg spent Sunday, October 15th, in Milwaukee.

Mr. Charles Ray, delivery clerk at the Minneapolis freight house, has been off duty on account of sickness. We hope to see him back on the job soon.

Miss Elsie Bender, stenographer in the superintendent's office, made a short visit with friends at Colfax, Wis.

Mr. E. G. Poole, assistant revising clerk at the Minneapolis freight house, spent Sunday at Renville, Minn., visiting friends.

Mrs. Leach, of the Travelers' Aid, spent a few days with her daughter at Milbank, S. D.



Miss Rosella McGonigal has taken a position as expense clerk at the Minneapolis local freight house.

Mrs. Clarence Prescott, wife of the chief clerk in the engineering department, is visiting relatives at Lake City.

Walter Howell, switching clerk at the local freight house, spent Sunday, October 15th, in Winnipeg.

Mr. G. F. Hancer and wife, car distributor in the superintendent's office, spent Sunday at Staples, Minn., visiting friends.

Mr. A. Woodward, demurrage inspector, has just returned from his vacation. He visited at Peoria, Ill., New York City, Brooklyn, Washington, D. C., and Pittsburgh, Pa. We were afraid that he would get lost while in one of those cities, but he returned safely.

Mr. James Tobin, formerly car checker at the freight house, is now employed as a foreign car chaser at Minneapolis.

Mr. John Hauk, of Minnesota transfer, has joined the demurrage staff at the local freight house.

Mr. and Mrs. J. E. Bullock, of St. Albans, Vt., are visiting their son and daughter, Mr. and Mrs. F. W. Drew.

Mr. C. W. MacMillan, ticket agent at the Minneapolis passenger station, made a short trip to Arlington, Wis.

Miss Hannah Loken is a new clerk in the engineering department.

Messrs. Fred Johnson and Frank Breager are new cash clerks in the cashier's office, replacing Messrs. Carlson and Kunsch, who resigned.

Mr. William Smith, baggage agent at the Minneapolis baggage room, spent a few days at Milwaukee this month.

Mr. J. W. Davis, who has been employed as gateman at the Minneapolis passenger station, has gone back "braking." He was relieved by Mr. William Goss.

Miss Harriet Asplin and correspondent will spend Sunday at Minot, N. D., as guests of Miss Asplin's sister, Miss Marie Asplin, who was formerly chief telephone operator at the Minneapolis passenger station.

#### Council Bluffs Notes.

*Helga Hackstock.*

Yes, G. E. S., I am aware that the V. E. A. proper is not a matrimonial agency and I am not acquainted with one "L. C. Boyle," so I won't investigate further. I do not believe that I insinuated anything in that line, anyway. Our minds do sure run in different channels.

We were glad for a few days to have Dining Car Steward Olson back with us and were made sorry again when someone was sent to relieve him, but we were again made glad when we learned that the someone was Mr. Ellsworth.

What is the joke in regard to "Harold," please? I believe "Tommy" Glynn could tell me, if he would.

Engineer A. W. Morgan spent several days at Council Bluffs during Aksarben week.

Jim Donahue appeared at the office the other morning all dolled up, perfume and all the other accessories that charm "Her."

Hans Peterson and Jeppe Bundegaard have returned to the service, after extended leave of absence.

Mrs. Laurids Hansen and son have gone to Nebraska to visit.

The wife of Ernest Cady is much improved since the last writing.

The new roundhouse foreman has arrived in the person of Mr. Charles E. Horsley, formerly of Sioux City. From our brief acquaintance we are convinced he is going to be just as nice as Mr. Graff. He expects to move his family here soon.

The extra gang of the chief carpenter has been at Council Bluffs making repairs to the roundhouse, coal chutes and vicinity before cold weather sets in.

Fireman William Abbot, who has been engine watchman at Neola for some time, is planning a trip to Montana as soon as he is relieved.

The last I heard of Ruby, she was in Little Rock, Ark., en route to Hot Springs. Hope you had an enjoyable outing, Ruby.

Hans Peterson, car repairer, was married on October 14th. I did not learn the lady's name. Anyhow, here is good luck to you, Hans; but really I have my opinion of these boys who get

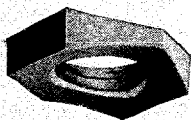
## You Don't Need a Gang of Expert Mechanics to Put It On

Nothing is more simple to apply than the "BOSS" Lock Nut. Whichever way it is picked up, it is ready to go on. No instruction is needed—no special tools required.

*Write it Right—Put it down this way*

# "Boss Lock Nuts"

Speeds up repair and construction work. Insures safety to life and property. Can be used many times. Never injures bolts. Millions now being used. **Get the facts—write for new catalog.**



### BOSS NUT COMPANY

1744-48 N. Kolmar Ave., Chicago, Ill.



married and pass the cigars around to the fellows and forget all about the clerk in the office. Now, this is not meant for you individually, Hans, but for all the other boys, Frank and those who will be married soon. I never smoke.

Pilot D. M. Fiske and wife went to Prairiesburg, Iowa, on September 18th to attend the funeral of Thomas Abbey, a brother-in-law of Mr. Fiske.

Mrs. A. E. Colburn, mother of Engineer Hiram Colburn and Engine Foreman Frank Colburn, died at her home on September 27th, following a long illness. Mrs. Colburn had been a dutiful mother to a large family and her death is a great blow to all. We extend our heartfelt sympathy to the bereaved family.

Council Bluffs is the kindergarten for roundhouse foremen and just as soon as we get acquainted and fairly settled they take them away to some other point and we have to start over.

Mr. Graff, our former roundhouse foreman, has just been transferred to Marion and as our dealings with "Billy" have always been the pleasantest we are sorry to see him go, still we are glad he has proven worthy of promotion and wish him all kinds of good luck. Everyone here has a good word for "Billy."

#### The Missoula Division.

*Peggy.*

It is hard to know just where to begin this month. Such a lot keeps happening around here all the time and so many people keep coming and going. We are convinced that Missoula division is the busiest place on the line just now and a great deal is being accomplished, too.

Everything is electrification with electrical operation promised between Deer Lodge and Alberton by November 1st. The electric motors have arrived, are arriving, and continue to arrive, until it looks as if the General Electric Company must have duplicated some orders, but the congested condition will be materially reduced as soon as Missoula division gets going under electrical operation.

John Pearce, when asked regarding the approximate date for completion of grading for extension of the Big Blackfoot, answered, "October 30th."

For a while we thought he was just giving us some of his regular stuff, but he says it's absolutely straight, from the "Boss," Mr. Burt Stimson, engineer in charge.

Several parties have motored to the scene of activity on the Blackfoot this month, among them Mr. F. N. Webster, right of way agent; Mr. Stimson, engineer in charge, and Mr. M. B. Corbin with Mrs. Corbin.

The Montana University football team journeyed over the Milwaukee in a special coach to Aberdeen, S. D., on the 6th, cleaned up the University of South Dakota squad and came triumphantly flying home on No. 15 Sunday night, to be met by a fair-sized portion of the population of Missoula, whose vocal powers must have been considerably impaired next day.

Assistant Trainmaster Jack Phelan goes sporting around with a pretty fine looking young lady these days, but no cause for alarm, as the lady in question is his young (oh, very young) daughter. If this said young person lives up to her early promise she is going to be a heart-breaker when she grows up.

Chief Clerk Herbert Foster had a much needed holiday in Seattle recently. He was accompanied on his trip out by his youngest brother. "Herb" reports a most enjoyable time renewing acquaintances, but says the old town is much changed.

Engineer "Bill" Davis paid Missoula division offices a flying visit on the 12th. We could stand much more of this, as "Bill" has one of those faces which just naturally brightens up the whole place.

Agent Tavenner and Special Agent Bob Phelps made a trip to Chicago recently. Details of the trip are conspicuous by their absence, except that it is generally understood that Bob has a kink in his neck from gazing at high buildings. It is his first trip out of Montana, and we are of the opinion that an abler guide he could not have chosen.

Out at Avery they are saying that Car Inspector Jim Thompson must have wheels in his head, as he has been doing a prodigious job of setting out cars for B. O. wheels. The Avery car department

## Railroad Employes

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Cuts, Burns, Bruises, Etc.

IT NEVER FAILS

This old reliable remedy is for sale by over one thousand dealers in medicines in Chicago, or mailed direct—cash with order

Price 50c large bottle—Extra large \$1.00

**Circus Liniment Company**

149 W. Ohio Street

Chicago, Illinois

changed 214 pairs of wheels during the month of September.

Mr. J. D. McCarthy, of Miles City, has been appointed wrecking foreman at Avery, taking the place of W. P. James, who has been appointed assistant general car foreman.

Mr. H. W. Soike, airbrake man, has returned from Wisconsin, where he visited his parents. He says that "High Overs" can still be had for the sum of a jitney back in the good old state.

Harry Thompson, clerk in the car department at Alberton, is off on leave of absence. He is being relieved by J. H. Miller, a new arrival from Missouri.

Owing to the scarcity of houses, a new addition has been built to the tent colony at Alberton by Conductor Cunningham.

Blacksmith J. T. Kain is laying off on account of illness.

All the coal-burning Mallet engines have been sent to the M. S. and T. M. divisions, for which all those concerned are duly thankful, although they wish no one any hard luck, they say.

W. H. Van Alstine, oil house man at Alberton, has but recently returned from a month's visit to his old home at Rockford, Ill.

Engine Dispatcher T. P. White is off on leave of absence. He is being relieved by P. Jensen.

Engine Dispatcher Ira Clark claims that he has water in his new well, but those acquainted with conditions seem inclined to skepticism regarding it, having seen no samples. How about it, Ira?

Engineer Billy Underhill is the proud father of a brand new son.

Engineer H. P. Lovely and Fireman J. W. Lovely went hunting for a couple of days and returned with two deer.

Fireman G. V. Steele went out in the hills one day and returned that night with one deer. The deer was brought home in sections, it being impossible to get it out of the hills in any other manner.

Mrs. G. V. Anderson, the wife of our smiling day machinist, was an Alberton visitor to Missoula recently.

The front yard at Alberton resembles a coal mine just now, several cars of coal having been unloaded close to the power house on account of shortage of cars.

Missoula division enjoyed a very short visit from the editor, Mrs. Carpenter Kendall, on Friday, the 13th, but it was certainly not a "hoodoo day" for us, except that we had to part with her much sooner than we wanted to.

Notes from the Pend Oreille Line.

V. B. R.

Well, here we are back on the job again, after an extended absence from our desk. As we note also that "Viv" Miller is back at Tacoma we surmise that henceforth conditions should once again resume normal on the Puget Sound lines.

Congratulations to all the officers of the M. N. G. We will "obey that impulse" and get our dues in at an early date.

Noticed an article with reference to Josephine Healy leaving us. Can some one slip us the dope on this; we are entirely in the dark. Was that M. N. G. meeting in Chicago another one of Cupid's tricks?

We understand that Al Janosky, formerly of Spirit Lake, is working in the superintendent's office at Spokane. Watch your step, "K.," as that is a bad bunch in there for a married man to mingle with.

And to think that our old friend Fred Clark is now working back there where the lights shine a little brighter than they do in Spokane. We have often wondered what his thoughts were the night he met us at the train and we weren't there. Good luck to you, Ferdinand.

Harvey Snyder, of the Tacoma mechanical department, has not paid his annual fishing trip visit to Spirit Lake this year. Wonder if the store department card sharks or checker players have put him in the hands of a receiver?

As soon as we get a line up on the Spirit Lakers who are paying weekly visits and hard cash to Spokane, endeavoring to learn the intricacies of the fox-trot, Coeur d'Alene wiggie et al., we will publish all facts without fear or favor, even though we jeopardize our own position.

We could probably have picked them out had we attended the ball given by the Columbus Club recently.

To Ticket Agents  
**C. M. & St. P. Ry**

Are YOU selling our  
**Accident Insurance  
Tickets?**

*If Not, Why Not?*

**The Travelers  
Insurance Company**

Ticket Department  
Hartford, Connecticut

To Milwaukee Ry. Men

**"Continental"**

MEANS

**Income Protection  
Liberal Policies  
Courteous Agents  
Fair Claim Settlements  
Abundant Resources**

**Continental Casualty  
Company**

H. B. ALEXANDER, President

■■■■ TEAR OFF AND MAIL TODAY. ■■■■

CONTINENTAL CASUALTY COMPANY  
910 Michigan Ave., Chicago.

Please send me information in regard to your health and Accident Insurance.

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Address .....

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C. M. & ST. P.

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BUTTE, MONTANA

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Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

**Interest Paid on Time Deposits**  
Boxes in Safety Deposit Vault

**The State National Bank**

Miles City, Montana

U. S. Depository

Capital \$100,000                      Surplus \$250,000

Interests: { 4% in Savings Department  
              { 5% on Time Certificates

CAPITAL \$1,000,000                      RESOURCES \$15,000,000

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**Complete Financial Service**

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**UNION SAVINGS & TRUST COMPANY**

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Capital and Surplus - \$ 800,000  
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JAMES D. HOGE                      N. B. SOLNER  
President                      Vice President and Trust Officer

We solicit your Northwest business  
We pay 4 per cent on saving accounts

We have enlisted the aid of the local Machinists' Union and have asked them to designate one of their members as an assistant correspondent, with a view of picking up some real live shop notes each month.

Yes, we made a date with Kratch to go to the races at Tacoma, but unforeseen complications set in. We can't say, however, that we regretted the complications, but—nuff sed.

Chris Gesek, former national middleweight (amateur) champion wrestler, has taken a position as boilermaker at Spirit Lake. We have had some real live matches since he has been in our midst.

E. C. Boyer, car foreman at Spirit Lake, made a business trip to Tacoma during October. Claims Tacoma is NOT a dry town. Further, the deponeth sayeth not.

George Racey, the brains of the roundhouse, now claims national title to pinochle and billiards. Guess he is right, as he has cost us a lot of money recently.

Obituary—Brooklyn was laid to rest at Spirit Lake on the 12th of October. James Marshall, our local banker, and H. McGary, electrician at Spirit Lake shops, acted as pallbearers.

Remarks at the services by McGary, as follows: "If Philadelphia had only of —, if McGraw hadn't laid down—just what you fellows spend for tobacco—bad breaks—look at that ninth-inning rally," etc., etc.

**Items from the S. C. & D. Division.**  
*Blanche Manley.*

Raymond Fouts, cashier at the freight house at Sioux City for a number of years, has resigned. Phil Johnson is the fortunate man to draw the position.

H. W. Apted, brakeman, has gone to the coast to get rested up from his strenuous gravel service of the summer. Didn't say just when he was coming home, but expect to see his brilliant hued hair at least by Christmas.

E. L. Szymanski, agent at Tabor, said at one time not long ago that he was going to be married if "she" would consent. Nothing has been heard since, so suppose she did. How about it?

Agent Hurlbut is still taking a weekly vacation by paying off the extra gangs which Roadmaster Carlson is working between Elk Point and Yankton. Some folks have all the luck.

We see Roadmaster Carlson just once in a while these days. Guess he comes home for over Sunday, but not more often. He is hard at work graveling between Elk Point and Yankton, but hopes to get through soon.

We hear wedding bells are going to ring at Dante; at least, E. F. Zirbel is there relieving Agent McGuire while he is away for the ostensible purpose of getting "hitched."

F. L. Richards, former trainmaster at Savanna, has come to our division to act as assistant superintendent to Superintendent Beardsley. We are pleased to welcome Mr. Richards to the division and know we are going to like him fine.

C. W. Wilkinson was here for a day or two helping transfer some freight on the east end. He is always a welcome visitor, and wish he would get here more often.

E. W. Lollis, former trainmaster on the H. & D. division, has been transferred to the S. C. & D. division to take the place of A. Esse, resigned. Mr. Esse was presented with a very fine Elk's ring by the yard force in token of their esteem.

R. C. Jackson, conductor, has returned from Excelsior Springs, where he has been for quite a spell, trying to get rid of his rheumatism. Guess he almost succeeded, at least, he no longer walks with a cane.

Conductor W. F. Christy, wife and son Jack, are contemplating another trip to Three Forks, Mont.

Clara Mickelson, stenographer to Agent Griffiths at Sioux Falls, has been spending a while at Savage, Minn., visiting.

W. D. Griffiths and wife, of Sioux Falls, expect to visit in Mankato and other points.

A. N. Reid is the new assistant cashier at Sioux Falls, relieving Chris Nehlsen.

New face in our office—Esther Sundleaf is new clerk and steno.

R. McKinnon, agent at Armour, has returned and resumed his duties after a lengthy leave of absence, taking in all the sights out on the coast and down in Missouri. He relieved G. V. Kobls, who has gone to Hudson to take charge of that station.



H. A. Shoemaker, agent at Stickney, is away for a time visiting relatives in Lorain, Ohio, and W. J. Schultz has charge of Stickney during his absence.

Messrs. Beardsley, Richards, Lollis, Beebe, R. G. Larson, C. N. Curtis and M. J. Larson, of Chicago, attended the Safety First Meeting at Mitchell on the 28th.

Lots of business during Inter-State Fair week, and Corn Palace week at Mitchell. Ideal weather for both events, and lots of people handled on the old Milwaukee.

A. J. Elder, from Perry, has come to Sioux City to act as Dispatcher.

Our Chief Clerk is so busy he has no time to do anything to get his name in this space, so we have to mention him sometimes, just as a matter of course, so everyone will know we have one. His middle name is "work."

#### Milwaukee Shops Items.

By H. W. Griggs.

Time Keeper F. Budzien and his force have moved to the Union Depot upper east rooms, September 27th. Mr. Budzien has a large force of men under him, which had increased more so since the bi-monthly pay day has been going. Chief Electrician C. R. Gilman, Asst. J. J. Crowley, Steam Fitter Foreman C. F. Carroll, Asst. G. Callahan, Boiler Washer Inspector Jno. Horan, Traveling Valve Setter Jno. O'Neil, Air Brake Supt. Geo. Kemp and Motor Car Inspector C. B. Skelton move in the room across the hall from C. F. Winn, vacated by Budzien.

District Master Mechanic Alex Young takes the office vacated by the steam fitters and electricians as additional office room. The office vacated by Kemp and Skelton reverts to the chemical department again.

The order for the 1,066 new box cars is being filled at the rate of 10 a day at present.

Wet weather for the Beaver Dam Fair, at least wet here.

Mr. F. S. Peck, chief clerk, Asst. S. M. P., was on company's business in Mitchell latter part of September, and Green Bay, October 5th.

Al Klumb, Asst. D. M. M., is with us again and looking much better and is feeling better.

Stuck up whistles are almost a thing of the past since the epidemic of a few years ago, but one took a notion to let go in the old house afternoon of September 28th, which made good loud "New Year's Eve" noise while it lasted.

The entire old plank platform of the Store Department is being renewed, much of which has been in use ever since the building was erected, in 1880. Workmen in excavating for the north platform foundation, September 28th, found a tomb stone and pedestal with the following inscription: "Katie L., died Oct. 15th, 1878, aged 5 years, 28 days, A. & M. Zilley." The workmen did not dig down to see if any grave was in evidence, heavy rain at the time.

Engine Dispatcher William Wilson is taking a vacation to his old home in Bloomington, Ind., late in September.

Veteran Engineer Croft Wilbur called October 2d. Mr. Wilbur lives in Madison, from where he has run on the Madison-Watertown branch for many years. Mr. Wilbur says that his brother, B. V., who is in Seattle, is not in very good health.

Chief Draftsman Thomas Scott, of the Mechanical Engineer Department, took his vacation early in October, through the South, reaching New Orleans and other points.

Mechanical Engineer C. H. Bilty was on M. C. committee work in Cleveland early in October.

Mr. Frank Alcott, with the Malleable Iron Company, Columbus, Ohio, and formerly Superintendent of Tests, C. M. & St. P. Ry., died at his home in Columbus, October 1st, and was buried in Milwaukee, October 5th. Many of Frank's old-time friends from the shops here attended the funeral at Ivanhoe Temple, under whose auspices the services were conducted. Mr. Alcott was only 52 years old, and he will be missed from Milwaukee, where he was a frequent caller.

Ye scribe was in Green Bay October 3d, and Madison and Portage, the 10th. Veteran Engineer Wm. Schneider, of Portage, has been laid up the last five months and is not getting along as well as we all had hoped.

## Commercial State Bank

MILES CITY, MONT.

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Railway Pay Checks Cashed Without Discount  
Interest Paid on Time Deposits

A. A. MORRIS  
President

H. P. LAMBERT  
Cashier

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INCORPORATED

Deer Lodge, Montana

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## THE National City Bank of SEATTLE

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Commercial & Savings Accounts Solicited

New England National Bank

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OF

KANSAS CITY, MISSOURI

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MINERS AND SHIPPERS OF

**"Roundup Coal"**

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Under the Banking Laws of the  
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**"The Bank for Everybody"**  
Largest State Bank in South Dakota

Superintendent of Tests George Walder was in Minneapolis early in October.

Since District Master Mechanic Alex Young has taken possession of both rooms the office has received a coat of fresh paint, the furniture varnished, carpet put in, the old door now used as an exit door is still occasionally tried to be opened from the outside to the extent that an agent the other day insisted on going through and took the door off the lock and hinges—no arrests.

Tin Shop Foreman W. R. Edwards spent a few days in Chicago early in October, visiting relatives.

Engineer Peter F. Talent, of the Northern Division, who was in the recent collision under the Grand Avenue Viaduct, died October 12th from being scalded, when the tank was shoved up in the cab. Another faithful employee gone.

Foreman of the Pattern Shop Jno. F. Devine, who has been with the Company for 18 years, resigned October 12th, to go in business as a partner of the E. R. Marker Company, Milwaukee, in the cement machinery and auto truck line, with office at 609 Wells street.

Mr. Gus. Sattler, from the Chicago Electric Company and previous to that in a similar line in New York, has been appointed Assistant Chemist to Mr. G. N. Prentiss at the laboratory, Milwaukee Shops.

It seems that the "left to right" index which was sent with the photo of the Middle District force was left off, instead of it being "Foremen and Their Forces," it should have been, District Master Mechanic A. Young, of the Middle District, with his Assistant and Foremen.

Ye scribe in Detroit and Pontiac, Michigan, latier part of October.

A faithful and painstaking employee is Janitor Charles Ziel, of Mr. Manchester and Hennessy's offices, on the job early and late, and the boys that have recently moved out are missing him, too.

**Woodenshoe Doings.**  
*Superior Div.*

On September 26th Fireman Mitchel Basche was married to Miss Grace Waggoner, of Green Bay. Inasmuch as Mitchel has extended cigars, we extend our congratulations.

Nels Oleson, of Menominee, received two promotions last month. One was to the agency at Sherwood station and the other to the "daddyhood" of a 10-pound boy. Nels now wears the smile that won't come off.

George and Barney Buntin have both taken out a license. Barney used his October 18th, when he was united in marriage to Miss Josephine Schemeckel, of DePere. George hasn't used his yet, claims hunting season isn't open and, anyway, he isn't after that kind of game. We all wish Barney good luck, also George—hope he bags a deer or something like that.

Item in Press-Gazette says, "Tramp Hits De Man"—unfortunately this was neither a typographical error, a joke or newsboy phraseology, as Conductor Frank DeMan can testify. While ejecting a ticketless passenger from a side door Pullman at Coleman, the aforesaid passenger attempted to "Boss" things—in this he failed, but managed to inflict a very bad cut on Conductor DeMan's face. Conductor DeMan is again back at work.

Engineer Harry Jackson has gone to Hot Springs for a few weeks vacation.

Roundhouse Foreman Allen Woodruff is in Florida taking a well-deserved rest for a week or two.

Conductor Dan Caine, our original "Back to the Soil" artist, has completed his season's harvesting, and with the exception of potatoes, says the crops were of a "boomer" nature.

Sugar beets are being moved again, about forty cars a day going into Menominee.

New station at Kiel is now under construction and it is expected will be completed before cold weather sets in.

The Division extends its sympathies to Machinist Atland Oleson, whose wife died October 11th.

Day Caller Fred Anderson has been "promoted" to the position of Day Baggageman, Green Bay Passenger Station. Fred makes it his business to "keep up steam." The former day baggage man, Harry Moger, has accepted a position in the yards.

**Coast Division.**  
*Florence Cooper.*

Superintendent Richards and wife made a trip East recently and report a fine time. Met many old acquaintances while in Moberidge, who gave them a hearty welcome.

Arthur Leib has returned from Three Forks, Mont., much improved in health.

Sloan Miller, wife and kiddies have been visiting relatives in Tacoma the past week.

Yardmaster McShane and wife have returned from an extended trip in the East.

Assistant Wire Chief R. C. Nisonger, of the Tacoma relay office, was married September 25th to Miss Clara Difendorf. They are spending their honeymoon in the East. They did not take the Milwaukee, however, and we did not even get a "squint" at them. Congratulations, "Ross."

Mrs. F. H. Bennett, wife of yard clerk, is visiting in Detroit, Mich. "Pug," she told us not to let you go to any circus while she was away, as it seems the zebras have it in for you.

Superintendent Willard, of Missoula, was a recent visitor in Tacoma.

When it comes to mathematics our chief clerk, Eccles, has them all beat. Our records show seven days in July, three days in August, eight days in October equals more than fourteen. Try it on your comptometer.

Conductor J. D. Lytle is visiting friends in Roy, Mont.

We were honored by a visit from our editor, Mrs. Kendall, one day last week.

Harvey Coleman, who has been doing relief work in the superintendent's office, is now employed in Chief Carpenter Buck's office.

"AT LAST" Tacoma is going to have a new depot. Yes, we really are, and while we have waited longer than any other prominent station, you will all want to come to Tacoma to work when it is completed.

Brakeman G. A. Drager and wife are visiting in Salem, Ore.

G. H. McCloud, agent at Everett, is on the sick list this week.

Switchman R. S. Leaman and wife are visiting relatives in South Dakota.

No, "E. B. M.," we are not going to say anything about you this month.

Dispatcher C. V. Phillips is taking his annual vacation and with his wife is visiting friends in St. Paul.

Conductor Sam Clayman and wife are visiting in the Far East.

Night Yardmaster Charles H. DeBourck and wife were called to Alfaifa, Wis., recently on account of illness.

Tacoma commissary has been remodeled and painted with the company colors; the office has been enlarged.

**Coach Yard Items—Tacoma.**

It had been reported that the office force of the coach yard, as well as Tim Whiting, the plumber (Big Tim) and Little Jim, the electrician, as well as the carpenters, the assistant superintendent of the commissary and office force and clerks of the linen departments, all had a substantial raise this month, put upon investigation it was found that the raise consisted of the buildings of the respective departments having been elevated about 12 inches—good dope.

Ask George Day what became of his diploma that took the depot clerks one-half day to frame up.

Jack Hastings, the carpet renovator, has just returned, after a sojourn of several weeks in Ogden, Utah—busted, as usual.

Jim Stoneburner is leaving tonight for Columbus, Ohio, to spend a few weeks visiting the old folks.

Has anyone seen those fancy spuds that Charley Weller raised on his Portland avenue ranch. If they are all like the samples he brought to George Day they are some hummers. He is entitled to that bronze medal.

Owen Grubbs, the switchman, is some carpenter. He can make some table.

## We Insure the Employees of the C. M. & St. P. Ry.

### Every Man—

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

### Every Living Man—

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

### THE BEST ACCIDENT AND HEALTH POLICIES

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CHICAGO

## The "Supreme" Disability Policy

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## Massachusetts Bonding and Insurance Company

Is SUPREME in Fact as well as in Name

### It Pays

The FULL principal sum For Accidental Death  
Double the " " " " Loss of ONE Limb  
One-Half the " " " " ANY two Members  
" " " " ONE Eye

With a 5% increase each year for TEN years

### Monthly Accident Indemnity

For THREE years—ANY and ALL Accidents

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Confining Illness—For Three Years

Non confining " " Seven Months

FULL INDEMNITY paid for BOILS, FELONS or  
ABSCESSSES whether the insured is confined or not.

### No Exceptions

This policy DOES NOT contain any one-tenth, one-eighth, one-sixth or one-fourth clauses, but pays FULL indemnity for total loss of time by Accidental Injuries or Confining Illnesses.

### Certificate of Identification and Registration

Provides Expense Money to place you in care of your friends if injured away from home.

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Worth your While to Investigate These Liberal Policies at once. Don't delay—it may be Disastrous to you.

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### Des Moines Division Notes.

*M. C. Corbett.*

Superintendent R. P. Edson and Division Freight and Passenger Agent C. E. Hilliker spent several days out on the road recently, checking up the car situation, to facilitate the unloading and movement of cars.

Miss Florence F. Fosdick has been promoted to the position of superintendent's chief clerk, vice Samuel Dime, resigned, to become private secretary to the general manager of the F. D. D. M. and S. Ry. at Boone.

Ed Olson, who has been acting chief clerk, has resumed his position as first operator at Rockwell City.

G. R. Dickman, our worthy chief dispatcher, has bought a fine new automobile. He says he has mastered the art of manipulating it, so that he can kill his engine anywhere. As soon as it is safe to ride with him we hope to have the pleasure of a spin around the city.

Mrs. A. F. Larson, wife of Train Dispatcher Larson, recently underwent an operation for appendicitis. She is recovering nicely.

Conductor W. L. Finnicum returned from Spokane a short time ago, where he buried his son. We extend heartfelt sympathy.

Passenger Conductors A. O'Laughlin and J. S. Flynn, accompanied by their wives, attended the closing of the Grand Circuit races at Lexington, Ky. Conductor McCutchen is covering O'Laughlin's run on Nos. 21 and 22, and Conductor H. M. Bellman is covering Flynn's run on Nos. 139 and 140.

Conductor P. A. Gifford is taking a leave of absence, sight-seeing in the West. Ziebell is relieving him on Nos. 35 and 36.

Conductor H. C. Bellman has moved his family from Des Moines to Perry. He has a time freight run between Perry and Spencer.

Conductor Kelley, who injured his foot some time ago, has resumed work.

Conductor A. E. Park has gone to Perry to take the pile driver run on the north end.

Mr. A. W. Hakes has been appointed agent at Panora and has moved his family there.

Agent Nelson, of Adel, had the misfortune to break his arm some time ago. Relief Agent Collins is acting in his place.

Mr. J. D. Shippy has been appointed third operator at Rockwell City.

Mr. and Mrs. Henry P. Foster and "Million Dollar" baby Ruth, of Storm Lake, are visiting Mrs. Foster's parents, Conductor and Mrs. J. L. Tidball, at Des Moines.

Mrs. Mary Bachman, mother of brakeman J. E. Bachman, has gone to Keokuk and St. Louis to visit her brothers and sisters.

Brakeman Neal Horine and wife, who were visiting at Winnipeg, Man., have returned home.

Married, at the home of the bride's parents at Barnum, Iowa, on Tuesday, October 17th, at 8 a. m., Miss Josephine McCormac to Mr. Henry Corcoran. After the ceremony the happy couple left for Milwaukee and other points of interest, where they will spend their honeymoon, after which they will return to Des Moines to make their home. Mr. Corcoran is one of our popular firemen. Congratulations from all.

Mrs. Emma Searl, mother-in-law of Fireman F. L. Marvin, is visiting relatives and friends at Leavenworth, Kans.

Engineer Griffin and Fireman Anderson, who have been on the north end time freight runs, are laying off for a few days. Engineer Barthlow and Fireman Liffert are relieving them.

It is rumored Mr. C. E. Hilliker, our division freight and passenger agent, is to be transferred to a more desirable position with this company at Toronto, Canada. We regret very much to see Mr. Hilliker leave the Des Moines division and wish him good luck in his new position. His successor has not been announced.

Mrs. A. W. Hakes is confined in the Methodist Hospital here, where she underwent an operation. She is getting along as well as can be expected.





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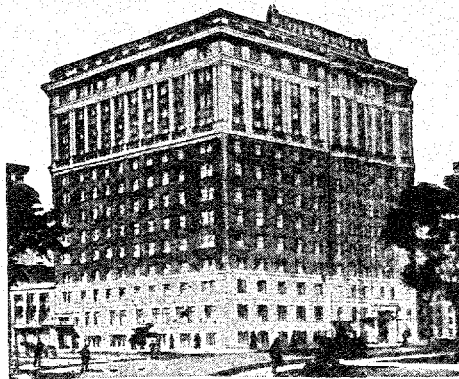
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