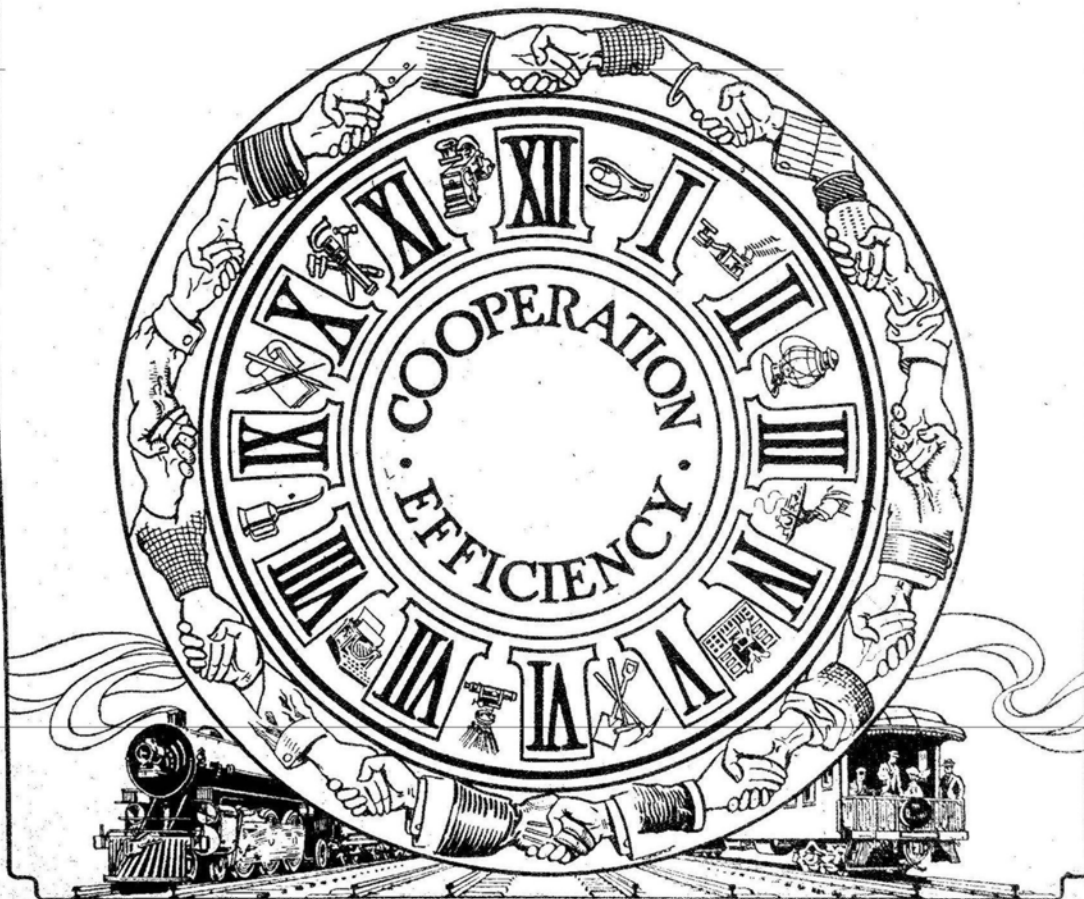


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

October

1916



VOLUME 4

No. 7

FINCK'S "DETROIT SPECIAL" OVERALLS

Pride and Confidence in Your Appearance

Every R. R. Man wants Overalls and Jackets that give the greatest amount of comfort and service, as well as a feeling of pride and confidence.

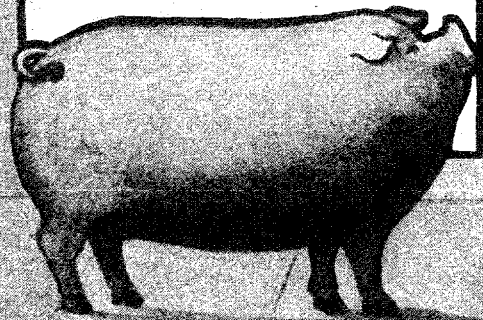
FINCK'S "Detroit-Special" OVERALLS

do just that and more, too, for they "Wear like a Pig's Nose." The cost, \$1.25 and \$1.50 per garment, is small when you consider the unusual value you receive in exchange.

Your dealer should have them. If he hasn't write us for delivery by parcels post prepaid.

W. M. FINCK & CO.
Detroit, Michigan

"WEAR LIKE A
PIG'S NOSE"



CONTENTS

	Author—	Page
The Fifty-second Annual Report.....		5
I'm the Coal.....	G. McEdwards	7
Plum Lake, Wisconsin.....	Etelka	8
The History and Applications of Electric Propulsion to Steam Railroads.....	Porter P. Lowry	10
The Call of the Sound.....	H. G. G.	13
The New Engine Terminals.....		15
Baching		16
Beauty Spots Along the Northern Division.....	G. McEdwards	17
The Rochelle & Southern Division.....	Geo. E. Waugh	19
Some R. M. Division News.....		22
Car Tracings		23
New Automobile Cars.....		23
At Home	Anna M. Scott	24
The Children's Page.....	Jennie B. Ginot	26
Safety First and Efficiency.....	A. W. Smullen and C. H. Dietrich, Gen. Chairmen	27
Obituary		32
Financial Statement, Puget Sound Pioneers Club.....		32
On the Section Motor Car.....	A. T.	32
Special Commendation		34
On the Steel Trail.....		36

INDEX TO OUR ADVERTISERS

Ayer & Lord Tie Co.....	63	Inter American Supply Co.....	43
Bates & Rogers Const. Co.....	64	Kerite Insulated Wire.....	64
Bernard-Hewitt Co.	3	Larabie Bros.	59
Boss Nut Co.....	55	Massachusetts Bonding & Ins. Co... 61	
Buckeye Steel Castings Co.....	64	Merchants Nat. Bank, St. Paul.....	54
Central Trust Co.....	49	Midland Casualty Co.....	61
Chicago Car Heating Co.....	64	Minnehaha State Bank.....	45
Chicago Pneumatic Tool Co.....	63	Murphy Varnish Co.....	64
Church, Rollin S.....	43	National City Bank, Seattle.....	59
Circus Liniment Co.....	56	New England National Bank.....	60
Clark & Bros., W. A.....	58	Northwestern Motor Co.....	
Coleman, Watson E.....	60Inside Back Cover	
Commercial State Bank, Miles City. 59		Old National Bank, Spokane.....	54
Continental Casualty Co.	57	Pantasote Leather Co.....	43
Crofts & Reed Co.....	4	Q. & C. Co.....	63
Cropley-Phillips Co.	41	Roslyn Fuel Co.....	63
Daly Bank & Trust Co.....	45	Roundup Coal & Mining Co.....	60
Dearborn Chemical Co.....	64	Seattle National Bank.....	47
Fairmont Gas Engine & Railway Motor Car Co.....	Inside Front Cover	Sioux Falls Savings & Trust Co.....	60
Finck & Co., W. M.....	1	South Bend Watch Co.....	33
First National Bank, Harlowton... 47		Spokane & Eastern Tr. Co.....	58
First National Bank, Lewistown... 47		State Nat. Bank, Miles City.....	58
First National Bank, Roundup... 59		Stifel & Co., J. L.....	37
Flint Varnish Works.....	62	Story & Clark Piano Co.....	41
Galena Signal Oil Co.....	62	Travelers Insurance Co.....	57
Hamilton Carhartt Co.....	Back Cover	Tuller Hotel	63
Hamilton Watch Co.....	29	Typewriter Dist. Syndicate.....	51
Hammersmith, H.	45	Typewriter Emporium Co.....	53
Hunt & Co., Robt. W.....	64	Union Savings Bank & Trust Co... 58	
		Wood, Gullford S.....	64

BERNARD-
Desk E70

Please send
book with 7
details of y

Name

Address

H
S
A
— o
Ber
tom
will
all p
only

\$

Rem
mea
blue
Chic
whol
But
our
gene
fanc
leadi
The
what
charp

OU

Unle
— in
thing
cloth

W

Our
woole
corre
copy.

BERNARD-HEWITT & CO.,
 Desk E70A, 564 W. Monroe St.,
 CHICAGO, ILL.

Please send me your new Fall style book with 70 samples free — also full details of your special lining offer.

Name

Address

MAIL COUPON

For Fall and Winter
STYLE BOOK

70 SAMPLES FREE




Handsome \$25 Blue Serge Suit Made to Measure only \$15

A SPECIAL proposition to introduce the wonderful values offered by our new system of tailoring. We have no agents — no dealers — no traveling salesmen — our values make their own customers — and once a Bernard-Hewitt customer always a Bernard-Hewitt customer. That's why, to secure your first order, we are willing to make to your individual measure, a handsome, all pure wool worsted blue serge suit (usual \$25 value) for only \$15 and line it with a

WE PAY SHIPPING CHARGES



\$4 SATIN LINING FREE

Remember this suit is made to your individual measure from the very finest all wool blue, light blue, black or gray serge, in the latest approved Chicago style, and by the very best tailors in this whole city.

But perhaps you don't care for a serge suit. Well, our big book which we will send you free contains generous samples of the latest fabrics; plain and fancy mixtures, the up-to-the-minute offering of leading woolen mills.

The \$4.00 Satin Lining free offer goes no matter what selection you make—and we pay all shipping charges. We take all the risk—you none—for this is

OUR GUARANTEE You Don't Pay Us One Cent

Unless you are more than pleased in every particular in fit—in style—in workmanship and in materials. Could anything be fairer? Write today — wear real tailor-made clothes — dress better and save money.

Take Your Own Measure—Save \$10

Write for Your Copy of Our Big Book Today

Our big new Fall and Winter book is ready for you — contains 70 samples latest woollens — also lowest prices on men's hats, shoes and furnishings. It is your guide to correct and economical clothes buying. Mail coupon above or send post card for your copy. Please mention Milwaukee Magazine so that we can identify this special offer.

BERNARD-HEWITT & COMPANY

564 West Monroe Street

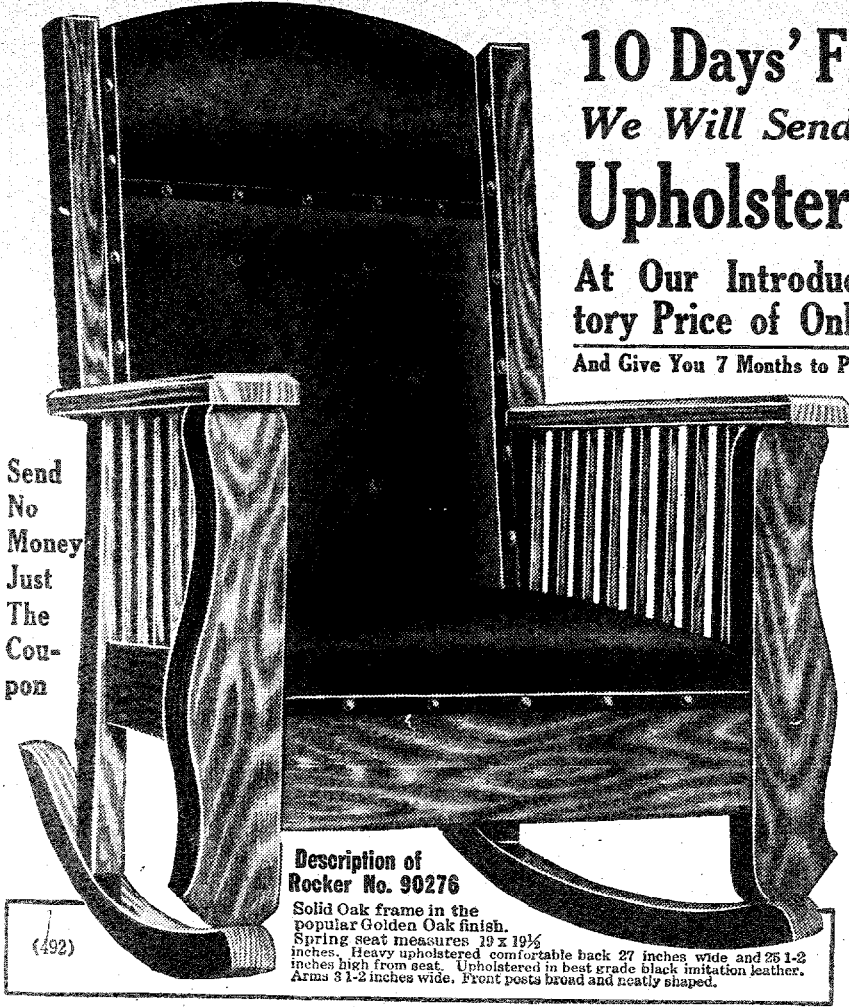
Desk E70A,

CHICAGO, ILLINOIS

NOTHING DOWN!

10 Days' FREE TRIAL We Will Send You This Big Upholstered Rocker

At Our Introductory Price of Only **\$6⁹⁵** And Give You 7 Months to Pay



Send No Money Just The Coupon

Here is our liberal Introductory Offer to readers of this paper. If you would like to have this big comfortable, Upholstered Rocker in your home, just fill out the coupon below and we will send it to you *without a cent of money in advance*. This offer is open to any responsible person. When you receive

the Rocker, put it in your parlor and use it for ten days—price Rockers similar to it in retail stores; notice how comfortable it is—have your friends sit in it—use it just as if you had paid for it, and if at the end of ten days you decide it is a real bargain—if you decide you would not part with it for twice the price we ask, then send us \$1 and pay \$1 each month until you have paid our Bargain Introductory Price of..... **\$6.95**

We Take Rocker Back If You Are Not Pleased

Our Liberal Easy-Payment Plan enables you to have this splendid Rocker for your home without feeling the cost, and by making this Liberal Offer to the readers of this paper, we hope to introduce our high quality Merchandise in the homes of hundreds of New Customers. You take absolutely no risk in sending for this Rocker—we are an old established firm having been in business since 1888. You do not have to send a cent of money with the order, and if you don't want to keep the Rocker, just send it back at our expense. Fill out and mail Coupon today.

CROFTS & REED CO. Installation Dept. C-348 CHICAGO, ILLINOIS

SEND ORDER ON THIS COUPON

CROFTS & REED CO., Dept. C-348 Chicago, Illinois

You may send me Upholstered Rocker No. 90276. I agree to pay the freight charges, and if I decide to keep it, will send you \$1.00 at the end of ten days, and \$1.00 each month until I have paid your Introductory Price of \$6.95. It is understood that the title to the Rocker shall remain in the name of CROFTS & REED CO., until the bill is paid.

Name

Town

Street No. or R. F. D. State

Th

Public Milwaukee

Single C

Addr

VOLUM

The compa ing re for the to hav vious

The million thirty Compa year th and th

In e results fully t employ has ec theret

The norma lus giv crops of nu createc

accum throug tent t upon effect States

questio ture, b to ach

The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL
Editor, Libertyville, Illinois.

E. G. ALDRICH,
Business Manager, Railway Exchange, Chicago

Geo. E. Waugh, Railway Exchange, Chicago
J. H. Ginet, Seattle, Wash.
E. K. Stedman, Spokane, Wash.
Associate Editors.

Single Copies 10 cents Each

Outside Circulation \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

VOLUME IV

OCTOBER, 1916

NUMBER 7

The Fifty-Second Annual Report

The fifty-second annual report of the company, just issued shows the operating revenues and the operating income for the fiscal year ending June 30, last, to have far exceeded those of any previous year.

The revenues passed the hundred million mark and the income passed the thirty million mark, for the first time. Compared with the preceding fiscal year the revenues increased \$14,211,109 and the income increased \$6,544,242.

In considering these very gratifying results the management recognizes fully the measure of credit due to all employes whose devotion to the service has contributed directly or indirectly thereto.

The fundamental causes of the abnormal increases were the great stimulus given to business by the abundant crops of 1915; the marked prosperity of numerous lines of manufacture created by the European War; and the accumulation of money in the banks throughout the country. To what extent the present prosperity depends upon the war, and what will be the effect upon business in the United States when the war ends, are mooted questions which may be left to the future, bending all our present energies to achieving for the company its full

share of the traffic which continues to be offered in maximum volume.

In this connection it is illuminating to note that in the year of greatest prosperity by far which the company has ever known, the operating income represents a return of but 5.28 per cent on capital invested; also the taxes paid were five per cent of the operating revenues. Any manufacture or merchant in other lines would be discouraged by so small a return upon his investment, and would be forced out of business if taxed five per cent of his total sales.

The following figures are taken from the report:

The operations for the year show the following results:	
Operating Revenues	\$105,648,483.73
Operating Expenses	69,120,957.62
Net Operating Revenue	\$ 36,525,526.11
Taxes Accrued	3,264,331.29
Operating Income	\$ 31,261,194.82
Other Income:	
Interest on Bonds.....\$	221,861.16
Dividends on Stocks..	150,970.50
Interest on Other Securities, Loans and Accounts	1,906,978.95
Rents—Received	464,897.08
Miscellaneous	614,742.64
	3,359,445.33
Gross Corporate Income	\$ 34,620,640.15
Deductions:	
Interest Accrued on Funded Debt	\$ 15,604,262.23
Rents—Paid	1,039,907.47
Hire of Equipment.....	908,132.16
Miscellaneous	350,980.85
	17,903,282.71
Net Corporate Income	\$ 16,717,357.44

MILWAUKEE RAILWAY SYSTEM

Miles of Track, June 30th, 1916.

Owned solely by this Company:	
Main track	9,747.03
Second main track	1,023.50
Third main track	21.72
Fourth main track	13.11
Connection tracks	48.79
Yard tracks, sidings and spur tracks	3,152.44
	14,006.59
Owned jointly with other Companies:	
Main track	109.74
Second main track	6.16
Third main track	1.94
Fourth main track	1.93
Connection track	5.98
Yard tracks, sidings and spur tracks	186.57
	312.32
Used by this Company under contracts:	
Main track	351.17
Second main track	76.61
Third main track	1.14
	428.92

Total miles of track..... 14,747.83
Average miles of main track in operation during the year:

	Miles.
Owned solely	9,670.37
Owned jointly	105.54
Used under contracts	354.17

Total average miles operated..... 10,130.08
Acquisition of the Idaho & Washington Northern Railroad.

On January 25, 1916, the railway, property and franchises of the Idaho & Washington Northern Railroad were offered for sale at public auction in the town of Spirit Lake, Idaho, pursuant to a decree of foreclosure theretofore entered in the District Court of the United States for the Northern District of Idaho, on November 18, 1915. The Chicago, Milwaukee & St. Paul Railway Company was the highest bidder at this sale, and, accordingly, the entire railway, property and franchises of that railroad were conveyed to it by deed of conveyance, dated January 25, 1916, since which date it has been in possession of said railway, operating the same as the owner thereof.

Chicago Union Station Company.

During the year the Chicago Union Station Company sold \$30,000,000 of its First Mortgage four and one-half per cent Gold Bonds, designated Series A, and maturing July 1, 1963, to pay for property acquired, to carry on street and bridge work as required by the ordinance, and for other construction purposes. The total authorized issue is \$60,000,000; the remainder is to be issued as required.

The bonds issued by the Station Company are guaranteed by endorsement as to both principal and interest, jointly and severally by the Chicago, Burlington & Quincy Railroad Company, the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, the Pennsylvania Company, and the Chicago, Milwaukee & St. Paul Railway Company, in accordance with the terms of an agreement dated July 2, 1915, between the companies named and the Chicago Union Station Company.

Subsidiary Companies.

(The Capital Stock of these Companies is all owned and held by the Chicago, Milwaukee & St. Paul Ry. Co.)

Seattle, Port Angeles & Western Railway Company.

The eastern extension of the Seattle, Port Angeles & Western Railway, of which mention was made in the fifty-first annual report, was completed and placed in operation in May, 1916. An extension of approximately six miles from Majestic, Washington, westward, was started in April of this year, and was about twenty-five per cent completed at the close of the fiscal year.

Big Blackfoot Railway Company.

An extension of the line of railway of the Big Blackfoot Railway Company from McNamara Junction to Clearwater, Montana, a distance of approximately 20 miles, was authorized during the present fiscal year. Active construction is under way, and the extension was about five per cent completed at the close of the fiscal year.

Bellingham & Northern Railway Company.

A branch line extending from a point on the main line of the Bellingham & Northern Railway

Company near Goshen, Washington, to Welcome, Washington, a distance of 11.3 miles, was authorized during the past fiscal year. Construction was started early in 1915, and the work was about ninety-five per cent completed at the close of this fiscal year.

Equipment.

During the year thirty-three locomotives and one thousand and twenty-four cars of various classes have been purchased or built, as follows:

13 Locomotives—Steam	2 Observation Parlor Cars
20 Locomotives—Electric	5 Passenger Cars
2 Mail and Baggage Cars	151 Box Cars
1 Passenger and Baggage Car	12 Refrigerator Cars
7 Sleeping Cars	509 Ore Cars
1 Passenger Observation Car	322 Flat and Coal Cars
	8 Caboose Cars
	1 Ballast Car
	12 Work Train Cars

During the year twelve locomotives and one thousand, five hundred and twelve cars were destroyed by wreck or fire, sold or taken down on account of small capacity, as follows:

12 Locomotives—Steam	61 Stock Cars
1 Parlor Car	139 Flat and Coal Cars
2 Passenger Cars	18 Ore Cars
4 Baggage Cars	16 Refrigerator Cars
1 Mail Car	12 Ballast Cars
1 Passenger and Baggage Car	7 Caboose Cars
1214 Box Cars	36 Work Train Cars

The original cost of the equipment retired has been credited to Property Investment—Road and Equipment.

Additions and Betterments Authorized.

Equipment.

Authority has been given for the purchase or building of additional equipment, as follows:

23 Electric Locomotives.
1066 Steel Underframe Box Cars.
120 Steel Underframe Flat Cars.
240 Automobile Box Cars.
100 Logging Cars.

Also to convert six wooden mail cars into steel underframe mail apartment cars and three wooden mail cars into steel underframe baggage cars, and to equip two wooden observation compartment sleeping cars with steel underframes.

New Station Buildings and Terminal Facilities. A new engine terminal with twenty-two stall roundhouse at North McGregor, Iowa, on the Iowa and Dakota Division, has been authorized. The necessary real estate is also being secured for new engine terminals at Sioux City, Iowa, on the Sioux City and Dakota Division and at Atkins, Iowa, on the Chicago and Council Bluffs Division in Iowa.

A new engine terminal with a four stall roundhouse at Beloit, Wisconsin, on the Racine and Southwestern Division, is now under construction. It will be completed some time this autumn.

The construction of twenty-one grain tanks, of a total capacity of 625,000 bushels in connection with the Company's Elevator "E" at Milwaukee, Wisconsin, has been authorized.

A new passenger station is under construction in the City of Butte, Montana, at a cost of approximately \$150,000.00. It was about fifty per cent completed at the end of the fiscal year.

An extension of the yard track facilities at Cedar Rapids, Iowa, is under construction at a cost of approximately \$60,000.00, and it is expected that it will be completed during this calendar year.

An enlargement of the roundhouse and machine shop at Deer Lodge, Montana, in connection with the operation of electric locomotives, is under construction at a cost of approximately \$21,000.00.

Plans are under consideration for a proposed new passenger station and the duplication of the present ocean dock and warehouse at Tacoma, Washington. Automatic fire sprinkler and curtain devices are being installed in the present dock and warehouse at a cost of approximately \$25,000.00. The dredging of the outer half and mouth of the slip of the present dock and warehouse has been authorized at a cost of approximately \$23,400.00.

Automatic Block Signals.

During the year ending June 30, 1916, installations of automatic block signals have been completed, as follows:

Chicago and Council Bluffs Division in Iowa:

Coon Rapids to Manilla, Iowa.....	31.4
Hastings and Dakota Division:	
Hopkins to Cologne, Minnesota.....	21.5

Rocky Mountain Division:

Butte Yard to Colorado Jct., Montana..... 1.9

The direct current semaphore signals formerly in service in the Electrification Zone, between Piedmont and Butte Yard and between Lombard and Three Forks, have been replaced with color indication, alternating current, light signals, on account of the trolley poles obstructing the view of the semaphore signals. A similar change in signaling is now under way between Lennep and Lombard on the Rocky Mountain Division and between Haugan and St. Regis, on the Missoula Division.

The direct current semaphore signals removed from these sections are now being installed between Plummer Junction and Manito on the Idaho Division, and between Marengo and Beverly on the Columbia Division, a total distance of 123 miles.

New light signals have been authorized and work is now under way between Harlowton and Lennep, Three Forks and Piedmont and Colorado Junction and Deer Lodge, on the Rocky Mountain Division, a total of 110.1 miles, and between Deer Lodge and Haugan, 173.4 miles on the Missoula Division.

When these installations are completed, the automatic block signals will be continuous from Harlowton to Seattle and Tacoma, via Spokane, with the exception of the staff block signals now in service between Haugan and Avery and Rockdale and Ilyak.

Elimination of Grade Crossings.

The work of depressing the tracks of the Hastings and Dakota Division, from Hiawatha Avenue to Hennipin Avenue, in the City of Minneapolis, a distance of about three miles, was 88 per cent. completed as of June 30, 1916. All of the grade crossings have been eliminated, and work on the remaining seven permanent overhead viaducts is under way and will be completed this season.

Elevation of tracks on the Chicago and Evanston Division from Montrose Avenue to Howard Avenue, Chicago, a distance of 4.4 miles, is under active construction, and about forty-five per cent of the work was completed at the close of this fiscal year.

The elevation of tracks in the City of Milwaukee, Wisconsin, is rapidly approaching completion, being about eighty-five per cent completed at the close of this fiscal year. The erection of permanent subways, at grade crossings thereby eliminated, will be completed during this season.

A new viaduct carrying Lake Street over the tracks of the Hastings and Dakota Division in the City of Minneapolis, Minnesota, was authorized during the past fiscal year, and is now under construction. It is expected that it will be completed some time this coming winter.

New Lines and Extensions.

The completion of the Choteau Line, extending from Great Falls to Agawam, Montana, a distance of 70 miles, is nearing completion. Track laying is now in progress, and it is expected that this line of railway will be placed in operation some time during the coming autumn.

Tunnels.

The lining with concrete of the St. Paul Pass Tunnel in the Bitter Root Mountains, which was started in the autumn of 1915, will be completed this coming winter.

Electrification.

Electrical operation of the Rocky Mountain Division between Deer Lodge and Three Forks, Montana, a distance of 112.2 miles, was started in December, 1915, and between Three Forks and Harlowton, Montana, a distance of 114.2 miles, in April, 1916.

By May 31st, 1916, there had been received the required number of electric locomotives to operate the entire Rocky Mountain Division with the exception of two local passenger trains.

Work on the Missoula Division between Avery, Idaho, and Deer Lodge, Montana, is progressing at a rate which indicates the completion of the electrical construction work on this division by the end of the calendar year.

Erratum.

Through error in making up the September Magazine, the closing paragraph of Mr. Sewall's address at the banquet of the Veteran Employees' Association in Milwaukee, August 15th, was omitted, and as it was too good to be cast into this discard, it is here subjoined. The address concluded with a toast to which every good American citizen should subscribe heartily, and especially those whose living is derived from the enterprises in which the capital of the land is invested.

The Toast.

"We are told that for years prior to the commencement of the present European war no officer of the German army or navy ever participated in a luncheon or more formal function which did not conclude with the toast, 'To the Day,' meaning the day when all of Europe shall have fallen under the dominion of the German Empire. Here and now I offer you a toast in the same words, but with a far, far different meaning, 'To the Day! To the Day' meaning the day when throughout the length and breadth of this great land of ours, blessed by Nature and by God as no other land was ever blessed, each and every dollar devoted to legitimate enterprise shall have equal opportunity, equal encouragement and equal protection

I'm the Coal!

I'm the coal!

The Anthracite!

Furlongs deep in blackest night

I my silent vigils keep;

Watching age on ages sweep.

I'm the coal!

Miner's damp,—

My stout ally!

Hurls black death to those who pry

The choicest fruits from out my womb;

Hurls them on my breast: their tomb.

Cold and damp!

I'm the coal!

A down the shaft

To guard me, deadly odors waft.

My minions sucked from hell below.

Are leagued against the common foe;

I'm the coal!

—G. McEdward

Plum Lake, Wisconsin

By Etelka.

The long yellow train came to a stop and we got out into what seemed the middle of a forest. The porter stood watching our indecision, the rest of the crew hanging impatiently out of the car doors when he suddenly exclaimed, "There now, they're waitin' on me and Ah done forgot the sign!" Inspiration seized him, however, and he remembered the sign leaving us at the beginning of our vacation.

The station is just a roof over a piece of the country, and fascinating country it looked with its many pine trees and dense undergrowth. We later developed much zeal for seeing people off at that station. The little path to the lake was bordered with red raspberry bushes and instead of feeling sorry for the people who had to leave and saying goodbye politely, we spent all our time eating red raspberries, quite a novel experience eating them off the bush instead of off the huckster wagon. The station is covered with initials of many years and the bench all chewed up by the porcupines. If that doesn't sound wild enough, there is a tale afloat that three bears were killed there last winter.

The launch was waiting to take us across the lake to Mr. Warner's Forest

Home Summer Resort, a charming place fashioned of logs, thick woods for a background, a beautiful lake for a foreground, a lovely shore line thickly grown with pines, curving into bays, here and there a more venturesome piece of water making islands most to be coveted. All the ground is privately owned, Mr. Warner having the only hotel. It is the most restful place imaginable, you are across the lake from everything. After we were there a day we knew neither the day of the month, the day of the week nor the time. Our whole existence hinged on the three bells that rang for breakfast, dinner and supper, and a very satisfactory existence it was. What with swimming before breakfast and fishing, walking and playing golf the rest of the day our appetites were rampant.

The country is filled with beautiful trails and as there are nine hundred lakes in that one county, it is an easy matter to walk to many of them. A ten-minute trail through the woods behind the hotel brings you to Razor Back Lake, the home of many bass, a quiet wild place, the trees bending over the water looking at themselves. Mr. Warner keeps boats and fishing rods at all of the nearby lakes, the only am-



Beautiful Northern Wisconsin.

munion
comforta
One day
another
Lake and
the trail
cused us
ing blue
lake but
named V
sive lake
for one,
has drie
trail we
crossed j
and a mi
many de
tunate e
they com
Everyt
woods, ta
tune in
liantly r
green lea
to be wit
of lovely



w
all for m
hungry, l
red rasp
there for
cushion m
pine need
pungent s
On the la
lilies and
tulip with
The sun
the sunris

munition we needed being a pair of comfortable shoes and fishing tackle. One day we took the trail to Star Lake, another day to Bear Lake and Rice Lake and four times we tried to find the trail to Witches Lake. They accused us of spending all our time eating blueberries and not looking for the lake but that was base libel. It is well named Witches Lake, for a more elusive lake I never have tried to find. I, for one, am thoroughly convinced it has dried up. That was the wildest trail we took. One day a black fox crossed just ahead of us, a living muff, and a mink just behind him. We saw many deer tracks but were never fortunate enough to see a deer, though they come down to the lake to drink.

Everything fascinating grows in the woods, tall feathery ferns, worth a fortune in the city; bunch berries, brilliantly red, set in the middle of three green leaves; a blueberry which seemed to be without a name and any number of lovely, traily vines. I coveted them



Waiting for the Dinner Bell.

all for my porch boxes. If you were hungry, blackberries, huge big things, red raspberries and blueberries were there for you while you walked over a cushion made of hundreds of years of pine needles and fallen trees and the pungent smell of the pines in the air. On the lake we found big white water lilies and yellow ones shaped like a tulip with deep tango outer leaves.

The sunsets, I must confess we missed the sunrises, were marvelous, the most

vivid colors all mirrored in the water. We used to go over to a little bay near the station to watch them and then motor to the other end of the lake to pay homage to the moon. We were there for the whole of the moon, from the tiny, gold silver in the sky to the full glory and then back again to the black nights and the black satiny water reflecting each star with a golden splash. One night a heavy fog came up out of the lake like white steam and the next morning the whole lake was a Whistler etching.

Doesn't this all sing a siren song? Two weeks under Mr. Warner's care and you come forth strong and well, burnt a deep brown, many layers gone from your nose, ready for the next fifty weeks of work. It is well worth trying.



Roundhouse Foreman, Martin A. Rooney, at Dubuque Shops.

In November, 1882, Mr. Rooney started to work for the C. M. & St. P. Ry., as machinist and air-brake man. In 1909 he was promoted to the position of roundhouse foreman, succeeding Mr. J. D. Callahan. He Rooney has made many friends since the time he started to work for the C. M. & St. P. Ry., and all of his friends can recognize him at once by the above picture. Martin is a man of good habits and in the evening when you see him all dolled up and speeding around town in his new Velle car, one cannot help but admire him. So one and all, we join hands in wishing him a long and prosperous future.

Mr. Rooney in his younger days was a boxer of no mean ability. He was in the corner for John L. Sullivan when he fought John Kilbane at Madison Square Gardens, New York. He also was second for Jack Dempsey when he fought Bob Fritzsimmmons at New Orleans. Bob Fritzsimmmons won the fight in four rounds, but Martin claims that he would never have had a show if Jack Dempsey had followed his instructions.

The History and Applications of Electric Propulsion to Steam Railroads

Porter P. Lowry.

In view of the extensive application of electric propulsion which the Milwaukee is making on 440 miles of its main line, the following abstract from an exhaustive thesis upon the subject by Mr. Porter P. Lowry of the University of South Dakota and a former Milwaukee employe, is published herewith, showing that no other railroad has so extensively adopted electric train haulage as the Milwaukee.—*Editor.*

The first application of electric propulsion to steam railroad service was made in 1893, on the Nantasket branch of the New York, New Haven and Hartford Railroad. In the same year, the electrification of the Baltimore tunnel of the Baltimore and Ohio Railroad was completed. Since this time the extension of the application of electric propulsion on steam railroads has been so rapid that to-day it plays a most important part in the transportation industry.

Among the numerous steam railroads which have adopted the electric locomotive, on all or a portion of their lines are: The New York, New Haven and Hartford; the Baltimore and Ohio, the New York Central and Hudson River; the Michigan Central, the Great Northern, The Butte, Anaconda and Pacific, the West Jersey and Seashore, and the Chicago, Milwaukee and St. Paul. A brief resume of the equipment of some of the above roads follows:

The New York Central and Hudson River Railroad commenced the electrical operation of its New York City ter-

minal in 1906. The electrified section extends at present to Croton, on the main line and to North White Plains on the Harlem Division. All suburban traffic between these points and the Grand Central station is carried on by motor car trains, and the through trains are hauled from Highbridge and North White Plains to Forty-second street by electric locomotives. The third rail system is used, and the track equipped for electric operation amounts to about 160 miles on a single track basis. The electrical equipment consists of 137 motor cars and 47 100-115 ton gearless electric locomotives. Two power houses of 20,000 kw. capacity each, equipped with Curtis steam turbines, furnish power for the operation of this great terminal.

LOCOMOTIVE DATA.

Electrical.

Voltage, 600 D. C.	Speed at rated amperes,
Rated amperes, 3,000.	40 miles per hour.
Rated tractive effort,	Total rated h. p., 2,200.
20,000 lbs.	Number of motors, 4.
Maximum tractive effort,	Type of motors, G. E.
35,000 lbs.	84 (bipolar) gearless.

Mechanical.

Diameter of driving wheels, 44 in.	Rigid wheel base, 13 ft.
Number of driving wheels, 8.	Width overall, 10 ft.
Diameter of guiding wheels, 36½ in.	1 in.
Total wheel base, 36 ft.	Length, 43 ft.
	Height over cab, 13 ft.
	9 in.

Weights.

On drivers, 142,000 lbs.	22,000 lbs.
Per driving axle, total	Electrical equipment,
35,500 lbs.	60,000 lbs.
Per driving axle, dead	Mechanical equipment,
weight, 12,900 lbs.	170,000 lbs.
Per guiding axle, total	Total, 230,000 lbs.



A Bunch of Middle District Foremen and Their Forces.

The Detroit River Tunnel at Detroit, Michigan, connects the tracks of the Michigan Central Railroad in the United States to those in Canada. The tunnel is double tracked and, together with the extensive yards on both sides of the river, is operated entirely by electricity. It has a carrying capacity of 247,200 tons per 24 hours.

The length of third rail installed in tunnels, approaches and yards exceeds 19 miles. Power is supplied from the station of the Detroit Edison Company, being generated by Curtis Steam Turbines.

LOCOMOTIVE DATA.

Electrical.	
Voltage, 6,600, 3-phase alternating current, 25 cycles.	57,000 lbs.
Rated amperes, 91.	Speed at rated amperes, 15.2 miles per hour.
Rated tractive effort, 25,000 lbs.	Total horsepower, 1,000.
Max. tractive effort,	Number of motors, 4.
	Type of motors, G. E. I. 506.
Mechanical.	
Diameter of driving wheels, 60 in.	9 in.
Number of driving wheels, 8.	Rigid wheel base, 11 ft.
Diameter of guiding wheels, none.	Width over all, 10 ft.
Total wheel base, 31 ft.	Length, 44 ft. 2 in.
	Height over cab, 14 ft.
	3 in.
Weights.	
On drivers, 230,000 lbs.	none.
Per driving axle, total 57,500 lbs.	Electrical equipment, 108,000 lbs.
Per driving axle, dead weights, 18,300 lbs.	Mechanical equipment, 122,000 lbs.
Per guiding axle, total,	Total, 230,000 lbs.

As mentioned before, the Baltimore and Ohio Railroad was the first steam road in the United States to adopt electric operations for trunk line service, the initial installation having been completed in 1895. The electrified section which extends through the City of Baltimore and includes the Baltimore Belt Line tunnel is about four miles in length. Electric locomotives are used for hauling all the traffic up grade, the traffic coming down grade by its own momentum.

The original installation included three 90-ton gearless passenger locomotives, which are still in service. In 1903 four 80-ton geared freight locomotives and in 1906 one similar unit were supplied. Two 90-ton geared passenger locomotives were installed in 1910 which are similar in design to those in operation in the Detroit River Tunnel.

The West Jersey and Seashore Railroad, a division of the Pennsylvania system extending from Camden to Atlantic City and from Newfield to Millville, was converted from a steam-operated to an electrically operated railroad in 1906. The entire contract called for the erection and equipment of a power house of 6,000 kw. capacity and eight substations, the equipment of sixty-eight cars, the electrical equipment of approximately 150 miles of single track and the building of 71 miles of duplicate high tension transmission line, all of which work was accomplished in six months from the signing of the contract. The execution of so large an undertaking in so short a time established a new record.

The division of the West Shore Railroad between Syracuse and Utica was equipped for electric operation in 1907. The distance between terminals is 44 miles. There are 30.5 miles with double track, 8.84 miles with three tracks and 4.58 miles with four tracks, making a total of 105.8 miles on a single track basis. Power is generated at Utica by Curtis steam turbines and transmitted along the line. The third rail system at 60,000 volts to four substations is used for the low tension distribution. The initial service called for fifteen 4-motor equipments each motor having a rated capacity of 75 h. p.

The locomotives used on the Chicago, Milwaukee and St. Paul Railway lines are of special interest for many reasons. They are the first locomotives to be constructed for railway service, with direct current motors designed for so high a potential as 3,000 volts. They weigh a little over 260 tons, and have a continuous capacity greater than any steam or electric locomotive before constructed. Perhaps the most interesting part of the equipment is the control, which is arranged to effect regenerative electric braking on down-grade roads. Heretofore this feature has never been accomplished with direct current motors, on so large a scale.

The general characteristics of the locomotives are tabulated below:

Total weight	260 tons
Weight on drivers	200 tons
Weight on each guiding truck	30 tons
Number of driving axles	8
Number of motors	8
Number of guiding trucks	2
Number of axles, per guiding truck ..	2
Total length of locomotive	112 feet
Rigid wheel base	10 feet
Voltage of locomotive	3,000
Voltage, per motor	1,500
H. P. Rating, one hour, each motor ..	430
H. P. rating, continuous, each motor ..	375
H. P. rating, one hour, complete locomotive	3,440
H. P. rating, continuous, complete locomotive	3,000
Trailing load capacity, 2 per cent.	1,250 tons
Trailing load capacity, 1 per cent.	2,500 tons
Approximate speed at these loads and grades	16 m.p.h.

The freight and passenger locomotives are similar in all respects, except that the passenger locomotives are provided with a gear ratio of 2.45 which will permit the operation of 800 tons trailing passenger train, at approximately 60 miles per hour, and also are equipped with an oil-fired, steam-heating outfit for the cars. The interchangeability of all electrical and mechanical parts of the two classes of locomotives is considered to be of very great importance, from the standpoint of operation and maintenance.

Items from the H. & D. Division.
S. E. Keane.

The past month has seen a number of changes in the dispatcher's forces on the H. & D. Division. Mr. E. W. Lollis, chief dispatcher on the Middle Division has been promoted to trainmaster on the S. C. & D. Division, and is succeeded as chief dispatcher by F. E. Devlin, train dispatcher on the East H. & D. Division, Mr. Devlin being succeeded by L. M. Dunlap.

Mr. H. M. Gillick, chief train dispatcher on the West H. & Division, was promoted to trainmaster on the Superior Division at Green Bay. He was succeeded by H. F. Gibson, first trick dispatcher on the West Division, and the West Division dispatcher's force was completed by assigning J. S. Keenan to third trick.

The work on the two strips of double track authorized to be completed this season is being pushed and we expect to get it completed. This covers double track from Milbank to Junction Switch, and from Appleton, Minn., to Double Track Switch.

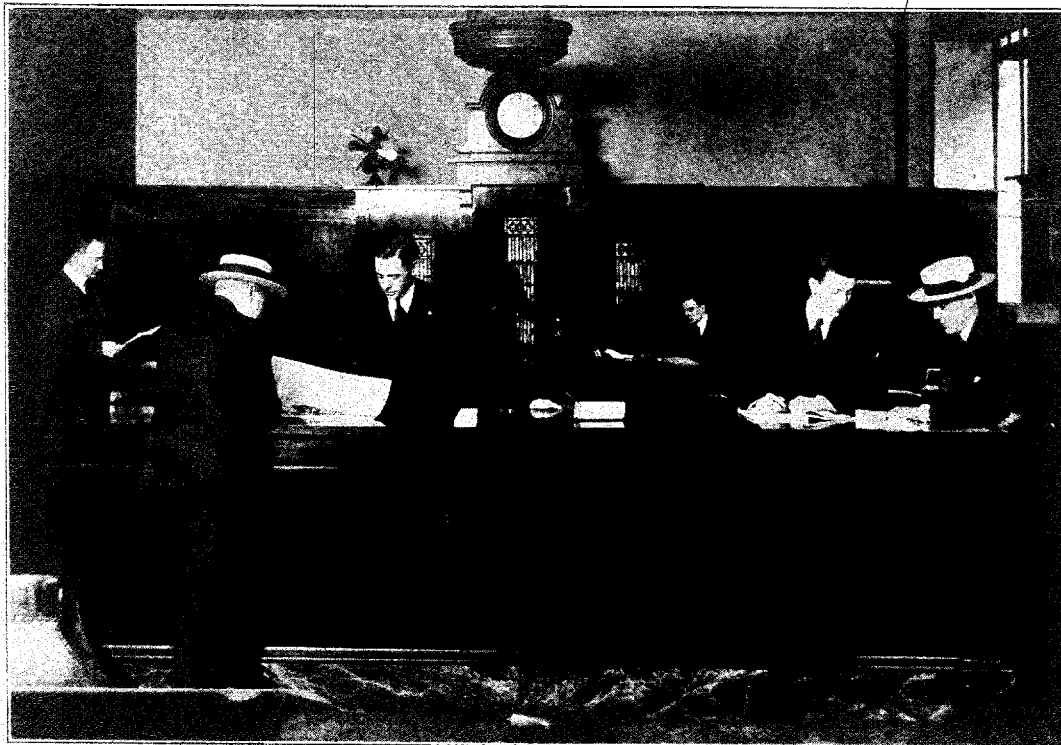
The bank widening and graveling between Aberdeen and Moberg is nearing completion, with the exception of finishing the graveling, and the Gravel Pit at Ortlely has been closed for the season.

The following employes are entitled to special commendation for services out of the ordinary:

W. J. Williams, operator at Mina, S. D., discovered car 502193 with a broken center pin and trucks partly out from under the car in train 2-63 September 7th at 5:30 a. m. He succeeded in getting signal to the trainmen and stopping the train before an accident occurred.

Paul Neuwissen, east end brakeman, on Friday, September 15th, while switching at Shakopee, Minn., on train 292, discovered a broken rail opposite the depot, about three feet of the ball of the rail being broken out. He stopped Train 263, and they got by through the passing track. This broken rail might have caused a derailment of train 263 if he had not noticed it.

Section Foreman Thomas Foley at Ortonville on September 11th on going into Ortonville on his motor car, noticed switch in wrong position on the doubling track at Ortonville. This switch being in wrong position might have caused a serious accident.



The Milwaukee Ticket Office at Broadway and 36th St., New York, G. L. Cobb at the Extreme Left.

The Call of the Sound

H. G. G., Coast Division.

With the coming of our fall weather, the honk of the wild fowl as he wings his way to his southern haunts, will be answered by the "Put Put" of the launch as the lover of the open wends his way "up Sound" to his autumn camp. Throughout the summer and fall months our camping resorts ring with the laughter and good cheer of those who respond to the call of the Sound. To those who enjoy living that healthful "Get next to nature" way that we webfooters know out here; and to the many owners of launches on inland waters there is indeed a great surprise in store, should they visit Puget Sound. Its many little fjords are hidden away awaiting the coming of the pleasure boat to break the placid surface of its landlocked waters.

The mountains, rugged and grand, make a magnificent setting for the beautiful waters that call continually to those who are lucky enough to own a power boat; and although the Sound is usually calm, a certain amount of seamanship is necessary, as we have the tides to reckon with, but a yearly tide book can be purchased that will furnish all the information necessary in this respect. When you are ready for an outing trip, be it a day, week or a month, your supplies stowed away snug and shiplike, not forgetting the creel and rod, your launch pokes her nose through the blue waters to Port No-Port. You are off on just a roving trip. Crossing the wide expanse of water on Elliott Bay, leaving the bustling City of Seattle behind, you soon enter the fine cruising waters adjacent to Seattle. Take your pick, endeavor to lose yourself amid this beautiful setting. Select a snug harbor for the night, and when supper is over, enjoy one of our grand Puget Sound sunsets. Watch the silvery waters turn to gold as the night approaches.

Perhaps if you are lucky in selecting camp you will be given a touch of the early life of the Aborigine, as he comes paddling along in his cedar canoe,

carved from a cedar log. On the bow, perhaps, is a Raven, Whale, Bear, or the like, showing his clan or tribe. Hail him in Chinook, if he be a Siwash, he may shake his head and say "No catch 'em," as he goes his way in his graceful little craft. A lover of water craft cannot help but notice how like a swan the canoe moves through the water and when you realize that the Indian uses no measurement but his eye in shaping his boat you cannot but wonder at the ability of the untutored savage gifted with the skill to carve his totem poles and canoes in the wonderful way he does.

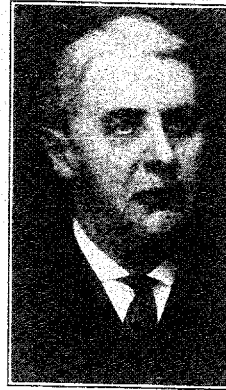
A whole summer can be enjoyed in our wonderful country. A country of do-as-you-please, slouch-hat and flannel shirt; the whisper of the woods, the chatter of the streams, the splash of the paddlers are but part of the "Call of our Sound country." Get the habit of "Indian Tan." It is fashionable and healthful. Lucky is the one who can spend a month of this life and luckier still he who can spend the season. As you depart upon your journey you pass many liners coming slowly into port loaded down with rich cargoes from the Orient. Perhaps they fly the tricolor of France, perhaps the flag of Great Britain, but the red sun of Japan dominates. A cruise to the Orcas Islands or to the hundred isles of San Juan and up through that wonderful waterway of Hoods Canal are trips long to be remembered. The delightfully cool, refreshing salt air is such a tonic to the tired city-worn nerves. Your appetite is always keen for that meal cooked in the open, under heaven's canopy of blue. When time comes to turn in how you enjoy the night's rest. That same refreshing air is still with you when you awaken, bright and early. You feel like a new person. Nothing has disturbed your sweet slumbers. Should you be wakeful, you may hear the hoot of an owl or the distant splash of a fish, but that is a part of camp life. Before you come within hail of the call of the Sound, you would do well to understand this is no land of "Make Be-

lieve;" it is instead a land where life is large, where life has the supreme quality and where you enjoy living, and where your dreams of camp life are fully realized. This beautiful expanse of water, so blue, lies tucked away between the Cascade and the Olympic Mountains, with the only entrance at Cape Flattery, the head of the Strait of San Juan de Fuca. And here you find a cool and restful retreat from the heat of the eastern summer. Could you once enjoy an outing here in the Sound Country, be it cruising in a launch or camping high in the mountains, you would not be happy until you could come again. You would have a memory of our beauty spots, the caves, the mighty forests of fir, the mountains, and the laughing waterfalls. Pack your bag and come to our recreation land, where you hear the drum of the grouse, the honk of the wild goose, the "bob-white" of the quail and the splash of the trout as he rises to your fly. Doesn't it make your blood tingle and how you long to get the fragrance of the fir, and the freshness of the mountain and sea air.

Boating on Puget Sound is different from the same sport enjoyed on inland waters and rivers. Wind and rain is rare during our summer months, so your barometer can be stored away.

The San Juan islands lie between Bellingham and Vancouver Island, and this archipelago offers a maze of cruising waters where you could spend a month or two enjoying the beautiful bits of scenery. Its many channels running between walls of solid rock branching off into picturesque straits and narrow passes where new vistas come before you in rapid succession. These were the haunts of Bill Whaley, the famous smuggler with his schooner, the Halcyon. He defied the customs officers for years before he was finally captured. He died a few years ago, a broken-hearted man, and the Halcyon lies to-day in the Duwamish River in Seattle, a battered hulk, around which many a weird and wild tale is woven. The characteristics of the Sound waterway are unique, and the everlasting beauty of its surroundings helps to make it one of the finest summering

resorts in the United States. During our midsummer months we have the Alaska twilight lasting until 9 P. M. To the lover of the open a vacation spent in the Sound country will linger for all time to come, and you will always cherish the memory of the days when you answered the "Call of the Sound."



J. M. Davis

Assistant General Freight Agent J. M. Davis is probably the dean of traffic men in Milwaukee. He entered the Milwaukee service as office boy in the General Freight Department, in 1869. Mr. O. E. Britt was general freight agent at that time. "Jack Davis," as he is familiarly called, has climbed the ladder, being successively, claim clerk, tariff clerk, chief clerk, traveling freight agent, division freight agent and assistant general freight agent. He is a native of Vermont, but has passed most of his life in Milwaukee, coming to that city when he was eight years old. Mr. Davis was one of the active members of the Committee on Entertainment of the Veteran Employees, at their recent gathering in Milwaukee.



L. S. Taft, Chairman Hotel Committee, V. E. A. Meeting.

Last week Fireman Orville Jones and wife of Kansas City were called upon to mourn the loss of their little one-year-old daughter, and all his fellow workers were in sympathy with them.

Julia Parish, sister of Engineer Joe Parish of Ottumwa, died at the family home September 15th. Burial at Ottumwa Monday September 18th. The mother and two brothers, George and Joe, of Ottumwa, and one sister, Mrs. Lingh, of Madison, Wis., survive.

The New Engine Terminals

Atkins Terminal.

E. L. Sinclair.

The proposed new freight terminal at Atkins will be located east of the town, with the roundhouse and other buildings on the south side of the yard, and as the town is also on the south side of the track, it will not be necessary to cross the main or yard tracks in going to and from the roundhouse and shops.

Provision will be made for twelve yard tracks, 4,000 feet long on each side of the main tracks, but it is expected that four yard tracks on each side will handle the business for the present and that additional tracks will be laid as the business of the division increases.

The plans for the engine terminal call for a 90-foot turntable; a 26-stall roundhouse, 96 feet deep; modern cinder pit; coaling plant; small blacksmith and machine shop; power house; car repair shop; water supply, sand towers, etc.

From end to end of switching tracks, the yard will be 8,400 feet long or about 1.6 miles, and to secure enough straight track for this purpose, it will be necessary to make a change in the location of main tracks, thereby eliminating a curve. The first highway east of the depot will be moved about one-quarter mile nearer the depot and a new under-crossing will be constructed under four tracks.

To provide a suitable grade for the yard tracks it will be necessary to reduce the present main line grade from 35 feet per mile to 16 feet per mile.

There will be about 200,000 cubic yards of earth to move, but as there will be very little grading to do where the turntable, roundhouse and other buildings are located, work on the buildings can be started without waiting for the grading to be finished. The grading will be done by contract and the building and track work by company forces.

The new terminal at Atkins will take the place of the present terminal at Marion for trains running between Savanna and Perry. Atkins is about 15 miles west of Marion and when the new terminal is in operation, the length of the C. & C. B. Eastern Division will be 104 miles in place of 89 miles, and the C. & C. B. Middle Division will be 120 miles in place of 135.

It is expected the superintendent's office with dispatchers, trainmaster, etc., also road master's and chief carpenter's office, will remain at Marion and that the K. C. Division, Marion to Ottumwa line, and C. & C. B. Division Calmar Line, will continue to use the Marion terminal.

New Engine Terminal and Freight Yard at Sioux City.

The new engine terminal at Sioux City will be located just east of the Sioux River on the north side of the main track, where

about 50 acres of land have been recently purchased.

This location is about five and a half miles west of the depot and just inside of the city limits.

The new freight yard will be across the Sioux River from the engine terminal and as the river is the line between Iowa and South Dakota, the engine terminal will be in Iowa and the freight yard in South Dakota.

The plans call for a 90-foot turntable, a 25-stall roundhouse, a modern cinder pit, coaling plant, power house, machine and blacksmith shop, car repair shop, water station, sand towers, office and so on.

The freight yard will have frog tracks 3,500 feet long all on the north side of the main track.

To make it possible for the engines to go from the engine terminal to the yard without using the main track, it will be necessary to construct an additional track and to replace the present single track bridge over the Sioux River with a new double track structure.

It will require about 75,000 cubic yards of grading for the engine terminal and 60,000 yards for the freight yard.

North McGregor Yard and Terminal Work.

D. C. Fenstermaker.

The doubling of the yard capacity and the construction of new engine terminals require considerable revision in existing structures. The new roundhouse will be located north of yard and about a quarter mile east of the present roundhouse. This requires that a hill about fifty feet high at top of slope be removed, the material being used to make the fill across the bottom to provide a road-bed for the engine terminal and yard tracks, the grade of the tracks being raised to a point above anything except unusual floods.

The location of the new roundhouse requires the relocation of the public highway which has been carried over the hill by easy grades and curves.

In addition to a twenty-two stall roundhouse, a ninety-foot turntable, 240-ton coaling station, blacksmith and machine shop, power house, car repair shop, cinder pits, scales, etc., will be built.

The yards will be increased to fifteen tracks, doubling the yard capacity. Giard Creek, or Bloody Run, now crosses the yard twice but it is planned to divert the creek to the south side of the yards by a channel change, emptying into the Mississippi River at a point near the intersection of the Dubuque Division, main line with the main line to the south yards. The channel change will necessitate the cutting through a hill near bridge R-6 to the depth of about sixty-five feet at the highest point, the material from the channel change being used to make the yard fill.

Bridges 240 feet long will be placed over the new channel near the outlet at the Mississippi River, providing for two tracks, one for the main line of the Dubuque Division and one for the main line to the south yard, with provision made for carrying the highway.

Our Loyal Families.

Dear Editor:

I have often wondered if all of the railroads inspire the same degree of love in the hearts of their employes (and their wives) as does the "Milwaukee." My husband has been in the employ of the Chicago, Milwaukee and St. Paul Railway almost continuously for nearly eighteen years. It is my great pleasure to speak a good word for the road whenever opportunity offers.

An opportunity presented itself this summer, when, in traveling through the Dakotas, a lady who had always before taken other routes in her trips from Seattle to St. Paul, remarked on the very ordinary aspect of the country.

"But was not the scenery perfectly gorgeous through the Bitter Root Mountains in Montana?" I replied, and mentioned some of the wonders through which she had passed. She was pleased to recall them, but had for the moment forgotten them.

Again, she spoke of the extreme unpleasantness of the ride on the observation platform. It was exceedingly dusty, as so much work was being done on the road at that time. I was not exactly trying to play "Pollyanna," but am very jealous for "our line" and do not like to have it compared unfavorably with any other line. So I remarked that a vast amount of money was surely being spent to improve the road and make travel more pleasant in the future. I did not think it necessary, at any time during the trip to inform her that my husband was employed by the "Milwaukee" and that I was traveling on a pass. Had I done so, she might have thought I was prejudiced. Let us all use our "little horns" and boost for the very best railroad in the country.

A number of beautiful books have been sent out by the company descriptive of the scenic wonders along the line. I enjoyed especially looking at the "Dawn of the Electrical Era." Is there not some way of "labeling" the beauty spots without detracting from their beauty? In looking at the pictures, I endeavored to recall the beautiful "Montana Canyon" and other places, but could not be sure that I remembered the location. I recently noticed a sign placed where the last spike was driven on the C. M. & St. P. and this led me to wonder if some one with an artistic mind could not devise some way of marking places of interest which could be seen from the observation platform. I believe travelers would become better acquainted with the line if this were possible.

While I am making suggestions which may not be at all practical, may I suggest the installation of a small Victrola and a half dozen good records in each parlor car? It would enliven and shorten the trip greatly for many persons; and to preserve the sanity of our good friends the porters, the records could be exchanged at intervals. I have mentioned this to a number of persons and all seemed heartily in favor of the idea. It would make "our line" just a little dif-

ferent from other lines and I believe it would meet with general approval.

N. C. H.

The installation of Victrolas on observation cars would be likely to create as much aversion as favor. As many dislike "canned music" as like it—and in cases of this kind—Safety First.—Editor.

Baching.

Our lives are hid; our trails are strange;
We're scattered thro' the west.
In canyon cool, on blistered range,
Or windy mountain crest.
Wherever nature drops her ears
And bares her claws to scratch,
From Yuma to the north frontiers,
You'll likely find the bach—
You will—
The shy and sober bach.

Our days are storm and sun and mist,
The same as any life.
Except that in our trouble list,
We never count a wife.
Each has a reason why he's lone,
But keeps it 'neath his hat;
Or if he's got to tell some one,
Confides it to his cat—
He does—
Just tells it to his cat.

We're young and old and slow and fast,
But all plumb versatyle;
The mighty bach that fires the blast,
Can serve up beans in style;
The bach that ropes the plunging cows
Can mix the biscuits true;
We earn our grub by dripping brows,
And cook it by 'em, too—
We do—
And cook it by 'em, too.

We like to breathe unbranded air,
Be free of foot and mind
And go or stay, or sing or swear,
Whichever we're inclined.
An appetite or conscience clear,
A pipe that's rich and old,
Are loves that always bless and cheer,
And never cry or scold—
They don't—
They never cry or scold.

Old Adam bached some ages back
And smoked his pipe so free;
A-loafin' in a palm-leaf shack,
Beneath a mango tree,
He'd best have stuck to bacin' ways,
And scripture proves the same.
For Adam's only happy days
Were fore the woman came—
They were—
All fore the woman came.



S. R. Line Section Foreman J. A. Dunahy and His Three Sons for Crew.

Bea

Then
the bea
right o
and O
acter o
railroa
indicat
devoted
of law
It is
The St



"Bob" W

many t
townsps
Mr.
42 years
the str
pleasur
has rail
his sect
popular
in his t
They un
plicitly
summer

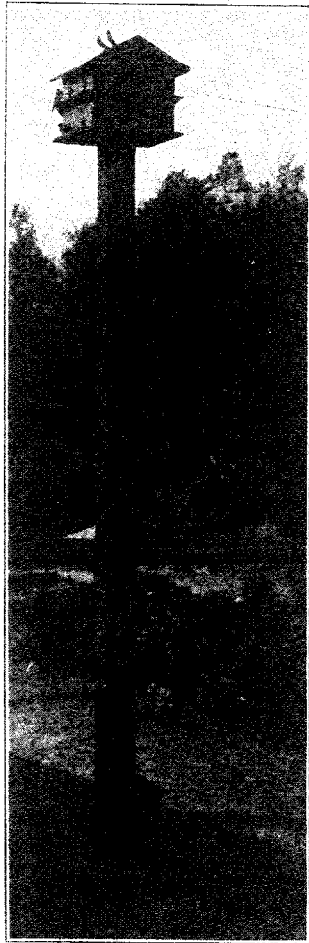
Beauty Spots on the Northern Division

G. McEdwards.

There has been considerable comment about the beauty of the lawns along the St. Paul right of way between Horicon and Brandon and Oshkosh. Something about the character of the little flowered parks beside the railroad tracks and surrounding the stations indicates a hand more attentive and more devoted than the mere professional clipper of lawns.

It is Robert Whitty, veteran roadmaster of the St. Paul Road, with headquarters in Horicon, who is responsible for the beauty of these little parks. There are borders of, old-fashioned flowers — the kind that used to grow in grandmother's yard. And there are beds of flowers that would do credit to the finest conservatories in the country—beds of astors and petunias, marigolds and mignonette.

Mr. Whitty has gone so far in his love for nature and in beautifying the stations along the Northern Division that he has had the town carpenter build quaint little bird houses to attract the martins and the wrens. The roar of the locomotive is not feared by Mr. Whitty's feathered guests, who are as interested in watching the



"Bob" Whitty's Bird Houses.

many trains go through as many of the townspeople.

Mr. Whitty has been with the road for 42 years, most of which has been spent along the stretch which now he takes so much pleasure in beautifying. He is married and has raised a family. Almost everyone on his section knows him, and he is extremely popular. He is loved by an army of children in his territory and he loves them in return. They understand him and trust him as implicitly as do the little birds that have all summer been his welcome guests.

"Of course I am pleased with the work we were able to accomplish this summer," said Mr. Whitty. "I had lots of help, and it seemed there were friends on every hand to push along the work of beautifying these station lawns. There was Mr. Foster of Brandon and many more. They all helped—even the children pitched in—and now things are just about right. The park at Brandon is especially beautiful, and will, I know, compare favorably with some of your city gardens.

"And the best of it all is the way the birds took to the houses. They just knew the houses were built and placed there for them, and now everyone is occupied. Perhaps 'to rent' signs may be placed in the windows of some of them before long, but the birds are still with us. We are glad to have them. There was lots of work, but the effort was worth while, and I know President Earling should he come up this way would feel that we had done something to make life just a little more pleasant for the townspeople of Horicon and Brandon."



"Bob" Whitty and His Section Force.

Milwaukee Shops Locals.

General Foreman H. E. Brownell reports that they are very busy at the foundries, making wheels and castings for the 1066 new 80m Cap. box cars.

This has been a very busy season at the foundry department, they having furnished wheels and castings for cars built at Bettendorf, Ia., Tacoma, Wash., and 250 cars at Milwaukee Shops, in addition to furnishing cylinders and other castings for converting saturated engines to superheaters.

Paul Schmidt, foundry stenographer, spent a day at the fair. We noticed his neck being a little out of joint from watching the lady "aviatrix."

Chief Clerk J. Barthoin and Moulders Frost, Van Cura, Marshall, Hinze, Oldenberg, Brown, Siepe and a lot of other sportsmen at the foundry are shining up their muskets, getting ready to wade into the ducks and mud hens. They comprise a few of the many hunters from this department and the ducks better make an early flight south if they believe in safety first.

E. A. Kinsekka, our assistant cabinetmaker foreman, has started on his much planned honeymoon and is now touring the "Golden" West. Watch for him, Sted, and he will give you a very important message from us.

Dame Rumor has it that Fred Tenge is about to take unto himself a life partner.

Fred Weldner, who has been off now for about three months on account of sickness, is once more in our midst and the boys are all glad to see him here.

Attention, Correspondents!

Not having a full list of names and addresses of correspondents, the following for your information. Membership cards have been printed and are now in the hands of the treasurer, whose address is Miss Ruby Eckman, Perry, Iowa, care of C. M. & St. P., and upon receipt of fee she will send membership card in return. Now that the M. N. G. Club is started, let each one eligible see that his or her name is on a membership card at once in order that we may begin planning for our big meet next June. The following will show the results of the meeting planned at your officers' meeting in August.

In accord with replies received from nearly all the correspondents to a circular letter of June 30th the following rules have been adopted for the foundation and maintenance of the Milwaukee News Gatherers Club.

The joining fee shall be 50 cents.

The dues of each member shall be \$2.00 per year.

Each member upon payment of dues shall be given an official receipt.

The club shall meet annually at a time and place named at the previous annual meeting.

The purpose of the club shall be to promote the best interests of the Employees' Magazine.

The officers shall consist of a president, a vice president, a secretary and a treasurer, who shall be elected at the annual meeting for the period of one year and shall serve without compensation.

The editor of the Employees' Magazine shall be an honorary member of the club. The fiscal year shall begin the 25th of June each year and all dues shall be paid prior to the

following January 1st. Dues payable to the treasurer.

Money collected from members shall be used to help bear the expense of the annual meeting and an account kept and a report made of same at each meeting. Those eligible to membership shall be regular correspondents who have been or shall hereafter be appointed to act as correspondents by the editor.

The above rules may be annulled or revised by the majority vote of members present at any annual meeting of the club.

Inasmuch as the most of the correspondents were in favor of Spokane for our meeting this year, it has been decided to make that city the meeting place for the first week in June, 1917. Hoping all present correspondents will become active members at once and begin laying plans for our first annual meeting at Spokane.

Yours very truly,

GUY E. SAMPSON,

Pres. M. N. G. Club.

The Sleuth.

By One T. P.

Dark! Oh, no, it wasn't dark. It was so thick you could cut it and along the sidewalk tramped a big heavyweight switchman on his way homewards to his midnight repast.

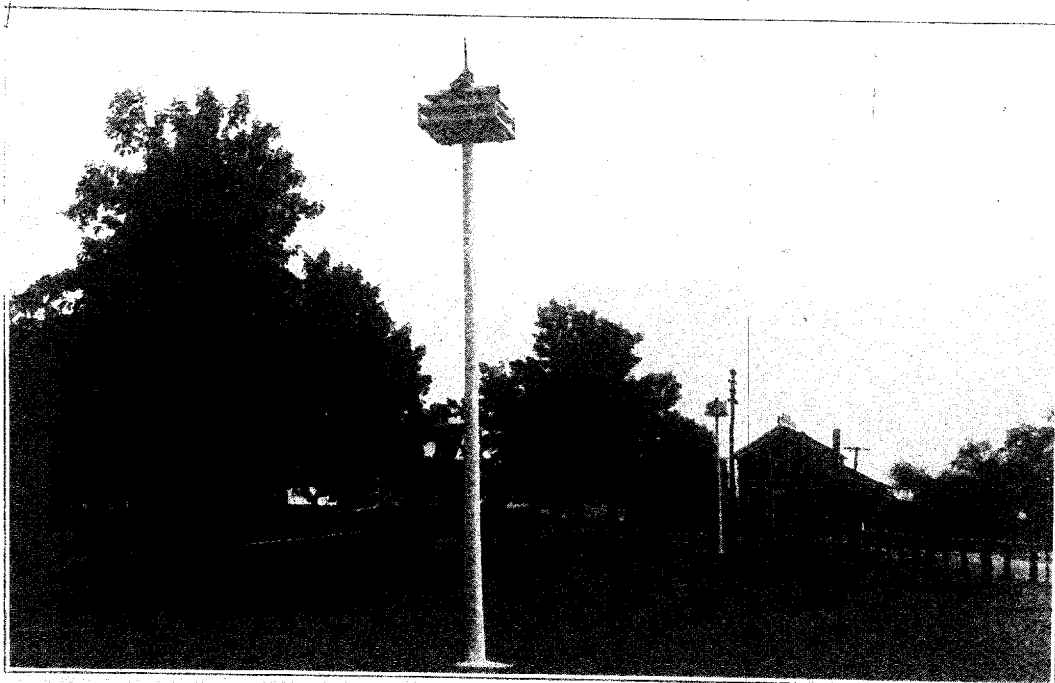
Suddenly a door was thrown open and a voice rang out in the night bidding some intruder to beat it while the beating was good.

Our hero could hear the sound of retreating footsteps as the party addressed attempted to make his escape.

Hastily dousing his glim to hide his presence, he gave chase, hoping to be in on a reward for catching some porch climber.

Nearer and nearer he approached to the fleeing form when suddenly the pursued stopped and as the burly car herder stealthily advanced he heard issuing from the Stygian darkness the following exclamation:

"Ay yust koom on S. M. Ay bane looking my brudder Ole, he ban live on Avon street."



Depot Park at Horicon, Wis.

If he
of great
been in
the Ma
earned
mare of
The
on the
Corpora
veloped
cause of
tem sho
from th
might b
that di
through
termina
nine mil
to tell s
R. & S. c
most im
tem. Te
ern Rail
perfectly
built in
of Illin
has had
ment th
It never
ing in th
of the fit
the more
Puget So
road was
But when
engineer
with tran
seldom t
acres we
wherever
there was
an unde
of the R
the riches
ciple fun

Rochelle and Southern Division

Geo. E. Waugh.



Superintendent W. E. Tyler.

If height and breadth were real measures of greatness Napoleon would probably have been in fact "The Little Corporal" instead of the Man of Destiny, who ruled nations and earned the uncanny appellation of the "Nightmare of Europe."

The R. & S., though the smallest division on the Milwaukee Road—is like "The Little Corporal"—it was born great and it has developed greatness in spite of its size, or because of it. A glance at the map of the system shows it dropped off like an appendix from the main arteries of the road—and one might be forgiven for wondering what does that division do, which leads southward through Illinois from Davis Junction and terminates at Oglesby, a distance of seventy-nine miles. It is the purpose of this article to tell some of the ample reasons why the R. & S. can and does take its place among the most important pieces of railway on the system. To begin with, the Rochelle and Southern Railway was projected in 1902 and it is perfectly safe to assert that any railroad built in the populous and prosperous State of Illinois within the past fourteen years has had traffic to handle from the first moment that it was turned over for operation. It never felt the bitter hardship of pioneering in the same severe sense that our lines of the fifties and sixties encountered or even the more recent building which embraces the Puget Sound Extension, for there, too, the road was the advance guard of development. But when W. H. Penfield, who was locating engineer on the R. & S. Line, blazed his trail with transit and rod he found what railroads seldom find—a built-up community—broad acres were surfaced with waving corn—wherever the plow had made its furrow there was cultivation, but there was another, "an underlying reason," for the construction of the R. & S.—it was coal. This line taps the richest coal fields in the state. Its principle function was to supply fuel for the

roaring fire boxes of the Milwaukee's locomotives. When the road was completed motive power on the system was entirely dependent on coal—the oil burning engine was unknown on the Milwaukee and the electric locomotive, which has in the last year made "The Milwaukee" the most talked of railway in operation, was in embryo. Coal had been the energy producer upon which all railroad history and development was built. It was obvious therefore that the road must tap those great fields where that element upon which railroads are dependent could be found in great quantities and good quality. When the R. & S. was turned over for operation on May 1st, 1904, it fulfilled the purpose and with the constantly increasing tonnage the division has built up its greatness as a freight producer and earner, until now it has attained its place as one of the most valuable pieces of track on the system. To the vast majority of employes, the R. & S. is unknown, and probably will remain so, unless in the course of regeneration you should blossom forth in the shape of a coal car. Should this strange transformation take place, then you would soon develop a most intimate acquaintance with that portion of the system over which must be hauled the black corpse which puts life and energy in this great transportation plant.

The statement that the Rochelle & Southern handles in a year's time approximately 2,500,000 tons of company and commercial coal, gives but a meager idea as to just what that amounts to in volume. It means that they haul on the R. & S. line about 50,000 cars of coal alone per year. If you were to permit that traffic to pile up car upon car and remain unmoved for a period of twelve months, you would find six lifts of cars piled one on top of the other over the entire length of the line—a coal fence if you please, one hundred feet high, extending through the State of Illinois for nearly one hundred miles, that would make the renowned wall of China resemble the pro-



R. & S. Car-Shop Men.

stretches of wavy oats appeal to you, as making a great rural picture, climb aboard a hundred and sixteen some day—stand on the verbal molehill, as compared with the coal barricade that the R. & S. would pile up if their great coal tonnage was not kept constantly on the move. We have dwelt so much on coal, that we are fearful that the impression may be left that this commodity is the only tonnage producer the line has and as nothing could be further from facts, we hasten to add that there are two additional traffic factors on the division of greatest importance—namely, cement and grain, so we will come up for air, as it were, from the three hundred foot depths from whence coal is disemboweled and take in the surface perspective.

If finely cultivated fields, studded with alternating tracts of corn and bristling

esting story. The natural conclusion would be that it was business taken from our competitors. This in a sense is true, but Tyler dug deeper in the problem than waiting until the grain traffic was ready to haul—he went back to its production and cultivation. He found a farmer at Roxbury who represented the third generation of one family who had been taking a livelihood off of one farm since 1849. It was land worth \$300 an acre, but its productiveness was not commensurate with its value and the amount of labor that the farmer was putting into his job. The farmer confided in Tyler and told him that he was not satisfied with the results he was getting. In this Tyler acquiesced and told him that neither was he. The farmer gave him a questioning glance and made the pointed inquiry of "What the devil do you care how much or how little



W. J. Splon, Chief Dispatcher; R. C. Tyler, Agent; E. J. McCann, 2nd Tr. Disp.; L. H. Kayer, 1st Tr. Disp.; W. E. Loomis, 3rd Tr. Disp.

rear platform of the last car and watch what the "plowman whose lot is to sow and to reap" is doing with the fertile acres that guard the right of way of the R. & S. These farmers ship about 2,400,000 bushels of grain, oats and corn over this small and mighty ninety miles of railroad, yet she is essentially a coal line. Her grain shipments are growing and they will continue to grow if Superintendent W. E. Tyler accomplishes what he has set out to do—and the superintendent of the R. & S. has established a reputation for gaining the ends he is striving for—2,400,000 bushels of grain is a tremendous yield for the territory adjacent to the line. That is what they hauled last year and each succeeding year of the six that W. E. Tyler has been operating the line and seeking traffic for it to haul, the volume has been increased. How he became a factor in securing greater grain tonnage is an inter-

I get off of the farm?" "We haul your grain," said Tyler. The farmer nodded and the superintendent, who is also general agent, soliciting traffic, backed the hard-handed son of toil against the corn crib door and told him that if he could get seventy-five bushels an acre off of land that had only been yielding fifty, that the road would have just that much additional traffic to handle. Furthermore, he would be better off on the credit side of the ledger, making purchases and improvements with his big yields, which he is compelled to forsake on account of skimpy returns. The farmer agreed, but how was this Utopian scheme to be developed? Have you ever done anything on fertilization of your land? Have you ever had it analyzed to see what elements in it need restoring? Isn't the phosphorus played out on a farm that has been worked since 1849? What price

and h
select
inter
dered
gree
cover
He to
blame
out of
Unive
boy a
phosp
a full
farm
But T
erally
but th
soil t
analyz
mende
on his
was a
cost h
to spi
grown
Tyler.

Her
It's th
after
invest
got \$2
phosph
Roxbu
wide
his lea

With
first a
is an
farmer
station
the la
through
you ca



and how much attention do you pay to seed selection? This and more was the volley of interrogations that Tyler shot at a bewildered farmer in his agricultural third degree. When the object of the inquisition recovered from the attack he came back strong. He told Tyler that he talked just like his blamed fool son, who had learned farming out of books in the agricultural school at the University of Illinois." He had given the boy a patronizing hearing when fertilization, phosphorus, etc., were discussed—but to have a full grown man talking such things on a farm was testing his endurance to the limit. But Tyler talked and Tyler won, as he generally does—a skeptical convert, to be sure—but the farmer finally sent a sample of his soil to the University at Champlain to be analyzed, and the learned professors recommended that he put a carload of phosphorus on his land. So he did, convinced that it was an extravagant thing to do, because it cost him \$200; but it was worth that much to spike the guns of his son and the full grown ally he had in the person of W. E. Tyler.

Here is the interesting nub of the story. It's the farmer's confession. His first year after the experiment. "That was the best investment I ever made and I figure that I got \$25 in net return for every \$5 I put into phosphorus and fertilization. What the Roxbury farmer did was talked of far and wide in the countryside. Others followed his lead. Now, "everybody's doing it."

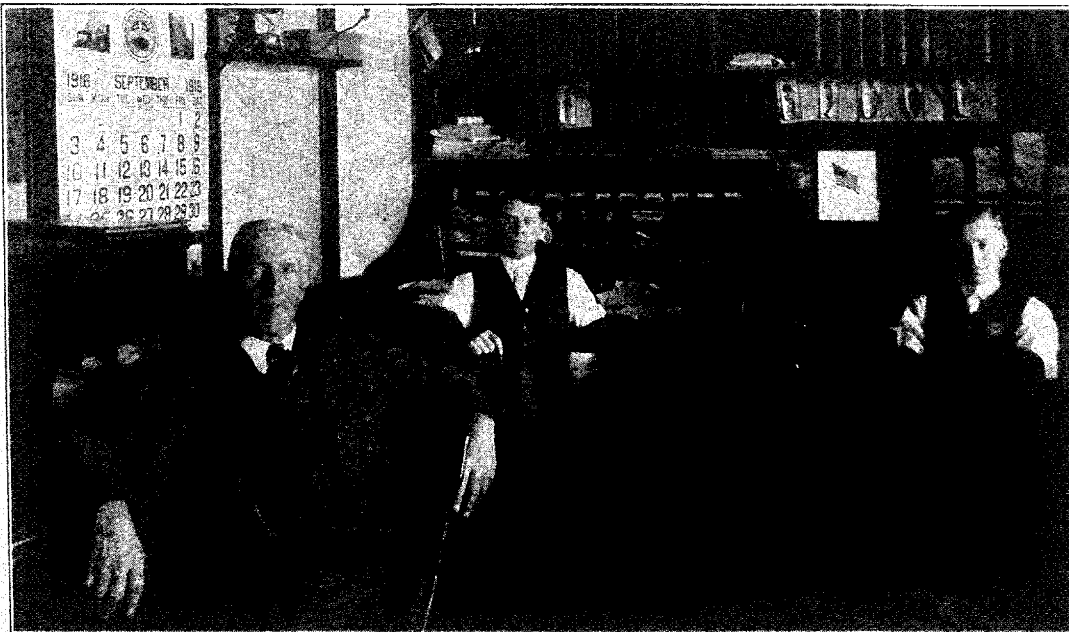
With Tyler, good seed and fertilization was first a theory, then a conviction and now it is an obsession. He preaches it to every farmer on the line. If you find him on the station platform with his two fists clutching the lapel of a farmer's coat or tramping through a field toward a plow or a harrow, you can gamble that the man of soil and

toil is going to hear a few convincing statements regarding fertilization, phosphorus, carbon, lime and other things which will make two blades grow where one grew before and last, but not least, where we will get two cars of grain where one was hauled before.

With coal and grain disposed of, we come to the third big traffic producer on the R. & S.—Cement. You find it every place where there is progressive construction. Skyscrapers are welded together with it, massive railroad bridges rest on foundations made of it. Every place you turn from city buildings to country silos, you find concrete construction, and concrete building without cement would be like a boat line on a dry stream. Architects and engineers tell you that we are living in an age of concrete building. Every activity in the line indicates that the statement is true. Therefore, cement is one of our most staple commodities and the R. & S. hauled over its rails last year about 3,500,000 sacks. It comes from the great plants operated by the Chicago Portland Cement Company and the Marquette Company located at the end of the railroad in Oglesby, Illinois. These great mills are hives of industry employing thousands of men. They work night and day and their volume of tonnage represents 5,000 carloads a year.

The Mineral Point Zinc Company at Howe is another great institution. It is one of the biggest smelters in the country. The R. & S. delivers them about two hundred cars a month, and hauls about sixty cars a month from the plant. The zinc ore which is shipped in box cars is extremely valuable, ranging from \$40 to \$100 a ton.

While we were on the division we witnessed an incident which illustrates the capability and interest of the line's employees. There is a long freight train stopped for a



Roadmaster H. A. Buel, Chief Clerk A. C. Coles, H. J. Clear, Stone.



R. & S. Roundhouse Force, Ladd, Ill.

clearance at a crossing, and we noticed among the cars a thin stream of grayish zinc ore trickling through a crack in the floor, like sand in an hour glass. The freight conductor in looking over his train, had also observed the leakage of this valuable metal, and before the train started we witnessed the most unique bit of car repairing that has ever come under our observation.

Walter Ziel, who was conductor of the train, lived up to his name. A hasty examination of the contents, strewn in an empty, brought forth a piece of canvas, and Ziel proceeded to bandage the wounded freight car. He did this much after the fashion that a shipwright caulks the hull of a boat. The canvas was strung along the crack and a few short sticks pounded into the crevice with a cobble stone picked from the right of way, it stopped the leakage of a valuable commodity, that would have continued and grown worse, until the car arrived at the smelters.

When we made some comment as to the manner in which the company's interests were safeguarded with zeal by Ziel, his blunt observation was "that zinc ore is too damn valuable to use for ballast." The action of this conductor typifies the spirit of the R. & S. employe. They are loyal, hard and intelligent workers, representing a unit in the organization that would set a high mark for railroaders on any line to follow.

Though the division is young, it gives employment to many who are old in the service of the Milwaukee Road. In seniority the palm goes to Roadmaster Henry Buel, who has been with the Company since February, 1868, when he started at Charles City, Ia.

For thirty-four years he has been roadmaster at different divisions of the system, receiving his appointment first in 1862 on the H. & D. The Dubuque and River Divisions were also scenes of this veteran's employment, until he was transferred to the R. & S. on April 1, 1907.

Crowding Buel closely on the seniority list is Superintendent W. E. Tyler, who started railroading in 1872 at Republic, which is now a part of the Superior Division. He was agent at this point prior to the connecting of the line between Milwaukee and Republic, and has risen to his present position through that channel of promotion that made him first traveling freight and passenger agent

at Green Bay; later division freight and passenger agent at Milwaukee, and then as assistant freight agent at Chicago. He held the latter office until August 1st, 1910, when he was made superintendent and general agent at Mendota.

Among other men who have served the operations of the R. & S., we find J. A. MacDonald, who was its first superintendent; J. F. Richards and W. H. Molchoir, W. J. Splon, who was formerly operator at Oconomowoc, is chief dispatcher, and the first, second and third tricks are looked after respectively by L. H. Krager, E. A. McCann and W. E. Loomis.

The division office is in charge of Chief Clerk A. C. Coles.

Roy Tyler, agent at Mendota, has one of the most important agencies on the line, and he is that type of young energetic employe who secures much revenue for the company in a territory where competition is keenest.

The position of E. Brasure has no counterpart on the Milwaukee Road. Brasure, who operates 115 and 116, is the only passenger conductor on the division. There are many other old-timers in train, engine and station service on the division, and in closing the article we cannot refrain from again comparing the R. & S. with the "Little Corporal." In the abstract it is Napoleonic, because it is mighty, and because without its principal commodity—coal—locomotives on the balance of the system could not proceed with their marching orders.

Some R. M. Div. News.

Since R. M. cabooses were pooled Conductor Bill Park complains that unless the rest of the boys keep the cars supplied with wheel reports, soft and hard lists, etc., he will be compelled to cut out handling of those mash notes of such interest to recipients. Bill finds it a task to carry more stationery than necessary to keep up his correspondence.

"Tamborine George" Shanley arises to remark that if they never again send him to Harlowton it will be soon enough.

Crushers installed at Vendome have reduced the decomposed granite, under the able direction of Conductor E. J. Eisenman, to a dressing ballast that has no superior. Conductor Nealen in charge of the hauling and unloading, is able to handle this material with much more facility and rapid progress has been made of late. Conductors Gordon and Helman relay the tokens to Engineers Shaw and Smeltzer (fifteen days each per month on assignment) on the hauling, and Brakemen Rutter with Conductor "Swede" Carlson tend to bending the rail and pulling the pins at Vendome.

T
tend
an
coul
first
D
min
on
tion
D
twir
V
D
phat
fer,
V
car

T
bile
end
used
phot
idea
the
width
inche
by 4
high
We
80,00
dort
bolt
cubic
590.0
the i

Car Tracing.

The regular car tracer being off duty attending his own wedding, Dinnie Costigan, an old timekeeper, being the only man who could be spared, was put on the job. The first car given him to trace was C. & A. 22772.

Dinnie could not locate the car on the terminals, so called up the car record office on the phone and the following conversation followed:

Dinnie—Say, Oi'm luckin' for caar choo twenty seven sivent choo, where is it?

Voice—What kind of a car is it?

Dinnie—A frate caar, you blatherskite, phat kind of a caar do you think Oi'm luckin' fer, a auto or a Dootch Zeplin?

Voice—Well, what is the initial or whose car is it?

Dinnie—How the hell do I know whose caar it is?

Voice—Well, where did the car come from?

Dinnie—From off the road but whether it came from Kickbush or Sthoney Creek is more than I know but whin did it come in and where is it?

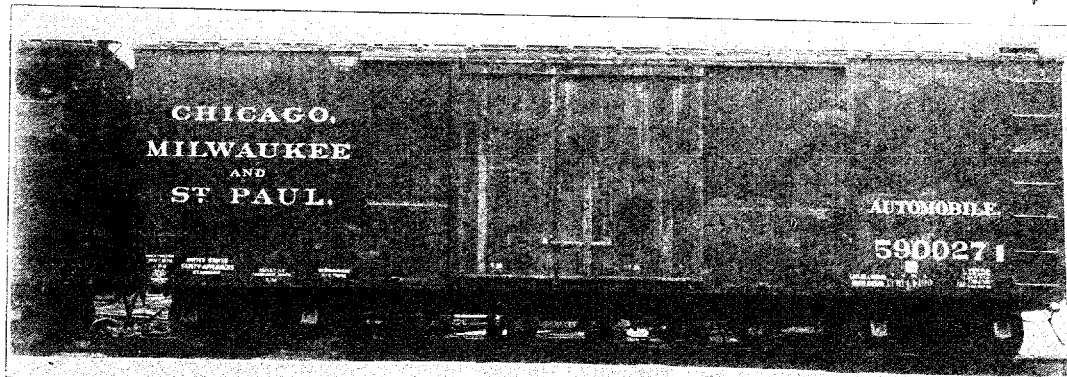
Voice—We have no record of choo twenty seven choo as you call it and never heard of such a car. What did the car contain?

Dinnie—It contained freight, you Omidon, what else would be in it?

Voice—Well, you've got our goat.

Dinnie—You'r a liar. I've naither your goat nor your dog, but I want to find that caar and you'll have to get it for me.

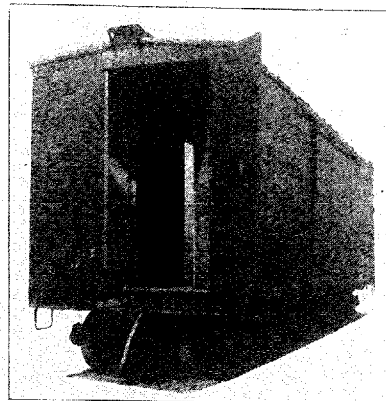
Voice—Well, we will take the matter up with Chicago and if they can give us any



New Automobile Cars with Earling End Doors.

The car department has built 250 automobile cars with the Earling double combination end door, a device whereby the car can be used for grain as well as automobiles. The photographs herewith shown will give a good idea of the new device. The following are the principal dimensions: Length, 42 feet; width, 9 feet 8 inches; height, 11 feet 9 inches. Inside dimensions, 8 feet 10½ inches by 40 feet 6¼ inches by 10 feet 5½ inches high.

Weight of car 44,200 pounds; capacity, 80,000 pounds. The car body has the Bettendorf steel under frame, and the Bettendorf boltless truck. The cubic capacity is 3,600 cubic feet. These cars are numbered from 590,000 to 590,249. The double end door is the invention of President A. J. Earling.



The Earling End Doors

record of the car we will let you know, but if you don't hear from us you will know there is no record.

Dinnie—Tell it to Sweeny, if I have as much trouble and rag-chewin' on any more caars oil quit me job an' go back on the section doomp.

R. M. Division.

Herewith we file a bill of exceptions to the August "La Crosse Division Doin's." If, as these stated, "P. Kerwin has charge of the extra gang doing work at Rio, the Rocky Mountain Division is "E Pluribus Ontous," in the request that he be at once consigned to headquarters at Three Forks. "Many are called," but few succeed as he has in his line of herding a gang of extra trainmen, and writing messages when he wants to put on a stunt.

Brakeman "Happy" Hatten relates in effect that the one-time pleasant pastime of shoving the feet under "Dad's" table, even part of the time, is not what it "used to was," for "Dad" moved the table right away from over the feet. Incidentally since Conductor Hatten, once one of us, has removed to the Lewistown headquarters of the N. M. Division, "Hap" has fitted and furnished his modest bungalow perched on the brow of one of the "Seven Hills" in Harlo and is now master of his own rentals.

Brakeman "Diamond" Ludwig is very enthusiastic over the future prospects of chiropractors, car repairers, or something like that, and is investigating with a view toward taking a course in the gentle (?) art of making "adjustments."

Conductor "Ensign" Vanderwalker is taking a post graduate course at night school. The curriculum is elective and includes 37 varieties of "rummy," a picturesque line of Esperanto and the post-office pace. Mrs. Van pampers him with very frequent missives, all addressed to Deer Lodge. But he figures there is always room for one more and the extra might be mailed to Three Forks or Harlowton.

At Home

Anna M. Scott, Editor.

What We May Wear This Fall and Winter.

Chicago has become the headquarters of Fashion, surely, and Style Shows are numerous. A recent exhibit by the American Art League at the Congress Hotel assumed the features of a society function, and the ideas for costuming during the coming season were worked out in fabrics of wondrous beauty. Simplicity of design and detail was the keynote, with the high waistline much in evidence and fur the favorite trimming. Leather trimming is an innovation, the popularity of which remains to be seen.

I will try to describe a few of the gowns that were on exhibition at the Congress Hotel September 19th.

An effective suit for street wear was of gray gabardine, trimmed with mole skin. The skirt was circular with a band of the fur half way around. The jacket was box plaited, back and front, and banded with fur, while fur collar and cuffs, and a belt of the material finished with two moleskin buttons completed a very smart costume. The hat worn with this suit was of soft, light brown velour with a mink head for garniture.

A very dainty afternoon gown was of blue georgette crepe embroidered in a darker shade and trimmed with silver lace and a large collar also of the lace. The skirt was ankle length, with a band of fur at the bottom. No gown is complete, indeed, without a touch of fur.

A number of pretty skirt models were exhibited, and at present, the separate skirt situation is rather interesting,—and from the number and variety of models on display, together with the expensive fabrics in which these appear, it is fair to assume that the separate skirt is here for a protracted stay, and further, that instead of being exclusively for business and informal occasions, it is to be worn on all occasions.

Distinctive, dressy skirts were shown in taffeta, faille and satin, with which are to be worn all manner of soft, frilly and lace bodices, in which some detail or color note corresponding to the skirt is carried out.

The separate coat, of course, is to the fore, to be worn with the separate skirt costume, and the number of beautiful models shown was bewildering. One very handsome one was of taupe duvetyn cut on flaring lines and trimmed with moleskin. It had a wide collar and high pointed cuffs of the fur. Another luxurious coat was of blue velvet with a deep band and collar and cuffs of silver fox.

You may say, and with reason, that these models are of the most extravagant character,—but they were among the simplest and least costly on exhibition, and the designs may of course be carried out in a general but less expensive way.

For the Young Miss.

Now that the school year is here fall fashions for young girls are well established, and the sterling quality of serge has made it practically the universal material for the school room dress. No gown receives more wear than this one; it is worn all day and yet it presents a good appearance. So when selecting school dresses buy a serge. There are many pretty shades to select from—red, brown, green, etc.—but the majority choice is blue—dark blue. I saw a very pretty gown at the fashion show last week. It was of dark blue serge. It was a one-piece affair, opening in the front, and looped over in the back had a white organdie collar. The collar was so deep it covered most of the back of the gown. It had a cravat of black grosgrain ribbon to finish the front of the neck.

The waist line was low, a sash of the material crossed in front and looped over in the back. Of course there were pockets, and these pockets were not only useful but decidedly pretty for the upper part was embroidered in blue and green, a little of the embroidery was also on the cuff bands. There was a full sleeve something on the order of the bishop sleeve.

Charming Hat and Blouse for the School Girl.

The girl who has gone away or is going to school will need several practical blouses that will stand the wear and tear of many launderings. A very pretty and yet durable one is of tubable white crepe de chine. Narrow plaited frills edge the collar, cuffs and strip down the front. White crochet buttons are used down the front.

A broad brimmed hat should also form a part of the school girl's wardrobe. A charming model is of French blue velour felt trimmed, with a bow of grosgrain ribbon.

Notes.

Spats are again in favor and every woman who is particular about being well dressed will include at least one pair of these in her wardrobe. There are very attractive styles in white, gray, ivory or tan.

Remodeling Last Year's Hat.—If your old hat has a flat brim, you can give it the new droop by sewing a piece of wire frame around the edge. To do this cut the wire shorter than the brim's edge and allow for a three-inch lap. The shorter the wire the more the hat will droop. To conceal this wire you can make a long blanket stitch and then a short one. The long one should be about one inch, and the short one half inch deep.

Charlie

Ever
to sen
have i
spoiled
Flow
mornin
heavy
water,
bonate
bowl in
Pack i
closely
cotton
should
The wa

Three-
cup flou
and one-
spoons
ents; sti
and beat

Mock
times on
with thr
Mix with
of vanilla
whites of

Milk I
made as
er's suga
stir until
add more

Whippe
cake, bak
let them
thickest
very swee
chop a p
spread th
good.

Eggless
teaspoons
mixed wit
sugar, and
Beat all t

German
flour, half
two scant
heaping ta
add two th
adding mo
very stiff,
battered s
spoons flou
and one t



Charlie Chaplin, Jr.: Clark Stoddard, Youngest Son of "Sigh."

Care in Packing Flowers.

Every woman who grows flowers delights to send or carry some to her friends who have no gardens. Many times these are spoiled by the packing.

Flowers to be sent should be cut in the morning and never in the sun or after a heavy rain. Place them in a deep bowl of water, to which a dessert spoonful of bicarbonate of soda has been added, and put bowl in dark cupboard until ready to pack. Pack in an air tight box if possible, and closely together. Tie a piece of damped cotton wool loosely around stalks. Flowers should be put into water as soon as received. The water must not be too cold.

Good Cakes.

Three-Egg Sponge Cake.—One cup sugar, one cup flour (both well sifted), three eggs, one and one-half teaspoons baking powder, six table-spoons hot water. Mix and sift dry ingredients; stir in well beaten eggs; add the hot water and beat the batter well. Very good.

Mock Angel Cake.—Sift together four or five times one cup of sugar and one cup of flour with three level teaspoons of baking powder. Mix with one cup of hot milk and one teaspoon of vanilla flavoring, finally add the stiffly beaten whites of two eggs. Bake for forty minutes.

Milk Icing.—A simple summer icing may be made as follows: Wet one cup of confectioner's sugar with two tablespoons of rich milk, stir until smooth and beat a minute; flavor and add more sugar if necessary.

Whipped Cream Cake.—Make a white sponge cake, bake half an inch thick in jelly pans and let them get perfectly cold; take a pint of thickest sweet cream, beat until stiff; make very sweet and flavor with vanilla; blanch and chop a pound of almonds, stir into cream and spread thickly between each layer. This is very good.

Eggless Jelly Cake.—Two cups of flour, two teaspoonsful each cream tartar and soda evenly mixed with flour; one cup each sweet milk and sugar, and one large spoon of butter or lard. Beat all together and bake in a quick oven.

German Coffee Cake.—Sift together three cups flour, half teaspoon salt, three tablespoons sugar, two scant teaspoons baking powder. Put in two heaping tablespoons butter. Beat up two eggs, add two-thirds cup milk, stir into dry mixture, adding more milk if necessary to mix to a batter very stiff. Spread two-thirds inch thick in well buttered shallow pan. Mix together two table-spoons flour, four tablespoons granulated sugar, and one tablespoon cinnamon. Rub in two ta-

blespoons butter until it is crumbly. Spread thickly over dough and bake one-half hour.

Sugar Cookies.—One cup lard, two cups sugar, yolks of two eggs, one cup milk, a little salt and three teaspoonsful baking powder; flour enough to roll, flavoring to taste.—M. H. B. Cincinnati.

Household Suggestions.

Always use ice water in making pie crust. All bacon is improved by having boiling water poured over it before frying.

The small pin feathers that are so hard to clean from very young chickens can be wiped off with a damp cloth in much less time.

Instead of mixing cocoa with boiling water to dissolve it, try mixing it with an equal amount of granulated sugar and then pouring it into the boiling water or milk in the pot, stirring all the time.

To prevent the juice from oozing through the crust of a pie, brush the under side of the crust with the white of an egg.

Silver will keep brighter and require less scouring if it is washed in clean soapy water. Put it in a separate pan from the wash pan, pour boiling water over it; wipe with a clean towel and you will be surprised how bright it will keep.

Anna's Large Family.

Anna's large family of dolls kept her busy the livelong day. In the morning she would take them from their little beds and dress them; then she would put them each in their own little chairs, while she would set the dolls' table with their own dishes. Then she would move the chairs up to their places at the table and put a neat bib on each doll. And while they were enjoying their breakfast, Anna would pick up their nighties and make their little beds. By that time the dolls had finished their breakfast, so she would remove their bibs and perhaps wash their hands again. Then, after looking each one over carefully, to see that they were all spick and span, she would put them out on the porch to play while she gathered up and washed and put away the dishes and brushed up the floor with the dear little broom Santa Claus had brought her one Christmas. Then, looking out on the porch to see that the dolls were all behaving nicely, she would take one of the little dust cloths that she herself had hemmed and dust their chairs, table, the beds and even the dolls' carriage, till everything just shone. And then if the dolls were still quiet she washed their clothes in a little tub, or perhaps she ironed them with the darlinest tiny iron, and put them away in the dolls' chiffonier or hung them in their wardrobe. Then it would be time for the dollies' dinner, and after dinner, while they were having a nap, the dishes must again be washed. Oh, yes, there was so much to do when you had a large family of dolls.

After their nap they must be dressed in their prettiest dresses, and then go for a walk or perhaps a ride, and sometimes they would go for a picnic on the lawn. Then Anna's mamma would donate a little round cake, some tiny sandwiches and a small bottle full of cocoa. These Anna would put into a little basket with the dishes and put the neatly folded table cloth on top. Then they all went to a nice shady spot on the lawn, where Anna spread the cloth and cut the cake into the cutest little pieces, divided the sandwiches

(Continued on page 32.)

The Children's Page

Jennie B. Ginet.

My Dear Boys and Girls:

School is open and while I know that you all have had happy times this beautiful summer, you now are ready to go to school and roam through the wonderful Land of Books. Ah, my dears, we all should be very glad to have this great privilege. The Land of Books is a most interesting place. To be sure, we do not see the blue skies or birds or wild flowers or shaded woods or running brooks in the Land of Books, but remember this, dears—that after studying about the sky, the birds, the flowers, the woods, the brooks—we can then enjoy them more.

To speak of the woods reminds me of certain days spent in them this vacation—days never to be forgotten.

Rushing mountain streams, tall pine trees, ferns everywhere, birds singing, blossoming trilliums underfoot, blue skies overhead, little chipmunks scurrying across the path—and, oh—the campfire in the evening, and the pine boughs to sleep on! Oh, oh, I can smell it all now! How Aunt Jenny wished over and over again that she had all the magazine boys and girls with her to let them enjoy it, too!

But I know you all have had good times, and that you will spend many happy evenings talking over vacation days.

What do you think three of our magazine boys and girls brought back from the woods with them? Three little chipmunks! And their names are Tippy, Flippy and Nippy, and they live in a cage in the city now and seem to like it, too.

Next month I will tell you more about them and their funny little tricks.

I will close now with a little rhyme which I want you to remember when school work seems hard and trying:

If you've tried and have not won,

Never stop for crying.

All that's great and good is done,

Just by patient trying.

With love,

AUNT JENNY.

Fly away, fly away, over the sea,
Sun-loving swallow, for summer is done;
Come again, come again, come back to me,
Bringing the summer and bringing the sun.
—Rosetti.

The goldenrod is yellow,
The corn is turning brown,
The trees in apple orchards
With fruit are bending down.

—H. H.

Here is a funny jingle. See if you can say it very fast.

Peter Piper picked a peck of pickled peppers;
A peck of pickled peppers Peter Piper picked;

If Peter Piper picked a peck of pickled peppers,
Where's the peck of pickled peppers Peter Piper picked?

Answer to August Puzzles.

1. The man first takes the goat across and then takes the wolf across, but brings the goat back with him. He then brings the cabbages across, leaving the goat behind. Then he comes back and takes the goat across.

2. Little Red Riding Hood.

The Fox and the Cat.

One day a cat met a fox.

"Good morning, Mrs. Puss," said the fox. "Stop awhile and chat with me."

"Indeed I will," purred Mrs. Puss pleasantly.

The fox at once began to boast about the many clever tricks he knew. "Why," said he, "I know a hundred ways of getting away from my enemies."

"Oh, dear," said Puss, "I am not nearly so clever. I know only one way, but I know that one perfectly."

Just then they heard the horn of the hunters. Puss immediately scampered up the nearest tree, saying, "Here come the dogs! This is my way of getting away from them. What are you going to do?"

Master Fox thought first of one way, then of another. He was still thinking when up came the dogs and caught him. Whereupon Puss said:

"Listen to me, Master Fox, 'one good trick is better than a hundred poor ones.'"

—Adapted.

After Study Hours.

"COAL—TIP OR RED—"

In this fantastic garb I fled.

"I TRAP COLD ORE—"

"A COLD TRIP O'ER—"

And this is what I said before.

Change the letters about in the three lines quoted and have a pleasing costume for big or little girls.

The second line of the verse gives the clue.

E. W. D.

Ans.—Parti-colored.

Are you of those who when working,

Are afraid they will do too much?

Or are you afraid to be shirking,

And be classed among pikers and such?

Or are you one of the few

Who fearless, brave and true,

Will do unto others

As you wish them to do unto you?

The Broom.

I'm a busy fellow, says the broom.

As he whisks from room to room.

Every day I sweep the floor,

Two—three—times, and sometimes more.

—Eudora.

FRG

Philade

Stop!
first" w
to keep
human
says the
Beatrice
pert, w
new saf
Transit
With

tion cer
will tak
who ma
youngst
about g
tell the
named
in time
danger
won the
board o
perinten

When
hopes to
"safety
is proble

Briefly
up thus:

No m
trucks, i

No m
caused b
No mo
No mo

No cro
square.

No roll
fic.

No rea
No los
the car

Miss C
dent pre
Inspection

various
Previousl
home is b

On Aug
and North

held in t
Macdonald
following

R. Whitty
J. C. Mille
J. J. Little

August Th
Superint
gestious f
which wer

Safety First and Efficiency

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

FROM THE BUREAU OF SAFETY.

New Use for Fairy Tales. Philadelphia Writer Teaches "Safety First" to Children.

Stop! Look! Listen! There is a "safety first" woman in our midst, and her work is to keep us intact in life and limb as far as human persuasion can accomplish the task, says the Philadelphia Bulletin. She is Miss Beatrice V. Clinch, accident prevention expert, who recently assumed charge of the new safety bureau of the Philadelphia Rapid Transit Company.

With the opening of the summer recreation centers and playgrounds, Miss Clinch will take her place among the story-tellers who make vacation days delightful for the youngsters. But instead of mere narratives about giants and fairies, Miss Clinch will tell the adventures of a wise old gnome named "Sure Pop," who always bobbed up in time to protect his youthful friends from danger. The axioms of "Sure Pop" have won the approval of Supt. Garber of the board of education and Mgr. McDevitt, superintendent of parochial schools.

When the regular term opens Miss Clinch hopes to have regular lecture periods for "safety first" talks. As yet, however, this is problematical.

Briefly, Miss Clinch's ambition is summed up thus:

No more children killed by motor cars, trucks, ice wagons and motorcycles.

No more youngsters with spinal injuries caused by falls from moving trolleys.

No more false fire alarms.

No more stolen rides on any vehicles.

No crossing the street in the middle of a square.

No roller skates or pushmobiles amid traffic.

No reading while you walk.

No lost balls or pennies recovered from the car track.

Miss Clinch received her training in accident prevention work in the Independent Inspection Bureau, and has been active in various branches for the last four years. Previously she lived in Pittsburgh. Her home is in Wilmington, Del.

On August 7th, a meeting of the La Crosse and Northern Division Safety Committee was held in the office of Superintendent J. A. Macdonald. The meeting opened with the following committeemen present:

R. Whitty.	J. T. Gillen.
J. O. Miller.	J. M. Hinsey.
J. J. Little.	B. H. McNany.

August Thurber.

Superintendent Macdonald read fifty suggestions from Safety First Postal Cards, which were sent to the meeting by the em-

ployes, who could not attend. The suggestions were all discussed in turn.

Superintendent Macdonald then called for an expression from each of the committeemen, as to their observation as to the interest taken in each one trying to reduce the accidents on his division.

Engineer J. J. Little took up the question of overloading westbound trains through tunnel on the La Crosse Division, claiming that 2,450 tons was too much and better results could be obtained by hauling 2,150 tons to avoid accidents through being overcome with gas and smoke.

Mr. Gillen took up the matter of reporting signal bells at highway crossings being out of order. Claims that his department was not getting proper reports from roadmasters or section foremen, as agreed upon to furnish by operating department of the division.

Conductor Brady took up the matter of overloading engine tanks with coal at Portage. Claims that it is not only dangerous, but a heavy loss on the coal bill.

Committeeman John Schmock reported that section men were standing too close to trains, while trains were passing. Warnings have been given, and these men will receive notice that this is a dangerous practice and must be stopped.

Conductor Bannon reported two telegraph poles east of passenger depot not clearing a man climbing up a car. This will receive attention immediately.

Every committeeman present had several very good suggestions to offer, and Superintendent Macdonald informed the committee that at the next meeting report would be made on what had been done.

The meeting adjourned to be called again in October.

Safety First Committee meeting of the Trans-Missouri Division was held in the office of Superintendent F. G. Hill. The following members were present:

F. G. Hill.	F. D. Campbell.
A. W. Smallen.	J. P. Rothman.
S. R. Bryan.	H. S. Fritz.
Wm. Voss.	L. W. Glark.
B. Williams.	O. B. Tripp.
P. Burns.	Chas. Long.
D. Gorman.	Z. W. Zacher.
F. J. McDonald.	T. J. Scanlon.

Minutes of the previous meeting were read and on motion were first and seconded and approved. The meeting was called to order at 2:30 p. m., and after two hours of discussion was adjourned.

The next meeting will be held in October at the call of the chairman.

On August 14th the Milwaukee Shops Safety Committee held their meeting in the office of General Storekeeper Allen. The following members were present:

G. G. Allen, Chairman.

J. J. Hennessey.	T. Scott.
C. F. Winn.	Harry Riley.
A. Young.	Ed Williamson.
F. S. Peck.	Chas. Wood.

Committeeman Riley reported his attention had been called to condition of smoke jack in new blacksmith shop, Car Department, it being cracked all the way down on one side. This is to be taken up, and will receive immediate attention.

The placing of goggles at grinding machines for use by men coming in from the outside was reported as working out satisfactorily.

In a general discussion about condition of platforms, it developed that minor injuries were being caused on account of the condition of some platforms. Chairman Allen referred to platform at Store Department, which he recently had repaired by his men and which seems to have taken care of the matter in fairly good shape. It was suggested that the Bridge and Building Department be requested to have a representative make an inspection and report of condition of wheel and axle platforms in front of the two machine shops, blacksmith and erecting shops at Car Department, the report to indicate amount of platform needing repair or renewal and the estimated cost for doing the work.

It was suggested that hereafter the meeting of the committee would be regularly held on the second Monday of each month; the secretary, however, to continue sending out calls for meetings three or four days in advance of such date, so that the shop committees might meet and have their representatives on the general committee prepare to make reports and offer suggestions.

Two district inspectors recently called attention to improper loading of material on tenders for shipment to outside points and Mr. Young is to arrange to report to Mr. Allen any case where material is sent from the store room and which is not properly boxed or otherwise assembled in a way to permit a proper placing on the tender.

The following letter from Chairman Allen to his foreman was to be made a part of the minutes of this meeting, in order that it may be called to the attention of all concerned so that they might be governed accordingly:

"I have a letter from Mr. W. E. Tyler, Superintendent, Mendota, in which he states that at a Safety First meeting at Ladd on June 9th, complaint was made that material was loaded in barrels and kegs at Milwaukee Shops and old nails are not removed from the kegs and barrels. Men are liable to get their hands badly scratched and cut when unloading material.

"I have advised Mr. Tyler that these nails will be removed in future. Please see that it is done."

Letters were read from the Industrial Commission of Wisconsin, in which that commission expressed its appreciation of the efforts being made on this plant along safety first lines.

The meeting then adjourned to be called the second Monday in September.

On August 11th, a Safety First Committee Meeting and Proper Handling of Freight for the Rocky Mountain Division was held at Harlowtown, Montana. Superintendent Murphy presided. The minutes of the previous meeting were read and approved. The meeting was held in the depot waiting room and was attended by thirty-three employes, including J. J. Murphy, A. W. Smallen, A. H. Wilkins, E. H. Baker, general yardmaster; S. H. Bryant, W. F. Hart, agent at Harlowtown; J. M. McBride, R. H. Robbins, C. F. Cox, F. D. Campbell, Bert Roberts, Robert Bullwinkle, P. Dunn, Samuel Peterson, E. C. Killips, T. J. Leahy, C. H. Lintleman, Geo. Bell, Martin Larson, car inspector; Fred Straussen, W. A. Chubb, roundhouse foreman; H. W. Irwin, Harry Wheaton, E. M. Garrity, J. Mills, Fred White, J. D. Ross, E. W. Stromer, Otto Daney, L. B. Gallaher, A. Francisco, T. Sullivan and G. Moore.

In reading the minutes of the previous meeting it was discovered to the satisfaction of all, that every suggestion that had been made, had been taken care of by the superintendent, which encourages the employes to make this one of the most enthusiastic meetings held as yet on the Puget Sound Lines.

General Yardmaster Baker, in giving his views, stated that conditions were much better in the Harlowtown Yard, and everybody seemed to be in sympathy with the movement. He also reported that they were discouraging men from taking unnecessary chances, and he believed that the Harlowtown Yard is as safe as any other yard on the system.

Talks were given by A. W. Smallen, J. J. Murphy, Trainmaster Wilkins and S. H. Bryant.

The next meeting of the Rocky Mountain Division will be held at Deer Lodge, Montana.

On August 15th the Columbia, Idaho and Northern Division's Safety Committee met at Othello. The meeting was called to order at 2:30 p. m. by Chairman Mott Sawyer. A very good attendance was present.

Mr. Smallen, chairman General Safety Committee, was present and addressed the meeting.

Some of the postal cards received during the period since the last meeting were read and acted upon as follows:

Request for automatic signal indicator at Benawah Bridge, has been arranged for.

Engine standing on the main line at Othello while waiting for outgoing passenger trains. This arrangement has been canceled.

Several suggestions were offered by Engineer Mickelson, and which will be investigated before the next meeting, also suggestions by Brakeman Gaynor will be investigated.

Hamilton Watch

"The Railroad Timekeeper of America"

THE more careful you are in buying a watch, the greater are the chances that you will buy a Hamilton.

Talk to other men on your division. Ask them about the Hamilton. One of the first things you will observe is that every man praises the Hamilton.

Some of the men you talk to will own Hamiltons. Others will not. But all of them will say that it is a good watch and that you make no mistake in buying it.

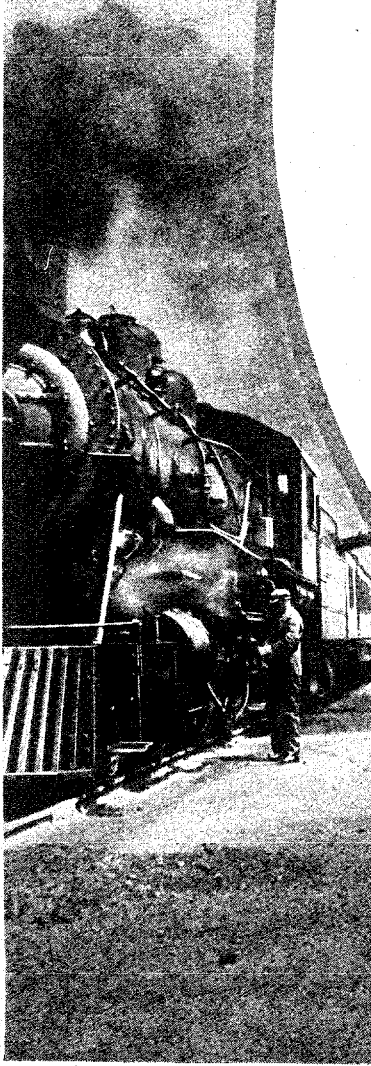
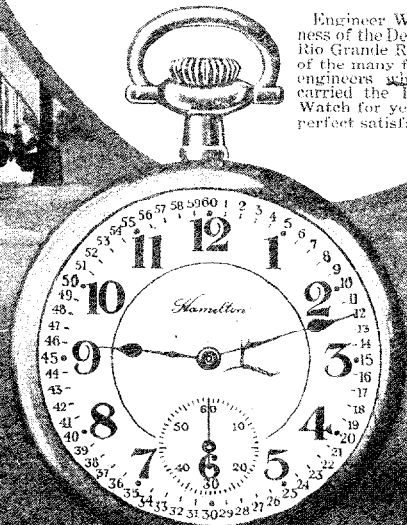
*Write for the Hamilton Watch Book—
"The Timekeeper"*

It is more than a watch catalog. It tells about watches, has facts about them. It tells in clean, honest, fair-minded statements, without "bragging" or "knocking," the things you need to know before investing money in a new watch.

For Time Inspection Service, Hamilton Watch No. 940 (18-size, 21 jewels) and No. 992 (16-size, 21 jewels) are the most popular watches on American railroads and will pass any Official Time Inspection. Other Hamiltons \$15.00 (\$12.25 for movement alone—in Canada \$13.00) to \$150.00, for the Hamilton Master-piece, in 18k heavy gold case. A Hamilton Movement can be fitted to your present watch case.

HAMILTON WATCH COMPANY
Lancaster, Pennsylvania
Dept. 20.

Engineer Wm. Jenness of the Denver and Rio Grande R.R. One of the many fast train engineers who have carried the Hamilton Watch for years with perfect satisfaction.



One of the suggestions by brakeman Gaynor was that children were playing near the ice house at Malden. It was decided to notify parents of children, and have matter watched by yardmen and trainmaster.

The suggestions that will be investigated were made by the following committeemen: C. H. Burt, agent at St. Maries; Roadmaster Allen, Roadmaster Magee, and Mr. Cutler, representing the freight claim department.

Coast Division Safety First Meeting was held at Seattle, Wednesday, August 16th, with a good attendance. Meeting called to order at 10:30 a. m., Mr. Richards presiding.

Reports of committees read. Reported by Roadmaster Johnson that the coarse gravel and large stones, between the tracks at Maytown, which made it dangerous for trainmen getting on and off cars, had been taken care of. Mr. Richards advised would take up with Supt. Brown of the Willapa Harbor line to see that they take care of their part of it.

Reported by L. A. Borden regarding paper mill at Sumner, leaving paper and wire around the tracks at that point. Mr. Richards advised he would take this up with the paper company.

Reported by Chief Carpenter Buck that enginemen are very careless in not sounding whistle while coming around curves. Mr. Richards advised he would issue instructions to cover.

Yardmaster Mitchell again brought up the matter of an electric device between Spokane avenue and yard office. Papers were referred to Mr. L. W. Smith, assistant signal engineer, and Mr. Smith not being present, it was decided to again take up with Mr. Smith and have him advise at next meeting.

Suggested by Warehouse Foreman Al Graham that when handling heavy machinery, some man be in charge, which would help to prevent accidents.

Mr. Smallen spoke on safety first. Remarks were also made by Mr. Weeks, Mr. Alleman, Mr. Johnson, Mr. Shoberg, Mr. Greer, Mr. Berg and Mr. Stinson.

Nothing further to come before the meeting, moved and seconded to adjourn. Proper handling of freight meeting followed, Mr. Allen in charge.

CLAIM PREVENTION BUREAU. August Letter.

The General Committee on Prevention of Loss and Damage Claims has the satisfaction of knowing that the Loss and Damage Account for July is the lowest of any single month for a number of years. The amount charged to this account for July, 1916, was \$44,912.67, as compared with July, 1915, which was \$107,032.35, showing a decrease over last year of \$62,119.68, and with these figures in mind every interested member will feel that no matter what efforts he has put forth to prevent loss and damage, the result has been well worth it. This is a good start on our new fiscal year.

One of the most important items in our loss and damage account is the loss of grain,

and the care with which grain cars are coopered and handled during the next ninety days will have an important bearing on our loss and damage account for the coming year. With grain of all kinds selling at top prices, it is more essential than ever before, that agents at grain loading stations give their personal attention so far as possible to this very important feature of our claim prevention work. Train and yard crews handling grain can minimize our losses by watching for leaky cars and giving them prompt attention.

On account of dispensing with transfer records at most of our transfer platforms it is more necessary than ever to show on the original way bill all notations regarding shortages, overages or damages, together with the date and name of the station at which such exceptions were noted. In no case should a way bill be mailed to destination by intermediate agents without showing on the way bill from what station it is mailed and why.

As our loss and damage account decreases we should endeavor to give claim correspondence preferred attention and any agents having claims, or correspondence pertaining to claims, on hand unanswered, are requested to give the same immediate attention.

Within the next three months the bulk of our dressed poultry business will move. This is perhaps our most difficult commodity to handle without damage, and every agent originating dressed poultry shipments is urged to watch this business closely and know that proper equipment is available before accepting it, and where there is any considerable quantity moving the train dispatcher should be notified in order that the movement may be expedited and intense refrigeration furnished if necessary.

The Freight Claim Department is still receiving a few claims on account of agents delivering shipments billed to shipper's order, without surrender of the bill of lading, and a number of claims have been paid recently for shortages that were due to shipments not being properly marked when receipted for by the billing agent, and several heavy claims were paid this month on account of shipments of flour and similar freight having been loaded into cars with dirty floors, and no protection furnished the freight.

The large number of claims we receive for loss and damage that is apparently avoidable is an indication that great improvement is still possible, and the record that has been made during the past fiscal year, and the still better record we are determined to make during the coming year is only possible by continued vigilance on the part of every man in our organization. Nothing must be left undone along the lines of prevention, and any suggestion that may occur to you that will improve our service and prevent claims will be welcomed by this department, and prompt action taken.

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

Electricity in the Railroad Man's Home

Sweeping Without Dust Made Easy With Electric Cleaner.

Sweeping is the hardest kind of work for a woman. The broom brushes up only the coarsest particles of dirt and litter. The fine dust, lint, etc., are stirred into the air and blow about the room to settle on the curtains, the pictures, the woodwork and the furniture. After the room is swept and the dust settled everything must be gone over with a dustcloth. But the vacuum cleaner sweeps and dusts at the same time.

There are a great many different designs of vacuum cleaners and all have their respective advantages and merits. First comes the small sweeper-cleaner which is a combination of the old carpet sweeper and the new vacuum cleaner. This cleaner operates much the same as a carpet sweeper. It is pushed across the floors and, in one operation, sweeps the floor with a revolving brush and sucks up all the dirt, etc. The suction is produced by two or more small bellows concealed within the cleaner and operated by the wheels.

The hand suction cleaner is nothing more or less than a suction cleaner made to operate by hand power instead of mechanical power. It is designed much like a power cleaner with a revolving suction fan, or bellows, to supply the vacuum. It is operated by a hand lever, or a suitable crank. The hand operated machines are provided with flexible hose, floor nozzles and all the other attachments for cleaning floors, rugs, pillows, curtains, etc. In fact, the hand machine does not differ materially from the regular power machines.

But, after all is said, those who have pumped a hand cleaner are quite ready to admit that the new invention has not materially reduced the drudgery of house-cleaning. It is hard work to pump a hand cleaner, almost as hard as wielding a broom and dust cloth. Vacuum cleaning cannot be said to be a success without some form of power to operate the cleaner. Of course, the only form of power suitable for use in the home is the electric motor. Nearly all the power driven vacuum cleaners are driven by electricity.

There are a great many different kinds of motor-driven vacuum cleaners, ranging all the way from the tiny little fellow designed to be used with one hand in cleaning the interior of automobiles to the heavy stationary cleaner set located in the basements of large homes, apartment houses, hotels, etc. The smaller size motor cleaners for the home weigh but a few pounds and can be easily carried from room to room, up stairs and down, and can be operated with one hand. They consist, for the most part, of a small but powerful electric motor mounted on an aluminum frame and attached to a powerful revolving fan which whirls at high speed. Running at high speed this small fan will do as much work as a larger fan running at a slower speed. The sweeper and nozzle are located in front of the device and a suitable cloth bag catches and retains the dust, dirt, etc. These hand cleaners can be had for a very reasonable price. They are very effective, as the revolving brush beats up all the dirt, which is sucked into the cloth bag by the fan. They can be used for all purposes, and most of them are also provided with flexible tubes, nozzles, etc., for cleaning upholstery, curtains, bedding and even garments.

The larger sizes of portable household vacuum cleaners are mounted on small wheels and provided with a handle so they can be wheeled from room to room, or carried up and down stairs. They are vastly more powerful and effective than the smaller hand cleaners and, consequently, are heavier. But they have the advantage that they will really clean house. They will draw the dirt and lint from the depth of the carpet and even through the fabric itself. They will clean cracks and crevices, penetrate every nook and recess in the floors and corners where no broom could possibly find its way. They will pick up threads, pieces of paper, straws, everything which is not too large to go through the nozzle. They will suck up every particle of dust and dirt and can be used on walls, furniture, upholstery and everything else that needs to be cleaned in the home.

These electric cleaners are attached to the ordinary lamp socket and they take no more current than a small electric lamp. In fact a medium sized cleaner can be run for several hours on ten cents' worth of electricity.

Obituary.

H. Schuldt, a veteran employe, father of Section Foreman H. E. Schuldt, of Cross Plains, Wis., died at the family home in Cross Plains in September. Mr. Schuldt's service with the Milwaukee began in 1872, on the Prairie du Chien Division, and became section foreman at Lone-Rock in 1880, transferring in 1883 to Cross Plains, where he remained in the service until 1914, when he retired on account of ill health. Mr. Schuldt had many friends among the railroad employes and their sympathy is extended to the bereaved family.

Former Car Foreman Gustave A. Anderson died at his home in Perry, Iowa, on August 24th, 1916, after a long illness. Mr. Anderson entered the service of this company at Racine, Wis., over a quarter of a century ago, and to those who have known him and associated with him, he will always remain in memory as a man ever ready to fight for the right of his employers and of his fellowmen. He was held in high personal esteem by his employers and associates, who extend their heartfelt sympathy to the bereaved family.

Stillman G. Lund, for fifty-on years an employe of this company, died at his home in Omaha on September 19th, following a brief illness with Bright's Disease. Mr. Lund was 49 years old, and was the oldest conductor in point of service on the west end of the C. B. Iowa Division, his run having been between Marion and Omaha, which he has covered since 1882, when the road was first opened into Council Bluffs. Mr. Lund was highly respected by his employers and associates, and was a general favorite with the traveling public. His death is greatly mourned by all employes of the C. B. Divisions, who extend their sympathy to the bereaved widow, son and daughter. The burial took place in Owatonna, Minn., Mr. Lund's former home.

Dennis Sullivan, 53 years of age, a veteran employe, died at his home in Milwaukee August 19th, after a brief illness. Mr. Sullivan entered the service of the old Milwaukee & Mississippi Railroad in 1854, remaining in the service of this company until 1903, when he retired. He is survived by his son, Jos. S. Sullivan, foreman of warehouse No. 7, Milwaukee, and four daughters, to whom the sympathy of the employes is extended in their loss.

On August 26th occurred at Madison the death of Engineer Geo. Lindsay, one of our oldest engineers on the S. M. West. In the passing of Mr. Lindsay we have lost not only one of our most efficient men, but a man who has ever been one of us. May his reward be that of a heavenly blessing, while the sympathy of the entire division is extended to the bereaved relatives and friends.

Financial Statement Pioneer Club at Close Fourth Annual Meeting.**Receipts.**

Cash on hand close third annual meeting.	\$ 231.62
14 members paid 1914 dues at \$1 each.	14.00
67 members paid 1915 dues at \$1 each.	67.00
460 members paid 1916 dues at \$1 each.	460.00
25 new members at \$2 each.	50.00
Receipts from banquet tickets sold fourth annual meeting	228.00

Total \$1,050.62

Paid Out.

Hoyt Bros., flowers, plants, Union Station.	\$ 2.00
Silver State, print postcards.	9.25
E. H. Foster, salary as secretary-treasurer	150.00
Silver State, 1916 membership cards and postcards	8.85
E. E. Brooks, hall decorations.	6.50
Independent Printing Co., programs.	94.00
H. O. Dahl, dance orchestra.	37.00
E. F. Heckman, ice cream and sweet cream	9.70
Shore Newcomb Co., fruit, etc.	21.50
Montana Meat Co., chickens and veal.	38.60
Miles City Greenhouses, flowers and rent of ferns	12.60
Arnold Bray Co., groceries.	58.55
G. S. Otis, hams.	9.75
Gus Schultz, hauling chairs.	1.50
Paul Schultz, hauling chairs and piano.	6.50

Liberty Theatre, picture show.	25.00
A. J. Descher, electric sign.	5.00
Journal Publishing Co., menus and tickets	18.00
Oscar Fredericks, caterer, cooks and waiters	146.00
H. O. Dahl, orchestra at banquet.	26.00
Cole Printing Co., programs.	42.50
Oscar Fredericks, dance refreshments.	15.00

Total \$ 757.50

Cash balance on hand close 4th annual meeting \$ 293.12

E. H. FOSTER,
Secretary-Treasurer.

On the Section Motor Car.

Mel.: Yankee Doodle.

On motor car away we sail
To work in early morning;
From point to point on top of rail,
The wheels are swiftly turning.
Johnnie, now, you light your pipe,
As this is not like pumping;
Section life is here made bright,
And seems like on an outing.

As on and on we fly along,
For hills and wind don't worry;
We go the same on ups as downs,
The car is in a hurry.
But, Johnnie, see the tools will stay
Until we reach out yonder,
As Safety First will always pay
And keep us out of danger.

When sun gets low out in the west,
Again we are on, a-riding
And sitting down to take a rest,
While gently homeward gliding.
Johnnie, now, you light your pipe,
As this is not like pumping;
Section life is here made bright,
And seems like on an outing.

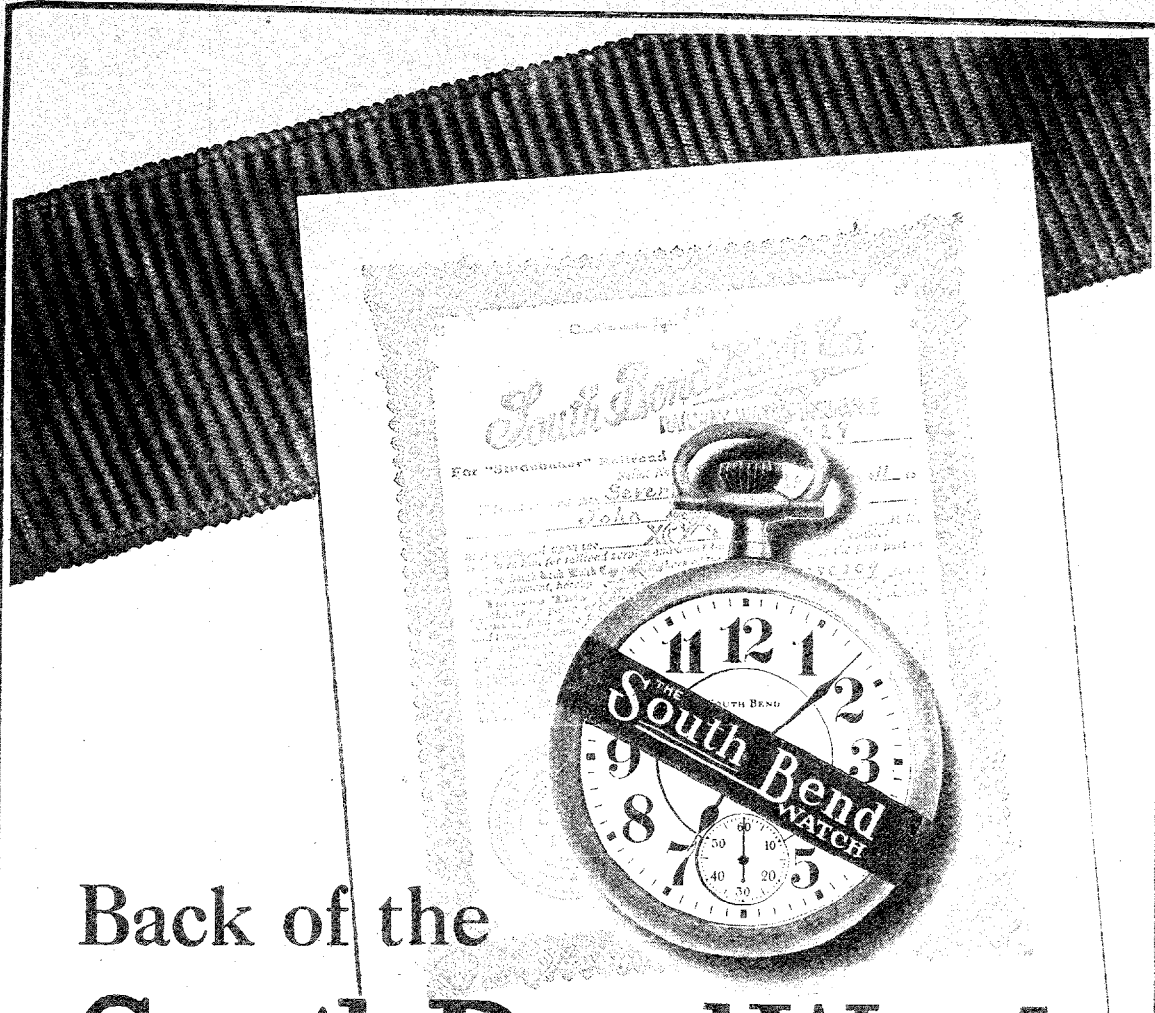
—A. T.

Anna's Large Family.

(Concluded.)

and poured cocoa into each of the doll's cups. The dolls would always sit up very straight and very prim, but you could see that they were having a good time, and there was never a scrap of anything left over. Then Anna would tell them stories, or perhaps they would play some of the many games that Anna knows, till the afternoon was nearly gone,—when, tired and happy, they returned to the house for supper, and to bed. As most of Anna's dollies had to be rocked to sleep, she would sing them a lullaby, and all about the Sandman, and as the last one of them would drop off to sleep, her own supper would be ready, and Daddy coming up the walk would be calling her to come to meet him. After supper, seated on her Daddy's knee, she would tell him all about the things she and the dolls had done that day,—and what they were going to do—to-morrow. And, "oh, dear," she would say, "I don't see how I shall ever find time to go to school, with such a large family to look after."

—Endena.



Back of the

South Bend Watch

—the Purple Ribbon and a five year Guarantee!

The Purple Ribbon points out to you Railroad Watches of exceptional accuracy and durability; built to withstand the exacting requirements of your work in a way few watches can do.

The 5 year insurance certificate which accompanies every South Bend "Studebaker" Railroad Watch insures you against expense from any changes in time requirements that may be made within five years.

This remarkable guarantee is given by no other watch manufacturer and shows our absolute confidence that no better railroad watch can be built. Look for the Purple Ribbon and ask your jeweler about this new insurance feature.

Write for interesting booklet. Learn why this is the best watch for a railroad man to buy.

MOVEMENTS ONLY

16 Size 17 J. 5 pos.	\$28.00
" 21 "	36.00
" 21 "	40.00
18 Size 17 "	24.00
" 21 "	28.00

Fitted to your own case if desired.

SOUTH BEND WATCH COMPANY, 2810 Studebaker St., South Bend, Ind.

Special Commendation

Leverman James C. Colmey, Tower A-3, Chicago, has received a letter of appreciation and credit for close attention to duty, by which he discovered a broken brake rigging under car in C. & C. B. No. 9, that in dragging, caught the switch point. The train was promptly stopped and further serious damage thus averted.

Wisconsin Valley Division Brakeman Jos. Epstein received the following in acknowledgment of his kindness and courtesy to a woman passenger who was speeding northward to the deathbed of her mother, and while enroute received several telegrams concerning the mother's serious condition. Mr. Epstein was very helpful under the sad circumstances, and the lady was exceedingly grateful.

Chicago, July 31st, 1916.

Mr. Joe Epstein,
Tomahawk, Wis.
Dear Sir:

I have written the Passenger Department of Chicago, Milwaukee & St. Paul Railway Company, and enclose herewith a copy of my letter. At Mrs. Butler's request I am also sending you today, under another cover, a box of cigars, with thanks for your attention to Mrs. Butler when she was in trouble.

I am sorry that Mrs. Butler's mother died before Mrs. Butler reached her bedside.

Yours very truly,

(Signed) RUSH C. BUTLER.

Section Foreman A. Schuman, Lawler, Iowa, has received a letter of commendation for his prompt action in extinguishing a fire on bridge 208, on the night of August 8th. Mrs. Schuman was first awakened by the crackling of the fire, and rousing her husband, they made an investigation and found the bridge afire. With the assistance of the entire family, who promptly turned out, the fire was extinguished after a strenuous fight, for the flames had already made considerable headway.

K. C. Division Conductor M. Myers has received special commendation and credit in the roster for discovery of a broken column bolt and arch bar in truck under U. R. T. car 2933, in train 291 at Washington, Iowa, August 18th.

The following letter to Presidents Earling and Farrell of the Milwaukee and O.-W. R. R. & N. is eloquent testimony of the service tendered the Knights of Pythias on their recent trip from Chicago to Portland, Ore., to attend the 1916 convention.

Portland, Oregon, July 31st, 1916.

Mr. A. J. Earling,

President, C. M. & St. P. Ry.;

Mr. J. D. Farrell,

President Oregon-Washington R. R. & N. Co.

Gentlemen:

We, the members of the committee appointed for that purpose by all the persons who have just arrived in Portland on the two sections of the Pythian Special that left Chicago on Wednesday the twenty-sixth, at six p. m., desire to express to you and to each of you, and through you, to all members of your staff who so ably managed these trains, our grateful acknowledgments for the unflinching courtesies shown us and unremitting attention bestowed upon us by everyone whose duty it was to look after our safety and our comfort on this trip.

It can well be doubted whether or not two finer or more completely equipped trains ever crossed the continent than those you so kindly placed at our disposal, and we are all united in the belief that no more efficient service was ever rendered in the management of any train than that which everywhere and at all times was displayed by those who managed this trip.

We are specially indebted to Messrs. Fred N. Hicks and C. L. Butler, passenger agents of the "Milwaukee," who live at Chicago, and who crossed the country in charge of these trains, for the care and the skill displayed throughout the four days of our passage, and we are also

under great obligations to Messrs. Tom Allen and H. W. Bloodgood, sleeping car conductors, and to Messrs. Williams, Miles, Wilson and Dalphin, dining car stewards, for their unstinted efforts to please all our passengers, to add to their comfort, and to gratify their every wish.

We think it perfectly proper to add that in the matter of roadbed, the lines under your respective management are certainly unsurpassed. This is evidenced by the fact that, notwithstanding we were running on specials, we yet made the 2,500 miles on schedule time and arrived at Portland exactly "on the dot," and it is such service that is undoubtedly adding so much to the popularity of your roads among the people.

We find that the interest your management is taking in building up the cities and towns through which your lines pass, and the constant efforts you are making to aid in the development of the marvelous natural resources of these Western states, together with your every desire to enhance the freight and passenger service of your respective lines for the greater benefit of your patrons; that this interest is everywhere known and appreciated along your lines and will undoubtedly add to the already great efficiency and usefulness of your systems in the immediate future.

We feel it entirely proper to say to you that, if all railway management were to look after the wants of their patrons and the ever increasing efficiency of their service as you are everywhere doing, there would be far less complaint lodged against railroads in this country, and that they would find a more cordial and sympathetic hearing by the public than they are now able to obtain.

JAMES E. WATSON, Chairman.

WM. K. WHITEFIELD, Illinois.

FRANZ C. KUHN, Michigan.

W. W. BLACKWELL, Kentucky.

WALTER B. RITCHIE, Ohio.

CHAS. N. HERREID, South Dakota.

Committee, First Section.

JOHN H. CONGER, New Jersey.

EDW. A. GIFFORD, New York.

GEORGE GEDDES, Ontario.

HENRY PARRISH BROWN, Texas.

BENJ. A. MORGAN, South Carolina.

Committee, Second Section.

Musselshell Division Conductor Waters, extra east, September 8th, is entitled to special credit for discovery of swing plank down on the rail under S. P. car 100571 near Paragon, Montana. If this had not been discovered in time it might have caused a serious derailment.

Car Foreman N. J. Buckles at Ferguson was given a letter of commendation and credit on his record for discovering a broken rail at Rhodes on August 22nd, while he was at that place making repairs to cars.

On July 13th Train 3, one and a half miles west of Milan, Engineer D. E. Thill, made a test of his airbrake and found he did not have any air on the train, stopped and discovered the angle cock on the engine tank turned, cutting off the airbrake on the balance of the train. This was done by hobos stealing a ride after the train left Milan. If the engineer had not made the air test and discovered this condition, an accident might have occurred in trying to stop at the next station. Engineer Thill is entitled to commendation for his carefulness in this case.

On Train 65 July 11th, H. & D. Brakeman A. W. Florence noticed dust flying, got signal to engineer and train stopped without accident to train. Brake rigging of Missouri Pacific 39130 was found broken and parts were removed.

When Train 64 on July 13th was passing Correll, Agent P. W. Fretul noticed brake beam dragging on Milwaukee 500050 and got signal to Conductor Ed Harding and train was stopped before a derailment occurred.

Trolley Construction on the Electrification

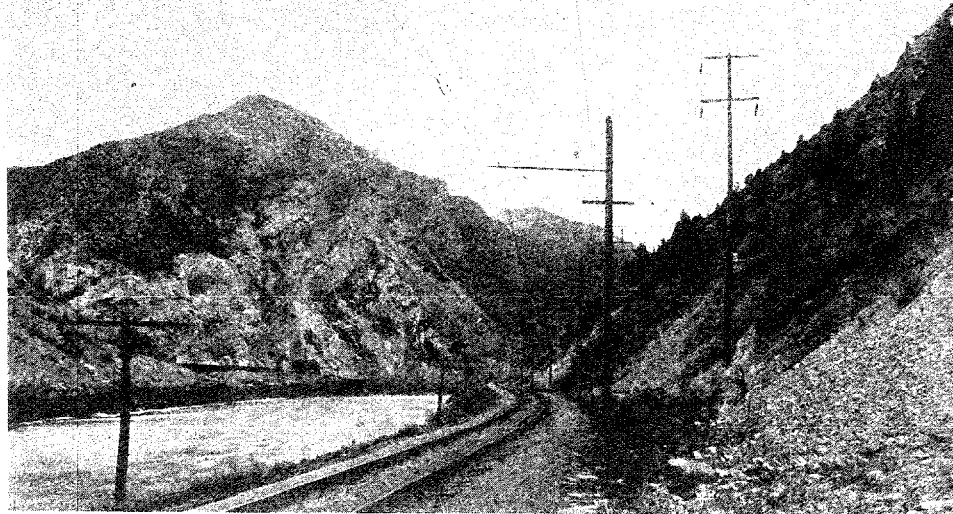


Fig. 1—View of Trolley Line.

Almost every phase of the Chicago, Milwaukee & St. Paul electrification presented new problems to be solved.

One that required especially careful work was the designing of the overhead trolley system. Previous installations, while operating with perfect satisfaction, could not be copied exactly because no one of them was designed for just the conditions met on our main line, overmountain electrification.

After careful investigation and experiment it was decided to use the twin trolley, consisting of two trolley wires suspended

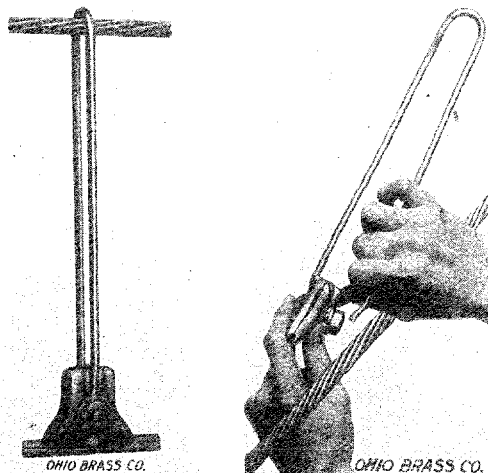
side by side from the same messenger wire. Each trolley wire is suspended by alternate hangers. This construction permits the pantograph collector to be in contact with one wire at all times and assures sparkless operation.

Several designs of hangers were used. One of the most interesting designs, developed by the manufacturer's engineers, is shown in Figs. 2 and 3. It performs the same functions as the other designs employed, but has features which make its installation easier.

As shown in Fig. 3, the hanger is slipped over the messenger wire without disassembling; one end of the suspension rod is removed from under the clamping bolt, passed over the messenger and reinserted in its socket in the clamp casting. The clamp is then installed on the trolley wire, the bolt tightened and the job is finished. The line man has no loose parts to handle and is therefore enabled to make rapid progress with the installation work.

One bolt serves both to hold the suspension rod in place and to clamp the trolley wire.

Sometimes it becomes necessary to make up special length hangers in the field for construction of curves, yards, etc. With this hanger it is an easy matter to cut off the upper part of the suspension rod and install a fitting which gives the length desired.



Figs. 2 and 3—Catenary Hanger. View at Right Shows Hanger Being Installed on Messenger Wire.

On The Steel Trail

Pebbles from the Musselshell.

W. F. Maughan.

Conductor S. M. Murphy of the Musselshell and Miss Mary Flynn of Ryegate, were married August 30th. They are spending their honeymoon on the coast. Their many friends on the Musselshell wish them a long life of happiness.

Conductor J. Brandt of the H. & D. Division went west August 20th to spend his vacation on the coast.

W. Nix of the R. M. Division is visiting in the east. He was formerly roadmaster on the Musselshell.

Engineer L. Middleton is visiting friends in Chicago.

Engineer H. Arlin and family are taking a vacation visiting friends in the east.

Conductor Ed Brindley took weeks' layoff and said he was going to the coast.

Conductor Young has been looking after his ranch near Terry, Mont.

Engineer Thomas Edwards was married September 5th to Miss Nellie Hanna of Meistone. "Tommy" is one of our popular engineers and we sure wish him and his bride a long and happy life together.

Conductor Bert Milliman spent a few days out on the Rocky Mountain Division.

L. Sorenson's B. & B. gang will be at Melstone for a month making repairs; and while here will build a freight house 30x60 feet east of the depot. This is a much needed improvement, account of the increasing business.

Mrs. W. F. Maughan will leave September 20th to visit her daughters at Sisseton and Mitchell, S. D., and her sister at Mason City, Iowa.

Machinist Jim McCarty has returned from the coast, where he spent a month, and has resumed work in the roundhouse.

Special Officer C. L. Preston of Miles is taking a needed rest, and is visiting in Indiana.

John E. Boman is now the Miles City yard checker.

The stork visited the home of Switchman Jack Chadwick and wife, of Miles, leaving them a fine little daughter. Thank you, we don't smoke.

Engineer J. B. Smith of the Musselshell died at Melstone, September 9th. Mr. Smith was popular with all the boys on the division, and all extend their heartfelt sympathy to the bereaved widow and children.

Items From the C. & C. B. Iowa Eastern Division and Branch Lines.

J. T. Raymond.

Verto Reichert spent his ten-day vacation visiting New York City and other Eastern points. We think he has concluded after much thought and observation that the Western ladies have no superiors, and that he will soon announce his choice from this locality.

Division Lineman James Tobin spent two weeks' vacation visiting in Chicago, Milwaukee, Wausau. At the latter place he was given several enjoyable rides in Dispatcher J. W. Held's new Buick. C. & C. B. Iowa Division boys look pretty good to Jake and he takes good care of those he catches wandering around in that neck of the woods.

Dispatcher and Mrs. F. W. Ray have gone to Campbell, Minn. Mr. Ray has taken an extended leave of absence.

Operator F. E. Minehart of Paralta was off several days, account of sickness, H. E. Ramsey relieving.

"Enjoyed every minute of it," remarked Engineer Charley Green, referring to the Veteran Employees' Association meeting and banquet at Milwaukee. That remark expresses the sentiments of all those attending from the C. B. Iowa Division. The committee on arrangements at Milwaukee left nothing undone in providing a good time for every one, and their efforts were highly appreciated. Those attending from Eastern Division were O. S. Thompson, C. E. Mitchell, Morgan J. Hildreth, Robert Widger, S. A. Parmenter, Andy Schader, William I. Priest, Charles

Green, P. H. Kiley, W. R. Barber, Mr. and Mrs. H. L. Stevens, Matt Mullen, Mr. and Mrs. Sam McCormac, A. Kindler, Mr. and Mrs. George Shaffer and the writer.

Passenger Conductor and Mrs. A. A. Floyd and daughter, Miss Gladys, of Davenport, spent a couple of days with friends in Marion. From there Mrs. Floyd and daughter went to Chugwater, Wyoming, to visit Mrs. Floyd's brother, James Stafford, formerly of Marion. Mr. Floyd, who is much improved in health, went from Marion to Tiffin, Ohio, to visit the family of his daughter, Mrs. Lulu Floyd Freeman.

Mrs. W. K. Saunders and little daughter, Elizabeth, are home from a two months' visit with the former's parents in Dallas, Texas, and with relatives in Arion, Mich.

Mrs. R. Lee Taylor left recently for a visit with Mrs. Charles De La Matyr at Freemont, Nebraska, formerly Mrs. Mary Hutchinson of Marion.

Civil Engineer E. L. Sinclair, who has been in charge of the Milwaukee's extensive railroad yard improvements at North McGregor, has been transferred to the prospective freight division terminal work at Atkins, and has opened an office in the Christie building in Marion, which will be his headquarters for an indefinite time.

Agent L. J. Miller of Springville was away a couple of weeks, H. E. Ramsey relieving.

Agent L. M. Halstead was away on an extended vacation visiting in Colorado, Percy Parmenter relieving.

Chief Dispatcher J. M. Losey was in Marion for a day en route from Waucoma to Perry. Mr. Losey had been called away on account of sickness of a relative.

Frank G. Zeiser has given up life on the farm and has resumed work as agent at Browns. Boys are all glad to have Frank back once more.

Conductor George Showalter was laid up for awhile, threatened with an attack of appendicitis.

Operator Curtis Marchant and brakeman Leo Marchant spent ten days touring the East. Part of the time was spent visiting an uncle in Ohio, who is a roadmaster on the B. & O.

Operator W. A. Storm of Monticello was away two weeks. He spent part of the time in Montana. Billy Magee acted as relief operator.

Signal Maintainer S. C. Lawson and son, Freddie, of Marion, visited several weeks in Tennessee. They returned with Mrs. Lawson and daughter, who had been visiting there most all summer.

Engineer Gerald Gordon has had a wireless outfit rigged up at his home with the antennae on top of courthouse steeple and gets the time at 9 p. m. from the Arlington wireless station, Washington, D. C.

Mrs. Pike has been suffering from a broken arm, and is not doing well. Conductor and Mrs. Pike have gone to Denver for two or three weeks. Conductor Tucker now on his run.

P. H. Alberts, Agent at Strawberry Point, who was a good-sized fellow when he left Green Island, has gained 50 pounds. He tells us he has friends in the creamery, which accounts for increased weight, which we thought was due to an easy job.

Conductor W. D. Shank and family returned from a six weeks Western trip. They enjoyed every day. Bill made more mileage than he did when they used to handle meat on the Calmar Line.

Nos. 27 and 28 "jitney" motor cars have returned from Dubuque shops and will be put back in service. The jitney is very popular with the people on the Calmar Line. It is the only electric lighted train on that line.

Engineer George Green now has the long lost "371."

Conductor C. F. Reber and wife are planning a western trip and anticipate a new and pleasant experience when they travel behind the new electric motors on the Coast Line.

Conductor C. E. Mitchell is taking life easy for a few weeks. Conductor Coakley doing the

necessa
on No.
Mr. A
on the
him loo
Cond
motor
report
A we
Line.
type of
eight f
pelled
quires
and tw
side.
be rais
Chief
and o
avenue
modern
Marion
Oper
were
car.
of Bro
taken
the co
his sp
Chief
Mr. T
Worm
absenc
Leamc
March
clerica
trick

Ever
round
daily
26 sta
hopes.
Mac
Beall
John
spent
Eng
Kansa
Eng
"Mike
Monti
Stor
and g
good
afterw
Eng
for av
all the
Eng
sissip
broug
there
the d
them.
A. b
August
Will
burne
month
Eng

On
tion
Missou
In
a thin
force.
The
Missou
to me
chasti
reties
down
Miss
days.
extens
Tunne
tandin
Lodge
from
trifeca

necessary on Nos. 19 and 6; Conductor Beardon on No. 11 and 20 in Coakley's place.

Mr. A. I. Jackson, agent at Monticello, is again on the job and everyone is mighty glad to see him looking so well.

Conductor G. Van Tassel and family made a motor trip to Ohio visiting their relatives. They report a good time and a nice trip.

A weed cutter has been installed on the Calmar Line. Roadmaster Drury says it is of the latest type of this kind of machine. It will cut a swath eight feet on either side of the track and is propelled by a gasoline engine. The machine requires three men to operate it, one to drive it and two to handle the cutting blades on either side. The blades are so arranged that they may be raised or lowered at any desired angle.

Chief Dispatcher Turner has just completed and occupied his fine new residence on Fifth avenue and Twelfth street. This is the third modern dwelling Mr. Turner has erected in Marion.

Operators Parmenter, Bollinger and Eustace were going from Preston to Browns on motor car. The car was derailed about a mile east of Browns seriously injuring Eustace. He was taken to hospital at Cedar Rapids and later to the company's hospital, Chicago. We hope for his speedy recovery and return to work.

Chief Dispatcher and Mrs. L. A. Turner visited Mr. Turner's mother at Waverly, Ill. H. C. Van Wormer was acting chief during Mr. Turner's absence, Willis Jordon on second trick, R. L. Leamon on third trick, on main line, Curtis Marchant on Calmar line, Operator L. S. Dove on clerical job, Operator Marl Marchant on third trick "M. F."

Marion Roundhouse Notes.
Edward Griffith.

Everybody is happy as we expect to have a new roundhouse in a short time. We note by the daily papers that there is going to be a new 26 stall house at Atkins, Iowa. Let us live in hopes.

Machinist Robert Law and Apprentices Ralph Beall took a two weeks' vacation, going to Seattle. John Peters, the night boilermaker helper, spent a day at Anamosa fair.

Engineer George Isreal spent a few days in Kansas City.

Engineer Hanner is on the lay off list, Engineer "Mike" Curran pulling the yellow cars between Monticello and Calmar, on the "Jitney Run."

Storekeeper Otto Beall got busy the other day and got out and cut all the weeds. Otto did a good job, but was in bad for a couple of days afterwards.

Engineer McElwain has taken the stone run for awhile. "Mc" has a new car, and he wants all the time he can get at home nights.

Engineer Stafford spent a week on the Mississippi River fishing. Talk about luck, he brought home 80 pounds of dressed cat fish and there were 25 families had cat fish dinner on the day he returned. The writer was one of them.

A baby girl at Fireman John O'Kelly's home, August 13.

William Lutz, fireman, is operating the weed burner on the Des Moines Division the past month.

Engineer Beall is on the sick list.

The Missoula Division.
Peggy.

On all sides one hears exclamations of admiration from tourists and visitors regarding the Missoula Station grounds.

In so picturesque a setting, they surely are a thing of beauty and the pride of the entire force.

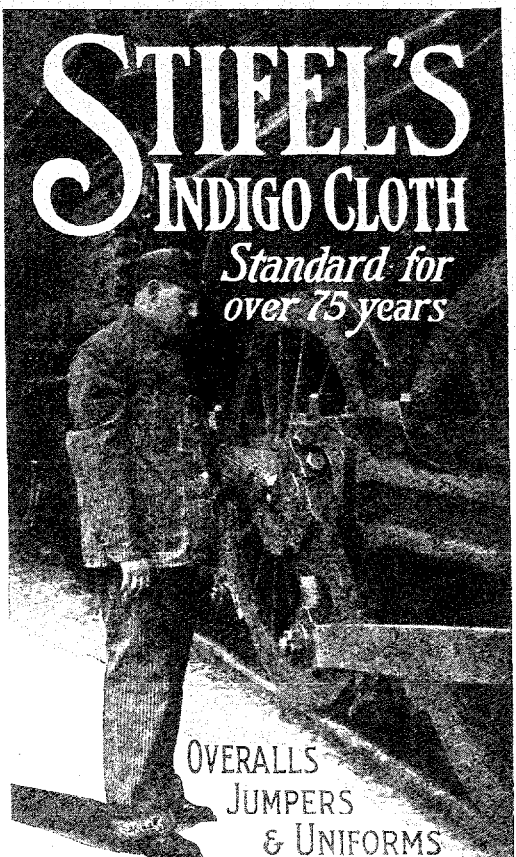
There are several newcomers to our force at Missoula, but the correspondent is forbidden to mention names, through penalty of severe chastisement. If anyone knows of missing celebrities they would confer a favor by running down to Missoula and help clear up the mysteries.

Missoula Division is the busiest of places these days. Some of the work under way is the extension of passing tracks, lining St. Paul Pass Tunnel with concrete and relaying the rail, extending the yards at Avery, Alberton and Deer Lodge, extending the Big Blackfoot Railway from Blackfoot Junction to Clearwater, and electrification work.

STIFEL'S


INDIGO CLOTH

Standard for over 75 years



OVERALLS
JUMPERS
& UNIFORMS

YOU can "lean on" Stifel's Indigo Cloth. It bears alike the weight of rough wear and grimy, greasy soil; and the brunt of Sun, water and washboard can't take out its loyal blue color. As indestructible as a fabric can be made in weave and color.

Remember, it is the cloth in your garments that gives the wear, so see to it that this little label  is on the back of every man's garment you buy. It's the mark of the railroad man's garment cloth that in its history of over 75 years has never been successfully imitated.

Cloth manufactured by

J. L. STIFEL & SONS

Indigo Dyers & Printers WHEELING, W. VA.

NEW YORK.....	260-262 Church Street
PHILADELPHIA.....	324 Market Street
BOSTON.....	31 Bedford Street
CHICAGO.....	223 W. Jackson Boulevard
SAN FRANCISCO.....	Postal Telegraph Building
ST. JOSEPH, MO.....	Saxton Bank Building
BALTIMORE.....	Coca-Cola Building
ST. LOUIS.....	928 Victoria Building
ST. PAUL.....	238 Endicott Building
TORONTO.....	14 Manchester Building
WINNIPEG.....	400 Hammond Building
MONTREAL.....	Room 500, 489 St. Paul Street

Considerable anxiety is being displayed by all Missoulians as to when the Missoula Division is to be placed under electrical operation. Reporters haunt the offices inquiring if there has yet been any hint when the great event is expected to take place. The work is practically completed from Deer Lodge to Alberton. The "juice" was turned on the transmission line as far as Primrose sometime ago. One of the electric locomotives was brought over the line from Deer Lodge to Missoula, testing the pantograph, and now stands in the yard at Missoula, where numbers of people are coming to give it the "once over." Recently the numbers of the motors for this Division with approximate shipping dates (which are, by the way, not too far off) came to hand, and we are all beginning to feel that soon we will see the big "electrics" on Missoula Division.

Brakemen and porters are now announcing to passengers on trains 16 and 18 that electric locomotives are to be put on at Deer Lodge. Everybody piles out at Deer Lodge to see them, no matter how many times before they have done the same thing. Electrification is a never-ceasing point of interest to all and has surely been a drawing card for the Milwaukee this season.

Mr. M. K. Darnell, the charming young Demurrage Inspector for this territory, has established his headquarters at Missoula, thereby causing great flutterings of feminine hearts hereabouts. Mr. Darnell, before becoming a Westerner, spent the greater part of his life in Peoria, and while he still shys at an Indian now and then, says he is bound to overcome all his nervousness and be a real Montanian by the time he is here a year.

Mr. W. Tucker, Jr., of Salt Lake, Traveling Freight and Passenger Agent for the Southern Pacific Lines, was in Missoula lately calling on the freight and passenger boys in the interests of his road.

Mr. E. P. Bennett, Travelling Auditor, has visited Missoula several times recently.

We were all shined up here about two weeks ago, but the President's Special passed through on Sunday.

Mr. H. H. Tavenner is expecting a visit from his father and mother, who reside at Cordova, Illinois.

Mrs. Sloan Miller, with her two kiddies, is spending the summer in Tacoma with her people. Mr. Miller hopes to join them in September for a camping trip via motor to Crater Lake.

Mr. and Mrs. George Hill are enjoying a visit from Mrs. Hill's sister, Miss Sue Sanders, of Chicago.

Mr. G. B. Aldrich, agent at Garrison, and his wife, will make a trip to Chicago, Pierre, Rapid City and Fargo.

Mr. C. N. Shriver, conductor, is expecting a visit from his father and mother from Optima, Oklahoma, via Kansas City and Chicago.

Miss Alice Cummins is at present visiting in Fargo, Minneapolis and Chicago.

Mr. H. Sanderson of the C., W. & E. and party on the Pullman private car Philadelphia recently enjoyed a trip over the portion of the Milwaukee road now under electrical operation.

Mr. J. F. Pinson of the B. & B. Department, Mr. C. A. W. Musson of Butte, and Mr. C. F. Urbutt, who is in charge of work at the St. Paul Pass Tunnel, were recent visitors to Missoula.

Now people, all of you are older railroad men than the correspondent, and all of you are much better acquainted with all the people and things of interest on the Division. It will be co-operation in making the Missoula Division column an interesting one for everybody.

The Missoula telephone service was much disrupted on August 10th, and calls that went into the central office seemed to get no answer or satisfaction. Finally a committee was sent over town to find out just why they were getting no return for their money, and it was found that only one girl was on duty. Further inquiry into this state of affairs disclosed the fact that one James Bolton, night ticket clerk at our station, who is the boy that shines with all the fair ones, had chartered the largest Cadillac car there was in town and invited all the operators of the exchange to be his guests at the creamery picnic in Stevensville, which is the greatest annual event in the Bitter Root Valley. Jimmy says he never had a better time in his life

and he will bet money that there is no other young fellow can take that many young ladies out for a day's outing for less than \$28.00. If there is, he says he would like to see the color of the fellow's hair.

If a copy of this magazine, and this particular paragraph, should meet the eye of Mrs. M. B. Corbin, she should take it as sufficient warning. A word to the wise, you know.

All passing tracks on Missoula Division between Deer Lodge and Haugan are being extended to five thousand feet in length, while those over the Bitter Roots between Haugan and Avery are being extended to four thousand feet in length to be ready when Division goes to electrical operation.

North La Crosse Notes.

H. J. Bullock.

Brother Waugh's recent write-up of the S. M. Division was very good and interesting and brings to mind a true little "yarn." During the early days of construction on that division, Mrs. Fogarty managed a railroad men's hotel at Austin. At the dinner table one day the boys were discussing a record breaking run made by Engineer Pat. Doyle of the River Division with a doctor's special from St. Paul to Winona.

Mrs. Fogarty listened intently for a few moments and then said, "Sure and they do that every day on the 'Ism.'"

Yard Clerk R. P. Oliver transacted important business at Minneapolis August 22d.

Brakeman Otto Ristow and wife visited at Hustler, Wis., August 24th to 26th.

Mrs. I. B. Miller, wife of Conductor Brad Miller, spent the day at Minneapolis August 24th.

Mrs. C. D. Shepard and son, family of Telegrapher C. D. Shepard, have returned home after two weeks' visit at Groton, S. D., and Winona.

Clifford Mueller, record clerk, is back on the job after a struggle with tonsillitis.

Switchman G. F. Morrelli and wife spent Sunday at Lansing, Ia.

Mrs. L. D. Daniels, wife of Conductor L. D. Daniels, has returned from a visit at Tomah, Necedah, Milwaukee and Chicago.

Switchman C. Hyde and wife departed for Lusk, Wyo., August 25th. Clarence is trying to escape the hay fever.

Engineer Chas. Rossow and wife have returned to their home after four weeks' visit in the west. They visited Butte, Spokane, Seattle, Tacoma, Portland and San Francisco.

Roundhouse Foreman H. M. Hauser has returned after a brief vacation.

Switchman J. E. Wilson is on the job again after suffering with a severe electrical shock caused by stepping in some water near a telephone pole.

Night Roundhouse Foreman Geo. Mowry is again on the job after a vacation.

Chief Train Dispatcher E. J. Crawford of the Dubuque Division, gave us all a very pleasant call August 11th, enroute to Dubuque, after enjoying his annual vacation.

Roundhouse Clerk F. L. Shumway enjoyed a brief vacation while visiting friends at Caledonia, Minn.

Mr. A. W. Tyler formerly, agent at Sparta, has been appointed night ticket agent at La Uncle Dan Smith, the good-natured conductor on the Virroqua line, was here September 14th and 15th, calling on friends.

The writer has traveled considerably this summer. Our record is ten thousand miles behind a lawn mower. Can you beat it?

Prairie du Chien Division Notes.

M. C. Murphy.

Conductor S. Raymond and wife of Milwaukee were visitors at Waukesha.

Conductor H. Vedder has been off duty on account of illness. Conductor T. Callahan has charge of his run during his absence.

Brakeman Chas. Horr is on a leave of absence. Roadmaster J. Murphy and wife attended the Roadmasters' Convention at New York City. They also visited relatives at Boston, Mass.

Engineer T. Dempsey, Waukesha, took a two weeks' vacation, the greater part of it being spent with relatives at Madison.

Announcement

The steady increase in business at all of our eating houses, especially on the C. M. & St. P. Lines is a recommendation for our service.

If you are not one of our patrons, why not?

We invite your patronage because we have pleased others and know we can please you.

Van Noy Interstate Co.

Coca Cola Building, Kansas City, Mo.

Engineer Fred Zunker, Milwaukee, and Miss Anna Marsh of Eagle were married during September. Miss Marsh is a sister of Brakeman B. Marsh and Firemen John and Herman Marsh. The best wishes are extended to Mr. and Mrs. Zunker.

Bill Clerk C. Micka, Waukesha, was called to Chicago, Ill., by the illness of his wife.

Conductor I. N. Davis took a ten-day vacation. He was a visitor at St. Paul and Minneapolis, Minn.

Brakeman L. Carney was absent from work about a week account of illness.

The Sinclair Sand Pit was again opened up during September to furnish more gravel for the elevation at Milwaukee. Conductor Raymond had charge of the crew.

P. H. Hayes, foreman on hill engine, Madison, lost a couple of days last month with the "tooth-ache." Better have them fixed up.

On the morning of August 12th, while train No. 61 was pulling out of Whitewater, Brakeman Mike Ford discovered a red spot in the sky. After calling Conductor Rathbun's and Brakeman K. Westphal's attention to it, they all decided it was an aeroplane. They all got on the top of the cars and waved their lanterns to their hearts' content to what they thought was an aviator, but when they reached Milton it proved to be the Morning Star.

Night Roundhouse Foreman F. F. Dunwiddie, Madison, was called to New Mexico on account of the illness of Mrs. Dunwiddie's sister.

Paul Copp, boilermaker helper, Madison, has returned from a trip to Los Angeles, Cal.

Brakeman N. Barry has returned to work after a three weeks' vacation.

Ed Schmidt, machinist helper, Madison, has returned to work after a week's vacation which he spent up north.

Agent T. H. Taylor and wife, Waukesha, are enjoying a trip through North and South Dakota. They also will visit relatives at Idaho before returning home.

Dan Curtin, switchman, Madison, has gone in business for himself. He has a new "Tin Lizzie" to haul freight and baggage about the city.

One night the natives along the Richland Center branch were awakened by a queer noise coming along the track, and knowing there was no train due at that hour of the night, someone investigated, and it was found to be Engineer P. L. Mills pumping a hand car from Lone Rock to Richland Center to relieve Engineer H. Board.

Machinists R. Wood and G. Ryan, Madison, deserve a medal for saving F. Olinger out of the lake at Madison after he had fallen in.

Fireman H. G. Davis has returned to work after a two weeks' layoff account of injuries received August 7th at Wauzeka.

Miss Roda Edmonds, daughter of Roundhouse Foreman A. J. Edwards, Madison, was married to Prof. H. Winegarten July 29th. The best wishes of the employes are extended to them.

Dubuque Division Items.

T. A. Gobat

Mr. Edwin Giese, one of our prominent young carpenters, and Miss Gertrude Zwack were married at the Sacred Heart Church here August 29th, 1916. The Magazine and many friends join in wishing the young couple a long and happy future.

Thusmith William Oswald and family enjoyed a pleasant visit with relatives at Farley, Iowa.

And the "Gosh Darn Little FORD Rambled Right Along." If you don't believe it ask Conductor L. M. Hibbard. He has just bought a new one.

Carpenter Peter Meyer has been reported on the sick list for the past four weeks.

Boilermaker Herman Ott and Miss Ella Bischoff were united in marriage here September 24th, 1916. The many friends of the young couple join in wishing them a happy future. The smokes were sure fine, Herman.

Carpenter William Schmidt and wife spent several days visiting relatives and friends in St. Paul and Minneapolis.

Roundhouse Clerk Harold Kurt, who was on the sick list the past week, is again on the job with the same old smile.

Machinist Art Lang and family spent Labor Day visiting relatives in Littleport, Iowa.

Painter Christ Bothmer was called to St. Paul account of sickness.

Joe Gengler, stenographer in Master Mechanic Rusch's office at Tacoma, Wash., spent a week here visiting relatives and friends. Joe is a Dubuque boy and we are always glad to see him. Come again, Joe.

Machine Hand William Keneyon is reported on the sick list for the past week.

Machinist John Reed and wife enjoyed a couple of days' visit with friends and relatives in Parkersburg, Iowa.

Machinist Willis Clark is reported on the sick list for the past week.

Carpenter Charles Finer and wife spent a week visiting with relatives in Forrest City, Iowa.

Mr. A. J. Hess, chief clerk of the M. C. B. billing department at Milwaukee Shops, Wis., was a business caller here on September 14th.

Machinist Apprentice Jack Tully has been transferred to Council Bluffs to complete his time.

Engineer Bill Luther is enjoying a trip to Jacksonville, Fla., and other southern points of interest.

Carpenter Charles Levin and family were called to Omaha, Neb., account of sickness of a relative.

Conductor Cronin has reported back to work after being absent for the past several weeks.

Mr. O. Jones, formerly a conductor on the Dubuque Division, visited here last week, and surprised all the old-timers. Mr. Jones is now running on passenger for the O. W. R. & N. Ry., out of Salt Lake City.

Chief Dispatcher E. J. Crawford is having his annual vacation. Orlando C. Anderson is relieving him.

Engine Foreman E. H. Pratt and Switchman R. J. McAndrews are reported on the sick list for the past several days.

Brakeman S. W. Kinder spent a few days visiting with friends in Chicago, Ill.

Arthur Joseph Walsh, chief clerk in the B. & B. Department, is spending his vacation visiting with Mr. George Cummer of Washington, D. C. Mr. Cummer will be remembered as having Arthur's job before Arthur came from the Illinois Central.

Engineers A. Wieneke and John Sandry have resumed their duties on switch engines after being off for the summer months. They claim hot weather does not agree with them. Pretty soft, I think!

C. & C. B. Iowa Eastern Division Notes.

Signal Maintainer S. C. Lawson discovered a car on fire on No. 95's train between Paralta and Marion and succeeded in stopping them in time to save any great damage. It was good work.

Dispatcher R. L. Leamon has been away on vacation, Laurance Dove doing extra work on Calmar Line.

Operator Charles T. Welch of Savanna has joined the ranks of the Benedicts, having been united in marriage to Miss Lola Sites of Savanna, Ill. They have gone to California for a prolonged visit. We extend congratulations and hearty good wishes.

Traveling Freight Inspector A. De Garmo was seriously injured while attempting to get on a caboose of No. 96 while train was moving, September 15th, at Langworthy, losing his grip and falling. He was taken to the hospital at Cedar Rapids on a special train. Mr. De Garmo has a host of friends who are hoping for his speedy recovery.

Conductor W. D. Shank and family were called to Pearl City, Ill., on account of the death of Mr. Shank's father. The bereaved family have the sympathy of many friends on this division.

Mrs. Elizabeth Pulford, 84 years of age, mother of Conductor Ora Pulford, was laid to rest at Savanna September 15th. The Employees' Magazine extends deepest sympathy to Conductor Pulford and family in their great loss.

Our September notes were sent in about the usual time but arrived in the hands of the editor three days late.

Northern Division News.*Helen Munroe.*

First snow of the season September 15th. Since the hunting season has opened have seen some ducks carried through. Conductor Francis and Roadmaster Whitty were both out for the opening.

While hunting at Beaver Dam Dispatcher Zimmerman was shot—not seriously.

September 1st a twelve-pound baby boy was born at the home of Conductor Henry Ohley of the Hartford switch run at Milwaukee.

There was a big carnival at Portage fair, but on the complaint of Conductor Henry Arndt of the Portage way freight to the Fair Association, the shows were closed down as not being suitable to have.

Engineer Beecher and Pumper Schultz of Horicon attended the Berlin fair and after eating two dinners at the fair grounds we understand it was necessary for them to go downtown to get a lunch before they had one meal.

Conductor Ed Oakes, of the Winneconne line, was knocked off a car and dragged for some distance between two cars while switching at Ripon. Although hurt badly it is hoped not seriously.

Engineer Rief is back on the way freight after having been off for two months.

I. & D. Division News.*C. J. Gillette.*

E. G. Beach, night ticket clerk at Mitchell, has resigned to take a similar position with the U. P. at Fremont, Neb. Good luck to you, Red.

Conductor J. W. McGuire has been on the sick list the past week. He is relieved by Conductor V. L. Neiberghall.

B. O. Searles, T. F. & P. A. at Mason City, just returned from a trip in the Black Hills territory, where he has been soliciting fall cattle shipments and incidentally running down prairie chickens with a flivver.

Black Hills Division Conductor W. H. Stewart and family motored to Mason City early part of September.

J. H. Foster was a business visitor at Mason City September 7th.

F. A. Rice, president St. Johns Loan and Trust Co., Portland, Ore., is visiting relatives and friends at Mason City. Mr. Rice began his career as call boy and was later ticket agent at Mason City.

Conductor E. Hoxie is taking a short vacation at present, being relieved by Conductor J. C. Wiley.

Passenger Brakeman H. M. Gray had the misfortune to break his leg in two places, Sunday September 10th, while playing ball at North McGregor. We all wish you a speedy recovery, Harry.

Operator J. F. Evans has returned to the second trick side table at Mason City. Jess has been working third trick dispatching at Mendota since June 1st.

E. M. Hunt, Mason City ticket agent, spent a couple of days at the Minnesota state fair.

Third Trick Operator E. R. West of Calmar is spending a two weeks' vacation with his parents at Quincy, Ill. He is relieved by Operator R. E. Holbrook of Mason City.

Conductor John Inman has taken a two months' leave and is looking after farming interests in Northern Montana.

Extra Dispatcher C. W. Hickey is spending his vacation at Emmetsburg this year.

D. H. Cross, car foreman at Mason City, is spending a few days in Minneapolis this week renewing old acquaintances.

Roy Lang, who has spent the summer at Spirit Lake, has resumed his duties as brakeman at Mason City.

Herman Frazee of the auditing department, spent Sunday, September 2d, at Rockford, Ia. What's the attraction, Herman?

E. & S. W. Notes.*H. J. Beamish.*

A derailment at Lyons, August 20th, caused considerable delay to traffic. A defective draw bar on train 62 put five or six cars in the ditch, about 11 a. m., and track was blocked until nearly midnight. No. 50 was detoured via Bard-

Evans Art Pianos and Players

Factory to You

\$125



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.

30 DAYS FREE TRIAL

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

Music Lessons Without Cost

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 engineers, 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

well, and W. H. Smith ran a special to Milwaukee after the track was cleared.

Foreman Breneman and crew, with the pile driver, were at work on the Eagle branch the last of the month. Packard, from the Janesville line, had charge of the work train for two days and later Voss finished the work.

A special train, Larkin in charge, from Chicago to Kansasville, September 2d, brought a large party of "Erin's Own" for their annual visit over Labor Day. They returned Monday.

J. T. Regan assisted the regular passenger men during the Labor Day rush. Jack was off several days following, on personal business; Arries on way freight.

Gorman, fireman on Eagle run, was called to Milwaukee, September 2d, by the death of his grandmother. Fireman Kohn, from Milwaukee, relieved him.

Conductor J. J. Myers, who was very sick the first of the month, is again able to be about. Jake explains, when censured for receiving calls and presents from some of his attractive lady friends, that he is not to blame for his winning ways.

The block telephone, from Elkhorn to Burlington and on Eagle line, underwent a thorough overhauling the first of the month. Telephone Inspector R. C. Blakeslee of Milwaukee, doing the work.

The gravel run, from Beloit to Corliss, has been discontinued, T. J. McCarty returning to the ring.

Conductor Irwin and wife, of Savanna, were Chicago and Milwaukee visitors for a week, the first of the month.

Fred M. Arries visited his brother at Savanna, September 3d, and while there rode the O. R. C. goat.

Understand that "Fire-Alarm" Carter, operator at East Moline, drove his Ford into the Mississippi recently. There never was a time when he wasn't in a hurry.

Trainmaster F. L. Richards left September 11th for Sioux City to assume his new position as assistant superintendent of the S. C. & D. Division. Mr. Richards leaves many friends among the employes of the R. & S. W., who wish him him every success and are pleased at his good fortune.

The gas electric car, that has been in use between Racine and Corliss, is getting a general overhauling at Milwaukee Shops. The gas car seems to do more falling down and does not give the satisfaction that the old quill wheels they had on the dikey in years gone by did. But Engineer Bob White says it has one advantage over steam—he never has to run for water and the boiler never foams.

Agent Foiles, Florence, is back on the job after three weeks' needed rest.

H. D. Fields is back on third trick at Beloit after a summer on the side wire.

Hub Meredith is acting agent at Union Grove during the absence of Agent Forward.

We are pleased to note the return of Brakeman James Bane to our well-known midst. Mr. Bane has been visiting his parents in Arizona for a few days and his proximity to the seat of war was the cause of great anxiety to his friends.

J. T. Regan took Thompson's run on the Janesville line, beginning September 13th; Rossmiller on way freight.

Engineer Morgan relieved Harrington on the night patrol August 26th and 27th; and took Owen's place September 3d on the day run.

Baggage man R. J. Rowlands, 35 and 36, was off September 6th, 7th and 8th, on account of the death of his brother-in-law.

Yardmaster Peter Herman, Racine Junction, spent three weeks this month at his Arbor Vitae camp fishing.

Engineer W. Smith has resumed work on the way freight after cleaning Delavan Lake of all the desirable fish.

Engineer George Indra is enjoying a pleasant vacation at Pewaukee Lake. They say George has the waters of the lake churned to a white foam from the high speed of his motor boat.

We notice the boys had a much more cheerful expression on their faces on September 4th than they had for several days preceding that date.

Conductor John Cavey on trains 23 and 24 says his engineer, H. P. Roe, handles his train so smoothly in starting and stopping that he has to look to the ground at times to ascertain if his train is moving or not. Some smooth work, eh?

There are rumors we are to have several long passing tracks put in on the division. What a treat it will be to be able to get into clear without making several doubles to do so with the incidental delays.

Engineer George Indra is running as a candidate for the State Assembly at Madison. Hope he wins out. George would make a good assemblyman, and depend upon it, if he gets there the people's end of it will be well taken care of.

They are rushing business on the new yard between Beloit and Rockton, and when done hope it will relieve much of the congestion around those two points.

Idaho-Columbia Divisions.

Wm. Jones.

We are the new correspondent for the above divisions. Mr. Clark has been promoted and transferred to Chicago and we are glad of it for two reasons—first, he is worthy of promotion; second, we get a job as correspondent. But the position is only temporary and as it is something we do not know anything about and as we never wrote anything like it before, we know you will be interested in our ramblings. As an introductory, we will say that we imagine it must be an awful task to write for a magazine. You have to cross your t's and dot your i's and punctuate your commas and semi-colons and have got to put your grammar in and not pluralize your singularities, and you have got to write engineer instead of engr., and trainmen instead of trman., and conductor instead of condr., and brakeman instead of brkman., because those printers down in Chicago don't know what those abbreviations mean. You must not say anything to wound a person's feelings and if you do you must do it in a manner that will make them feel good. Always write so as to make everybody feel good whether they do or not; if you can't give a man what he asks for always manage to send him away smiling. It pays.

Mrs. O. B. Moody and son Warren, wife and child of Conductor Moody of Spokane, made a short visit with friends in Seattle.

Miss Gladys Putnam, daughter of Engineer Putnam and wife of St. Maries, was an Avery visitor recently.

Mrs. R. P. Rozell, wife of our genial agent at Hanford, was shopping in Seattle the early part of the month.

Brakeman John Stils of Malden spent a few days in Butte.

Got along pretty well so far. Isn't half as hard work as I anticipated.

Mrs. Ernest Maddex, wife of Foreman Maddex of Lind, was a Spokane visitor last month.

During the past month Mr. and Mrs. E. K. Stedman of Spokane entertained Mrs. W. A. Stetson of Seattle, and Mr. and Mrs. Phil Shoup and Lee Nellis of Savanna, all loyal members of the big Milwaukee family.

Lest you do not recognize the name of E. K. Stedman we will explain that he is the gentleman who writes under the name of Sted.

Agent R. B. Jose of Thorp and wife are visiting friends back east. They also spent a few days in Seattle.

Unsophisticated Spokane.

We took a run down to Spokane during fair week and had a good time. They had an air man there and one evening he made a flight over the city. I was in a street car at the time and rubbered along with the rest of the rubberoids with my head thrust out of the window. The lady in the seat back of me asked me what was the excitement and I gallantly explained the tense situation to her. How was this for a come-back. "Humph, airships must be quite a novelty out here." Wonder where in — the United States she hailed from?

Mrs. J. W. Reigart and son Blanchard, family of Engineer Reigart of Spokane, were recent sojourners in Bovill.

Agent C. H. Thompson of Malden is a happy man, due to the return of his wife from an eastern visit.

M
Falc
frier
D
have
dow
abse
enjo
An
ness
Sted
Sa
May
this
Ro
was
mont
Mr
of C
sight
Fr
made
Co
his s
d'Ale
Mr. V
durin
is a
Mrs.
Tra
of Sp
They
the c
fish—
some
Age
Coast
at the
esting
Am
Cashie
Spoka
By
were
be ev
way.
Stea
Spoka
with c
John
back
Conc
Wiscon
for the
aration
joys t
Mr.
Adams
will ke
was in
pleasa
smile
more c
Mrs.
Thomp
in Mala
The r
welcom
Nov In
at Spok
recepti
they ar
Not h
Termin
wondere
predicti
have be
as all t
been pr
ager, tre
recently
May st
wish of
minal.
Mr. P
line yard
there; to
to be sh
opened b
ber 10th.
We mi
the hump

Mrs. R. C. Falck of Spokane, wife of Conductor Falck, is home from a visit with relatives and friends in New York.

Dispatcher P. L. Hayes and wife of Spokane have moved to Malden, where P. L. is holding down the position of chief dispatcher during the absence of Chief W. J. Jordan, who has been enjoying a sick spell.

Among others who have been laid up with sickness is E. K. Stedman of the Spokane office. Sted says sickness is the worst disease there is.

Say, we're doing fine. Don't you think so? Maybe we can get the job steady if we keep up this gait.

Roadmaster's Clerk John Dorsey of Ellensburg was a Seattle visitor the fore part of the month.

Mrs. R. A. Reams, wife of Brakeman Reams of Cle Elum, spent a few days viewing the sights of Seattle during September.

Freight Clerk D. Wilson and wife of Plummer made a short visit with Ellensburg friends.

Conductor Fred Wilder of Spokane has closed his summer camp Wild-Van-Arm on Lake Coeur d'Alene and returned to the family mansion. Mr. Wilder entertained many friends at his lodge during the warm season and everyone says he is a prince of entertainers when assisted by Mrs. Wilder.

Traveling Engineer Thos. McFarlane and wife of Spokane have broken camp at Spirit Lake. They report a pleasant outing and Tom reports the capture of an eight pound black bass. Some fish—if he caught it. Say, Tom, that would be some fish anyway.

Agent H. R. McCann attended the Pacific Coast Freight Agent's Convention recently held at the Davenport Hotel in Spokane. An interesting meeting and general good time was had.

Among those reporting ill the last month were Cashier Rambo and Conductor Curtis, both of Spokane.

By Heck, this is lots of fun. Never knew there were so many people in the world before. Must be everybody works for the Milwaukee. Anyway, she's a good pike to work on.

Steam Shovel Engineer John G. Richter of Spokane has returned from an extended visit with old friends in the Dakotas and Minnesota. John says it makes a person feel good to get back home again every once in a while.

Conductor Fred Wilder has pulled his launch Wisconsin from the waters of Lake Coeur d'Alene for the season, but is already making big preparations for next summer. Fred certainly enjoys the outdoor stunt.

Mr. Clark always wrote that Conductor Harry Adams was in the office last Saturday, so we will keep up the habit. Conductor Harry Adams was in the office last Saturday and cast his pleasant smile around the room. Somehow that smile of Harry's always makes the room seem more cheerful.

Mrs. R. J. Thompson, wife of Conductor Thompson of Spokane, was visiting old friends in Malden recently.

The many friends of Jimmie and Pete Stevens welcome their return as managers of the Van Noy Interstate dining room in the Union Depot at Spokane. You are always sure of a pleasant reception and the best of things to eat where they are in charge.

Milwaukee Terminals Items.

J. J. O'Malley.

Not having seen any notes from the Milwaukee Terminals for a few issues of our magazine, I wondered why. Upon inquiry I learned that the predictions of our correspondent from La Crosse have been verified, and that "Our Josephine," as all the boys of this terminal called her, has been promoted to the position of general manager, treasurer and secretary in a new company recently formed.

May she live long and be happy, is the earnest wish of every man in any position in this terminal.

Mr. P. Petrie, the jolly yardmaster at the Air-line yard, was temporarily relieved of his duties there, to look after the transportation of exhibits to be shown at the Wisconsin State Fair, which opened here September 11th and closed September 16th.

We miss Pete's smile and other things from the hump.

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 3x4½ 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 2½x3½ 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.

50c Postpaid

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

INTER-AMERICAN SUPPLY CO., not Inc.
DEPT. 3 E, 5034 W. Huron St., CHICAGO, ILL.

Telephone Central 2459

Rollin S. Church

509 Chicago Savings Bank Bldg.

CHICAGO

RAILWAY TIME SERVICE

Pantasote

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

11 Broadway
NEW YORK

793 Monadnock Bldg.
SAN FRANCISCO

Yardmaster A. J. Knerian and wife, also Yardman E. M. Olson and wife, are about to start on a fishing trip to Lake St. Germain. We wish them a pleasant trip and better success than we had.

Yardman W. C. Moore, recently appointed night yardmaster, Airline yards. Here's to you, Bill, all the boys wish you success.

Yardman Cowles, I see, is back from Aberdeen. He said the prairie out there is too wide, and it is too far away from Milwaukee anyhow to suit him.

Yard Foreman A. J. Hammerer and a few of his friends are contemplating a fishing trip to Briggsville in the near future.

(Say, Tony, don't catch all the big ones on this trip, that got away last time.)

Engineer Charles Larson has just returned from a week at Okauchee Lake. He reports plenty of roach and perch, but none of the big fellows.

Yard Foreman D. J. McCaulliffe has just returned from a week's visit with friends in Fond du Lac.

The writer and wife had the pleasure of spending a few days at Birch Lake, at the camp of Mr. Wm. Melang, where we received fine treatment, and I wish to say a word of praise for the very courteous treatment accorded my wife and self, by the sleeping car porters, on the trip both ways.

I have never met porters more obliging or polite than those men were. The plate service in the dining car is, in my opinion, an ideal way of serving a good meal at a very reasonable expense. It was much enjoyed by both of us. As to the coffee, it would be a sin and a shame to drink that coffee and forget it; the expression is often made, "a nectar fit for the gods." This can be applied to the coffee, which can be enjoyed any time in the Milwaukee diners.

Milwaukee Shops (and Some Terminal) Items.

It is with profound regret that we learn of the serious accident to our general manager, Mr. P. C. Hart, who was in an automobile collision on Sheridan Road the other day. Mr. Hart was badly cut about the head and received other bodily bruises. It seems that there are more automobile collisions than steam road collisions.

A bit of real but regrettable news is the resignation of General Storekeeper Allen taking effect September 15th. Mr. Allen takes the management of the Milwaukee Refrigerator Car Works in this city. He has been a long time with the "Milwaukee Road" and general storekeeper since Mr. Taylor went from here to Chicago seven years ago. We are sorry to lose Mr. Allen, but he is still one of our citizens. Mr. F. J. O'Connor, chief clerk for many years to Superintendent of Motive Power A. E. Manchester, takes Mr. Allen's place, and while we regret to lose Mr. O'Connor from the office, we are glad that he is going no farther away and compliment him on his well deserved promotion. Mr. Geo. O. Dayton, general foreman, general store department, takes the chair vacated by Mr. O'Connor. Mr. H. B. Justman, Asst. Chief Clerk, S. M. P., takes Mr. Dayton's place. Mr. Jos. H. Haas takes Mr. Justman's desk.

Railway Commissioner Walter Alexander visited his old haunts August 22nd. His is a familiar hand shake. The Honorable was looking well.

Mr. Manchester and Mr. Bilty in Chicago August 24th.

Mr. E. A. Williams, formerly assistant superintendent motive power of the Milwaukee Road and general manager of the Erie Railway, called at the shops August 25th. Ye scribe being laid up in bed at the time, did not have the opportunity of shaking hands with our former boss. Hope you will call again soon, "E. A. W." as we used to call you.

Engineer E. R. Williams of the D. & L. Railway visited all departments of the shops late in August. His is a portly form.

The Erie Railway Employee's Magazine is at hand. It is a good book but no better than ours. The Buffalo, Rochester and Pittsburg Railway Employee's Magazine comes as a quarterly of 95 pages, against the Milwaukee book of 65 pages monthly.

The C. & N. W. Ry. use the Mazda nitrogen burner in their headlights, which is claimed to

be more simple and cheaper than the carbon arc.

The shop "Old Glory" is pretty well frazzled out. Another one is coming.

A clean-up campaign seems to be taking hold. However Foreman E. Thomas of the car department tin shop, always did have a nice clean swept shop, as also does W. R. Richards of the Locomotive Department side; the others are falling in.

Mr. A. L. Hutchinson, foreman pattern maker, is still laid up at his home. We had hoped to see him out before this. Mr. Hutchinson is one of the good old Vets.

Joe Boeckman, pattern sorter, has returned to work after a six weeks' illness. "Joe" is 80 years old, and has been with us 40 years. The old story, "You can't keep a good man down."

The office space of the Signal Department has recently been enlarged. Signal Engineer Mills' private office is shoved over in the southeast corner; all are still on the third floor of machine shop office wing. Foreman Warner has rigged up a fan that no one cares to swipe, run by a counter shaft, but it does the business.

Jas. Garside, one of the oldest machinists on the system is not in the best of health. Mr. Garside is machinist in the roundhouse, a position he has held ever since the shops were built in 1880. Previous to that he was in the old P. du C. Shops, foot of Fourth street.

Veteran Boilermaker Wm. Kells on steam pipe work, has returned to work after being laid up in the hospital for four months, where it was thought at one time he would not be with us again. Mr. Kells has been with the company over 40 years.

The old rapid transit rail curve between the store room and machine shop which was taken up some 20 years ago, is being put in place again.

Veteran John Horan, B. W. Inspector, made a trip over the Moberg District late in August, a rush trip that caused him to miss the V. E. A. doing the 15th and 16th.

Erecting Engineer Einar Ericsson met with a painful accident September 15th by being struck with a bar of 2-inch iron thrown from a car near the iron house. Mr. Ericsson had his collar bone fractured and right leg injured. He was removed to the Milwaukee Hospital, where he is resting as well as can be expected, which we hope will soon be much better.

Chief Clerk to Assistant Superintendent Motive Power F. F. Peck is coming out with a new Ford.

Veteran Machinist John Blomley of Madison, Wis., gave us a pleasant call August 25th. Mr. Blomley is 82 years old and has not worked for three or four years—does not have to work. He is an Englishman, having been born near Liverpool, England. Although a little feeble, Mr. Blomley is holding up quite well.

Mr. A. N. Lucas, general foreman boilermaker, and Mr. G. N. Prentiss, chief chemist, were in Mitchell early in September on an inspection trip.

Mr. J. J. Crowley, assistant electrician, was in Kansas City and the Southwest first week in September.

Mr. Al Klumb, assistant District M. M., has returned from Minocqua and Excelsior Springs. It seems we were mistaken and wrongly informed about District M. M. A. Young fishing at Tomahawk.

The entire roof of the superintendent of motive power's office is getting a new, complete shingling. The west half of the locomotive blacksmith shop roof, recently scorched, will receive attention next.

Mr. J. A. McCormack, chief clerk, District M. M., has moved to Wauwatosa on the property recently purchased by him. Quite a lot of the railroad boys are living out there, evidently a good place in which to live.

Doc Fischer's (Reel) Vacation Story.

Last July, while he was on his vacation, he and a few friends were fishing at Bark Lake, when Doc lost his watch from the boat in which he was sitting. About a week ago Doc again visited Bark Lake and caught a two-pound roach. Imagine his astonishment when Doc found his watch lodged in the throat of the roach and still running and keeping correct time. Doc says his watch is a stem-winder and he imagines that the fish in masticating its food, wound up the watch daily.

(We all believe you, Doc.)

Kansas City Division Items.

J. T. Sweeney.

On September 5th W. H. Leahy, conductor on trains 4, 21, 31 and 32, left for South Dakota to supervise the threshing of his huge wheat crop.

Engineer C. H. McCrum moved his family from Ottumwa to Kansas City, he having taken a run on the West Division.

Conductor Wm. Kelly of the Southwest Limited, is disconsolate these days. His oldest daughter Marie having obeyed the scriptural injunction to leave father and mother and cleave unto husband, which event occurred in June. The younger daughter, Miss Edna, has accepted a teacher's position in the Spokane high school and departed for that place. And now Billy says "we are alone." However, he looks mighty good for a fellow that is carrying any weighty troubles.

Engineer E. C. VanBuskirk of the Southwest Limited between Kansas City and Laredo, is off for a four weeks, visit to Racine and northern cities. Yes, he took his wife with him. He is relieved by Engineer Wm. Block and old Red Neck is hitting the ball.

We were surprised to see a pay car show up in Coburg on September 13th. We rushed over with our mitt out but they were only paying office, track and roundhouse men. Nothing for the Hoghead or Taller. However, the ghost walked the next day and everybody is happy.

The family of Engineer F. M. Hobbs, consisting of his wife, daughters and little son, have returned from an extended visit to Waukesha and vicinity. Little Jack says, "Betcher I could swim Pewaukee Lake."

Miss Genevieve O'Connor, daughter of Barney O'Connor, section foreman at Chula, is rapidly recovering from an operation for appendicitis, which she underwent at St. Mary's Hospital in Chillicothe.

Mrs. Frank Dunlavey and daughter Dorothy, wife and daughter of Frank Dunlavey, section foreman at Chillicothe, have returned from a visit to John Dunlavey at Marshall, Mo.

Young Fireman to Engineer—Mr. Gallentine, will you please tell me why a blue glass with a yellow flame behind it makes a green light?

Certainly my boy, you will notice that the surface of the glass is corrugated. Well, the green cast is due to the radiation of the prismatic rays of light from the corrugated surface of the glass. "Oh," said the boy.

For the last four or five weeks Conductor Frank Broadus and Engineer John Dobson have had a work train distributing cinders between Mosby and Polo, while Bennet and McLallen are putting them under the ties, making our railroad look like a picture. But the worst of it is, they have got "my own" engine on the job, but we are going to take her away from them pretty soon, as we do not believe in the indiscriminate use of our treasured articles.

Conductor Amos Floyd of trains 3 and 8 has been laying off during the extreme hot weather. He was relieved by A. F. Scott of the West End Local. Buck says the hot weather got his goat.

A Limerick.

Tempo Moderato. Colorado Maduro.

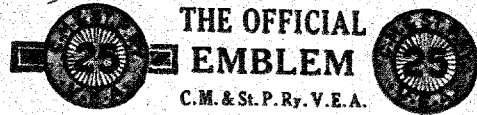
Poco Perfecto.

Waugh, Waugh, George E. Waugh, His breezy notes come to us with a hip, hip, hurrah. Waugh, Waugh, George E. Waugh, He's another Mr. Dooley, is this Georgey Waugh.

We are glad to see Engineer E. S. Cunningham back at work after a two weeks' siege of indigestion and a threatened attack of typhoid fever. This is our first knowledge of Gene being a high liver. We don't understand how anyone could have indigestion at the present high cost of living. We are having trouble to get enough to satisfy our appetite.

At the home of Conductor J. S. Williams at Marion, Ia., occurred the death of Mrs. Williams' mother, Mrs. Emaline A. Coston, in the latter part of August. Interment was made at Chillicothe, where she had spent the greater part of her life. The remains were accompanied by Conductor Williams and wife.

C. R. I. & P. train 203 (Golden State Limited), which uses our track from Birmingham to Coburg, was derailed at Northern Junction September 9th. Some boy placed a spike on the rail where curve is very sharp and caused the accident. The writer passed the same point ten minutes before and everything was normal.



Made in solid gold and rolled-plate. Enameled in best grade imported hard blue enamel.

- Sent post paid on receipt of price
- Buttons Solid Gold with rolled-plate backs \$1.00
- Buttons Rolled-plate50
- Ladies Bar Pins Rolled-plate75

H. Hammersmith, Jeweler

326 Grand Avenue - Milwaukee, Wisconsin
Watch Inspector, C. M. & St. P. Ry.

Daly Bank and Trust Company of Butte

Established 1882 Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

Interest Paid On Time Deposits

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

JOHN S. TUCKER, Pres. ISAAC HAZLETT, Vice Pres.
G. W. LALONE, Cashier

MINNEHAHA STATE BANK

25th Street and 27th Avenue South

MINNEAPOLIS, MINN.

Special Accommodations furnished on pay days.

4% Paid On Savings 4%

Insurance of all kinds in first class companies.

Loans made on city real estate.

We keep open Saturday and Milwaukee pay day evenings from 6:00 p. m. to 8:00 p. m.

We are going to have a new roundhouse at Ottumwa Junction some day, as the roof and east end wall of the old one looks like it passed through the battle of Verdun, and is only about half big enough to handle the ordinary volume of business.

Pitching horseshoes is the great noon hour pastime of Ottumwa Junction roundhouse force. They pitch every day and are fast developing into championship form. We look for them to issue challenges before long.

La Crosse Division Doin's.

Guy E. Sampson.

Engineer Pedder of the M. & P. freight, entered his motor boat, the Bon Ton in the races at Madison Labor Day and captured two prizes. The Bon Ton took second prize in the Class A and fourth prize in the grand free for all race. Mr. Pedder was elated over winning these as his boat was entered against some of the fastest speed boats of the state.

H. W. G., where do you get the connecting link between a wedding and a harvester?

Friend Gobat says that the boys on the Dubuque Division are pleased over the time freight runs recently put on between La Crosse and Savannah. Our boys see only two reasons for calling them time freight runs, one is because it takes more time to get the freight to Chicago that way, and the other is that it puts more time on the Dubuque Division boys' pay roll. It is a known fact that when it comes to getting the goods over the road our division has always been a leader. But as both divisions belong to the same "Milwaukee" Road, we will abide by the thinking power of those who know why changes of this nature are made.

Now, Sted, come on; don't let Aunt Jennie have to fill out your Spokane page, even if you do have to get Nora or some of the rest to help you out. Her Children's Page is enjoyed by all and when she has to fill in Spokane's page we miss the regular Children's Page, as was the case in September.

Conductor Wm. Keeney and wife took in the sights at the Minnesota State Fair this month. The boys all claim that it was Bill's wedding trip, but we think not, for we understand he will take that on a trip to the coast next year if all goes well.

Sam Hunter, third trick operator at Portage, took his annual vacation during the week of Portage fair. We did not learn whether Sam has a horse in the races or whether he is one of the "chicken inspectors." At any rate, Sam never misses the big event.

We understand that Conductor Jean Hare of the Chicago Division does not agree with the article on page 29 of the September issue, as one of those electric washers caused him to take a forced vacation. But perhaps that is one of the lessons each user of the electric washer has to learn. If so we will content ourselves with rocking the baby while friend wife exercises over the old-fashioned washboard.

No, Helga, the V. E. A. is not a matrimonial affair, nor an old-fashioned camp meeting, so that heart and soul plea won't make us eligible to membership and we must content ourselves with sticking around in actual service until we have put in the required 25 years. But if you wish to ascertain whether or not your father was on the committee for entertaining the lady guests we would advise that you write Agent L. C. Boyle, Viroqua, Wis., and ask if he met your father. If not, you can rest assured that father met very few of the ladies.

Since the fair Josie has seen fit to leave the service of the Milwaukee for—well, at any rate has left it, Miss McShane of Austin, Minn., has been appointed to fill the office of secretary of the M. N. G.'s for this year. Correspondents are all invited to become members of the club without delay and get their membership card from the treasurer, Miss Eckman, Perry, Ia., correspondent. We are going to Spokane next June and want to meet you all there, so get in the swim and see what the club is going to give you during your vacation next June.

A Bold Holdup Repulsed. Recently one of our owl operators was held up and sat on by a burly negro. In the meantime our brave owl was fumbling for his shooting iron. Finding same, the dark man was made to retreat after all danger was over our brave owl discovered himself hold-

ing the lower portion of his neatly laundered shirt at arm's length toward the open window—only a dream, and the only reason for such a wild dream was discovered a few days later, when a couple of young ladies told what this brave owl was expecting to do should a holdup man ever disturb his quiet evenings.

Conductor A. M. Levans has returned to work after a month's vacation spent in Northern Wisconsin.

Agent F. Larmouth of Rio, on vacation this month; Cecil Upham filling place.

A great many of the boys are contemplating taking vacations during the hunting season.

Operator W. G. Rienders has been appointed agent at Westby.

E. L. Campbell has been appointed day operator in dispatcher's office temporarily.

The electricians have been busy changing the lighting of depot, roundhouse and grounds adjacent to same, at Portage. The report appeared in the Portage paper that the reason for changing the size of light was employes taking light globes home that belonged to the company. However, the employes were not long in finding out that the report did not come from any officer of the company and that there was no truth whatever in the statement, but rather that the company was anxious to give the patrons of the road, as well as the employes, the best in their power in the way of light at night.

Stock shipments from Montana have started and the Milwaukee Road sure comes in for its share of the business on account of its fast service, which is appreciated by the stock shippers.

We are in receipt of a letter from the former correspondents at Ottumwa, Ia., and Spokane, stating that for reasons beyond their control they had to give the task to another. We sincerely hope that the new correspondents will give us the same spicy reports of their divisions as Moore and Clark have been giving us. We are thankful to learn that they are still to remain with the C. M. & St. P. and will some time give us a little writeup on the side.

Something seldom seen by tourists can be seen within a block of the Portage depot, where a sunflower has grown out of the intersection of a large branch and the main part of a mammoth soft maple tree. The seed was no doubt carried there by the birds and the roots of the flower are about fifteen feet from the ground and the flower itself has grown to about twelve feet in height.

Yardmaster St. Clair Poquette of Tomah has taken his daughter to Rochester, Minn., for an operation. Friends of the little girl hope for a speedy recovery from a successful operation.

A fine new desk has been installed in the depot at Tunnel City, taking the place of the one that had been there since the depot was built back in the fifties.

Mrs. T. Bloomfield, wife of Yardmaster Bloomfield at Portage, visited their daughter, who resides near Chicago, this month.

Operator Babler of Bangor worked third at Portage during Hunter's layoff.

T. P., Mrs. S. thanks you for the compliment on the feed but wishes to add that the recipes used at the time came from the Magazine, so it was easy.

Conductor Jerry Lynam, who has been on one of the Milwaukee-Watertown short passenger runs this summer, spent a night at La Crosse while on his way to Miles City to visit his brother, who is also a Milwaukee conductor. Conductor Henry Sprague filled Jerry's place during his absence.

To Engineer Chas. Roob must be given credit for taking his train to North La Crosse after engine 8028 blew out a cylinder head fifteen miles from that place and just ahead of No. 15, September 13th. As the train of 2,100 tons was not forced to stop between the point of the accident and the yard, Mr. Roob was able to keep steam enough to get into yard, but once stopped in the clear had to get yard engine to start engine to roundhouse.

Engineer Frank Steel of Sparta spent his vacation in Denver and other western cities this month.

Extra Engineer Geo. Gibson made a trip running this month.

Operator Kohlhaas, after doing relief work for about eleven months, has returned to his regular job as second trick man at Columbus.

Tacoma Tide Flats.*J. Virian Miller.*

Readers of the magazine will no doubt miss the clever writings of our regular correspondent, as he has gone east on his vacation. He advised us before leaving that he was going to try and see as many of the correspondents as possible while away. From what we know of him we feel sure that he will at least be able to see all the ladies who correspond for the magazine.

F. E. Loonam, who is a very good friend of mine, asked me as a special favor not to put anything in about him this month, as he said that F. J. J. K. makes it a point to hand him a shot every month. I don't want to lose a good friend so I will do as he requested; but I would just like to say for the benefit of the ladies that he is still on the job and has not found that girl yet.

We have tried our best to secure a photo of our Mr. Kratschmer while he is away, as he is so very bashful he would not send one in himself. But up to date we have not found one. We have tried every place we could think of except, well, you know where, and we are going to try that before we get through with this search. If any reader can help us out on this we shall be very thankful for any assistance.

Joe Smith was very glad to see me after a four months' vacation. At least he said he was, and those of you who know Joe, can decide for yourself whether he was or not.

Mrs. Geo. Pyette left Tuesday for a couple of months' vacation in the east. Mr. Pyette expects to join her later and they will return together.

If I had lots of time and paper I would try and give you the history of our regular correspondent, F. J. J. K., but it would take so long I am unable to do it this month. I would advise all who can to meet him while he is east this time, as you sure will get your full value by so doing.

Lost our blond stenographer. Answers to the name of Sid. Last heard from in Chicago. Advise President of Stenographers' Union, Tacoma Store Dept., and receive reward.

Mr. Maas, invoice clerk, is spending his vacation in Chicago and Milwaukee. Think of us, General, out here in a dry state.

Byron Mason made a trip in his "Ford" Labor Day. We don't know where; but we do know that it refused to stay on the road.

We are going to have another wedding in the Store Department next month. Oh, you free smokes.

Mechanical Department still playing in hard luck. Ask Harvey and Guy.

Mr. Matt Beglin has resigned to resume his studies at a California university.

New members of the department this month, Broadwell and Swanson. Bring on the herring. Germans losing ground.

Mr. T. J. Hamilton and Geo. Felzer spent a few days up at Mt. Tacoma during the past month studying the various formations. Report of same will be published in the National Geographic Magazine. Too deep for our magazine.

Around The Railway Exchange.*Boy Waugh.*

Mr. F. L. Richards, who was appointed assistant superintendent of the S. C. & D. Division at Sioux City, came with the Milwaukee Road February, 1896, as train dispatcher on the River Division. Mr. Richards in 1895 was appointed chief dispatcher of the same division and later was transferred to the Kansas City Division as trainmaster, and prior to his recent promotion was trainmaster on the C. & C. B. Illinois Division at Savanna.

Mr. H. M. Gillick, chief dispatcher of the H. & D. Division, Aberdeen, was appointed trainmaster of the Superior Division at Green Bay on September 15th. Mr. Gillick has been with the company for twenty years, starting as an operator at Glencoe, Minnesota.

Mr. C. S. Christopher, who has been trainmaster on the Superior Division, has been transferred to the same office for the C. & C. B. Illinois Division at Savanna, succeeding F. L. Richards. Mr. Christopher started with the company in 1899 as an operator on the Prairie du Chien Division, and has served as a dispatcher on the Northern, and trainmaster on the Milwaukee Terminal.

Mr. E. W. Lollis, who was chief dispatcher of the H. & D. Division at Montevideo, was pro-

At the Western Terminal**The Seattle National Bank**

Seattle, Washington

Resources \$17,000,000**Seattle's Largest Bank****Savings Department****Trust Department****Foreign Exchange Dept.****First National Bank
OF LEWISTOWN, MONTANA****RESOURCES****\$2,000,000.00****The Big Bank of the Judith
Basin Territory****First National Bank**

Harlowton, Mont.

Capital \$50,000.00**Total Resources \$390,000.00**Five percent interest on time Certificates
of Deposit.

Your business appreciated be it ever so small

moted on September 15th to train mastership on the S. C. & D. Division.

Mr. Frank J. O'Connor, who was appointed general storekeeper on September 15th to succeed Mr. G. G. Allen, who resigned to engage in another business, has been with the road for twenty-five years. Mr. O'Connor started with the company as a stenographer at Green Bay, and prior to promotion was chief clerk for A. E. Manchester, superintendent motor power, Milwaukee Shops.

This list of promotions is made from men in the ranks who have long been in the company's service. The magazine extends its heartiest congratulations and hopes that the marked ability that has won them these advancements will carry them many rounds higher in the management of the Milwaukee Road.

E. B. Finegan, chief of Tariff Bureau, Chicago, has had to have the buttons on his vest moved over several inches. The reason for the chest expansion is explained by the arrival of Mary Luella Finegan. The young lady was born August 31st.

While the Sox are scrapping it out for the pennant, some offices report that the younger male employes have lost as many as four grandmothers in one week.

Bob Walker has a strange antipathy against the masculine representative in his particular line of business. Naturally, a milk agent would revere a cow, but he cannot understand why he always "shoots the bull."

The assignment we got from Nora B. Sill of the Rocky Mountain Division was accepted with alacrity, and our report is as follows:

The chief operator in the Railway Exchange Building has been lost, not of his girth measurements,—but his smile broadened perceptibly when we informed him of the solicitous inquiry made by the Rocky Mountain correspondent. There was one puzzling thing, however, in the query, as to whether the new chief was good looking, and, as our genial and rotund friend Harry Lynch is still on the job as chief operator, there is, of course, no new face at his desk, and, unless Adonis himself would return to take a whirl at the key, we can think of no male beauty who could stack up in looks along side the present occupant of this job.

Miles K. Buckley, folder clerk in the general passenger department and father of the famous R. R. B. twins, spent labor day and fourteen other days thereafter in the German Hospital, where he was operated on for appendicitis. "Buck" is pulling through in fine shape and the surgeons report that his vitality is so great that Gabriel will probably have to take him out on Judgment Day and shoot him.

Listen, girls; here is something for you to ponder over! Miss Bessie Berman, stenographer in the advertising department, who was married on September 3rd to Nicholas G. Sammel, is the fourth representative of your sex who has taken the Matrimonial Flyer, from one particular desk in the advertising department. To hold down this desk insures every girl of a husband, while a nominal fee of 25 cents will be charged for the privilege of sitting in the chair.

Kansas City Terminals.

E. K.

The sympathy of all is extended to Con Cole, whose sister died September 8th after a long illness. Her patience and sweet temper through all her suffering has been an example and inspiration to us all.

Mr. K. H. Shaw has just returned from a two weeks' fishing trip at Richland, Mo. He reports having had a very successful and satisfactory time.

Mr. H. B. Hood, check clerk at Baltimore station, was married June 28th and spent his wedding trip in Dallas and Galveston, Tex.

Mr. J. C. Hennessey, warehouse foreman, Liberty Street Station, has accepted a position with the company at Tacoma, Wash., and Mr. C. E. Skaggs has taken his place.

Coburg Items.

Conductor Gurwell, although one of our healthiest, was compelled to lay off sick for over a week.

Conductors Jones and Davis were called to Ottumwa on account of the serious illness of Jones' mother.

Conductor John Hydt and family have returned from Kansas after a two weeks' visit.

General Yard Master Clarke, while rerailling a Rock Island engine at Northern Junction, received a bad scald on his left shoulder, but is now O. K. again.

Assistant Clerk Walter Scott presented the office with a large beautiful bouquet, which was taken care of by Chief Clerk Reed.

Operator Toumey is taking a month's vacation. Operator Jimmie McCarthy, formerly with the Milwaukee, has returned and is working third trick while his brother Gus is working second, made temporarily vacant by the absence of Mr. Toumey.

Conductor Leahy and wife have gone to their farm in Dakota to look after the fall crops.

Mr. Chas. Holcer, roundhouse clerk, took his annual vacation and is now back for another year and everything going fine again.

Mrs. M. L. Butler, operator at Suburban Junction, has resumed duties after a month's visit in Ottumwa.

Lawrence McDaniel, roundhouse storekeeper, was tried out as night roundhouse foreman during the absence of Mr. Anthony, and Lawrence made a hit.

Our chief night clerk, Joseph Lieberman, first lieutenant of the Third Missouri Infantry, is on his way back and is now at Nevada, where, it is said, they will be released until another emergency call.

Switch Foreman Joe Sence was again laying off for a few days, but we understand not for the same reason as heretofore.

A change of call boys was made and now we have Port Leach on days and Henry Snider on nights.

It is officially reported that Herm Wilson had three blowouts yesterday.

Items From the I. & M.

Katherine McShane.

A meeting has been held in Austin to discuss the matter of coal, Supt. W. J. Thiele, Minneapolis, Supt. Atkins of La Crosse, Master Mechanic F. P. Rogers, and Asst. District Master Mechanic Dimmit of Minneapolis and Train Dispatcher M. T. Skews of Minneapolis were among those who were in attendance.

Roadmaster and Mrs. M. McShane left September 16th for New York City to attend the Roadmaster's Convention held at the McAlpin Hotel at that place. They expect to visit also in Boston, Taunton, Mass., Rochester and Niagara Falls, New York. They plan to be gone about two weeks.

During last month occurred the marriage of Miss Anna Paine, daughter of Engineer D. Paine at Austin, to Mr. Wendell Barret, also of Austin. Mr. Barret is a fireman on the S. M. Division. The best wishes of many friends go to Mr. and Mrs. Barret as they start life's journey together.

September 20th will be a red letter day in Austin, as it will be the flag raising day at the Milwaukee Shops. Invitations have been sent out to all the officials of this district and as very few regrets have been received we look forward to a large attendance. The flag to be raised is a twenty foot size and cannot help but instill into the hearts of the men who will work under it what it means to each and every one of us.

A "Safety First and Proper Handling of Freight" meeting was held at the Nicolet Hotel in Minneapolis last Tuesday. Roadmasters McShane and Carlson, R. J. Deneen, W. Coogan and E. E. Ober were among those from Austin who attended.

We understand that Mr. John Sundheimer of the superintendent's office force has departed for New York City to spend a few weeks' vacation.

Operator J. L. Ahern is back at work after a few weeks' vacation spent in Montana. His brother Emmet, who had been relieving him has returned to his home in Minneapolis.

Timekeeper E. C. Herzog has gone on a business trip to Scobey, Montana.

Section Foreman J. Lorkoski spent Sunday with his folks at Owatonna.

Conductor M. Gilmartin is enjoying a few weeks' vacation and J. Elms has his run between Austin and Calmar.

Conductor Bennet is having a vacation and Geo. Taylor has his run on the Decorah Line.

Civil Engineer E. W. Blomgren and assistants are in Austin and working out of here, getting grade stakes on the Mason City Line.

Switchman Ed Erickson, Austin Yard, expects to take a trip to De Smet on business next week.

Michael Burke, yard tender at Austin, has returned from New York City, to which place he was called by the death of his brother.

Brakeman Sorman has returned to work from his vacation, which he spent in the East.

Brakeman Ben King of Austin attended the State Fair in Minneapolis.

Claim Adjuster Moynihan of Minneapolis was a business caller in Austin recently.

Claim Adjuster Taylor and Mr. Hodges of Mason City were in Austin between trains September 19th.

Boilermaker Foreman M. Medinger is enjoying a two weeks' vacation, which is being spent at La Crosse. Matt is also doing a certain amount of hunting and no doubt we will all have "chicken" to spare when he arrives home.

Roadmaster F. Buskow looked in a few hours September 15th.

Section Foreman O. P. Remer of Decorah was called to Austin last week to attend the funeral of his father-in-law, Mr. Chris Hanson.

Conductor T. Fitzgerald is enjoying a vacation.

Chief Carpenter A. A. Kurzejka was a business caller in Austin last week. He was on his way home from making bridge inspection over the east end of division.

Facts and Fancies from the S. M. West.

J. W. Malone.

Mrs. E. N. Bucklin and children returned home the first part of the month after a month's absence visiting relatives in Missouri and Iowa.

Foreman J. E. Curtiss, Madison, was an Aberdeen visitor recently, during his absence, Machinist Clarence Lundquist carried the key.

Engineer Maurice Henifin has moved his family to Madison and they are now nicely settled on Fourth street. The welcome of the S. M. West is extended them.

Machinist Lundquist and family are visiting relatives in Minneapolis this week and taking in the sights of the Minnesota State Fair.

Yardmaster Martin Mathison is laying off during the serious illness of his father. The sympathy of the entire division is extended him.

Agent J. E. Felker, Ramona, who has been taking in the beauties of the coast, has returned to work.

Relief Agent A. E. Bailey, when relieved at Ramona, was called to Colman by the illness of his father. We hope it is nothing serious.

Agent Roy Jones, Wentworth, was a Wessington Springs visitor over Sunday. Roy promised to bring in a few of the feathery tribe providing he could find them. Let us hope that success attends his visit.

Agent G. B. Turner, Fulda, has returned from viewing the sights of the Pacific Coast and is now holding down the agency at Fulda, while Relief Agent O. D. Theophilus is visiting relatives at Howard.

Dud Simpson, the genial ticket clerk at Madison, was a Huron visitor during the fair the past week.

Notes from the Trans-Missouri Division.

E. J. McAvoy.

The Trans-Missouri has been again resurrected and henceforth we will try and serve the faithful readers of this magazine with the few news items that can be picked up from this division each month.

"Senator" B. A. Clark has again taken second trick in the relay office, and we are wondering if "Thousand Bucks," alias Ray Paul, will be able to hold the first trick during the coming winter. If he does we will have to find a new place to eat.

H. A. Mosher, operator of the relay office, has returned from his hard earned vacation. Have a good time, Mosh.

H. G. Cullom, formerly agent at McLaughlin, has accepted agency at Ringling, Montana. R. A. Chase is acting as relief agent.

Our worthy claim agent, F. R. Shong, of Seattle made his appearance in Moberly, still wearing that smile. Everybody was glad to see him.

Savings and Health

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

Or will you be forced to stay at home?

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

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

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

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

SAVINGS DEPARTMENT (On ground floor—just inside of front doors)

3% Interest Paid—Open on Mondays from 10 A.M. to 8 P.M.

CENTRAL TRUST CO.

OF ILLINOIS

125 W. Monroe Street, Chicago Between Clark and La Salle Streets

A BANK

For Your Savings or Checking Account For the Selection of Your Investments
For the Administration of Your Estate For the Protection of Your Valuables

Capital, \$4,500,000 Surplus and Undivided Profits \$2,000,000



Wanted—Chief Train Dispatcher Rothman's recipe for that becoming smile he wears.

W. B. Foster, E. H. Barrett, Frank Rusch and G. F. West were visitors in Moberidge during the past week.

E. N. Olson, Roadmaster Gorman's clerk, spent a few days the forepart of the month in Aberdeen visiting friends. Why not Lemmon, Ed?

A week ago our congenial freight house foreman, was seen going around with his head tied up. Who did it, Vict?

Wallace, where art thou?

Night Wire Chief A. R. McCauley has returned from his vacation. Who's next?

First Trick Dispatcher Roy Doud has returned from his annual vacation. He reports having a good time, but says Moberidge still looks good to him.

Steve Fuller, formerly operator at McIntosh, has been assigned to Branch Line dispatcher.

Grading has been completed and work on the new station and Stock Yards at Keldron has been started.

Extensive work is being done on the roundhouses at Moberidge, McIntosh and Marmarth, for the handling of the Mallet Engines which are being sent to this division.

Excavation work is about completed for the three new 415,000 gallon capacity concrete settling basins which are to be erected at Pontis pump station.

Third Trick Dispatcher A. A. Babcock is taking his annual vacation and will spend most of his time in the East.

Agent Carl F. Soike of Moberidge had a few days' vacation in the East. "Carl" says his only regret was that he could not have stayed in the "Windy City" longer and taken in more sights.

Agent E. C. Weatherby of Walker Station, just returned from his vacation, having spent most of his time in Missouri. Ed says he is having a carload of watermelons shipped to him. It might be so (?) but we are all from Missouri and have got to see them.

Car Foreman T. J. Scanlon of Moberidge has gone east for his annual vacation, and it is rumored that he is not coming back alone. What is it Tom, wife or cousin?

E. H. Pearson, assistant cashier, has returned from his vacation and is not wearing that Roosevelt smile that was one of the most pleasing attributes that Ed had. What's the matter, Ed?

W. M. Moran of Savanna is acting as relief dispatcher while Dispatchers Doud and Babcock are on their vacations.

Hoface E. Cook, formerly roundhouse foreman at Moberidge, has been transferred to Lewistown. F. H. Schneider has been appointed to fill vacancy. Good luck, Frank.

The honorable, but not always Rockefellerish, job of being agent is being supplemented by farming and sheep-husbandry with good results, according to the gossipy little breezes that drift up the river to us from Dupree, Faith and other points along the reservation trail. Farming doesn't mean being a jay operator, nor does sheep husbandry mean being a regular ram of a freight handler, either.

Glance at these back-to-the-soilers: J. J. Walters at Dupree has one of the most picturesque homesteads in the Cheyenne Reservation. This season he was chirping like a phillilo-phililee bird, when the cherry picking was good, and he got several bushels, too, inasmuch that pretty Redwing and Minnehaha and other of his shy admirers were treated to many a royal tummy-ache from off said trees.

Then Charley Donnawirth at Faith, in addition to Faith has also Hope and Charity. He started out with a hundred sheep, and now he has seven hundred, with Faith that the process will keep up, Hope that it won't go as slow as it has; and Charity for the occasional ramb lamb that sticks its head through his Sunday paper, and asks gently but firmly for the drink it should have had two days before yesterday. He was one of the pioneers of the section—with the accent on the pie—and now has his grasping claws on two homestead quarters and an additional relinquishment he bought. Alfalfa, E. Durham wheat and other friends of Donnawirth's are treating him well this year, and Charley is having a hard time deciding whether the South Branch could really exist without his freight business or not. His advice to struggling young

agents is "Till the soil after hours and the soil will fill your till." Not exactly that neatly put, you understand, but then—what in hotel's the use of having an editor if agent's are to get all the credit—and all of the cash?

C. & C. B. Iowa Middle and West Division News. Ruby Eckman.

On September 10th the infant son of Mrs. George Rait, widow of Engineer George Rait, who was killed in Washington some months ago, died at the family home in Perry after an illness of one day. The family, consisting of Mrs. Rait and her three daughters and this baby son, had only been in Perry a couple of weeks, coming east after their home was broken up in Washington. Mrs. Rait has the sympathy of the Milwaukee employes as it seems that she is receiving more than her share of grief.

Ray Antone, John Gorman and Walter Newport were called to Milwaukee the forepart of September to take the examination which would permit them to commence work as machinist apprentices. All three boys passed with extra high grades and will enter upon the work as soon as there are any vacancies.

On September 10th Conductor and Mrs. Charles Craig were called upon to mourn the death of their only daughter, Eleanor, aged four years. The little child was one of the most beautiful children in Perry and was a favorite of all who knew her.

Mrs. Ben Stapleton and daughter spent a couple of weeks in September visiting with relatives in Chicago.

August 29th H. H. Krohn, section foreman at Perry, was called to Newhall to attend the funeral of his aged mother.

Agent A. E. Fiala and Operator Clara Fiala of Weston were off duty the latter part of August and the forepart of September enjoying their annual vacation.

Mrs. Wm. Cummings, wife of Switchman Cummings of Perry yard force, with her niece, Miss Marie McCarten, went to Erie, Pa., the latter part of August where Miss Marie entered a training school for nurses. The young lady has made her home in the Cummings family for a number of years, since the death of her parents and will be missed from the society of the young people at Perry.

Switchman George Franks of the Perry yard force, was in the hospital in Perry during August and September, having had an operation for appendicitis. He recovered very nicely from the operation.

On August 20th Engineer and Mrs. Frank Wichaël welcomed a fine son into their family circle.

Chief Dispatcher J. M. Smith and family of Oskaloosa visited the latter part of August with friends in Perry. They were enroute home from a vacation trip to California. Mr. Smith was formerly a dispatcher in the Perry office. He is now employed by the M. & St. L.

Harold Elliott, who has been working as night baggageman at the Perry depot, has resigned and returned to Ames to continue his school work.

J. Mendaleski, fireman at Perry, has been quite sick with the typhoid fever.

Fireman George Becker, who has been working extra on the S. C. & D. Division, has returned to Perry to work.

Conductor Lee Tolbert has gone to Miles City, Mont., to look after some land interest.

Clarence Herman, formerly pumper at Herndon, is now in charge of the water supply department on the western division, with headquarters at Perry. Mr. Herman takes the place of C. C. Miller, who resigned to take a position with the M. & St. L. John Lockwood has been named pumper at Herndon to fill the vacancy.

Wilbur Hewitt, cashier at the Perry freight house, spent a few days in the latter part of August, visiting with friends in St. Joe, Mo.

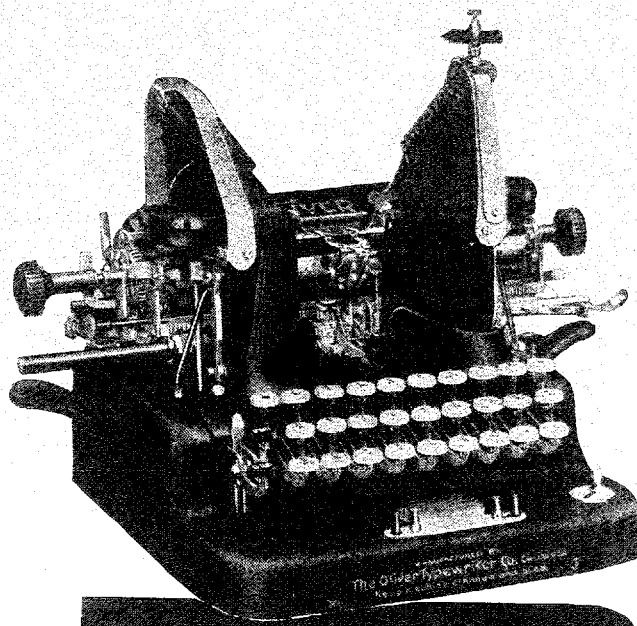
Engine Inspector C. C. Smeltzer's wife and son have been spending a few weeks visiting with relatives and friends in Missouri.

Capt. J. E. Banyard, engine dispatcher at Perry, has resumed work after a three months layoff.

Brakeman F. H. McDevitt, who was compelled to lay off on account of an injured hand, has resumed work.

**No Money Down
FREE Trial First
A Year to Pay**

- Visible Writer*
- Visible Reader*
- Automatic Spacer*
- In-Built Tabulator*
- Universal Keyboard*
- U-Shaped Type Bar*
- Handy Back-Spacer*
- Writes 84 Letters and Characters*
- Lifetime Guarantee*



Rates Now Cut!

**On 1000 Oliver Typewriters—Perfect Machines
Unbeatable Bargains—Prices We Can't Print**

These world-famous visible writing Olivers are all fresh from the factory. Thousands have been sold at \$100, but on this special lot we propose to save you both the salesman's commission and the agent's commission. We don't dare print our terrific reduction, for we can't tell how long we can supply these typewriters at this price. Hence we ask you to mail us your name and address so we can tell you in confidence. After you get our unbeatable offer, all you have to do is notify us to send one of these superb Olivers on trial. You don't need to send a penny until you have tried it. When you are satisfied, we let you remit a trifle once a month till paid for. **Our terms amount to only 13c a day; and surely you'll never miss that.**

OLIVER *Visible Writer* Life Guarantee

Why pay others 75 to 78½ per cent more than our price for this standard size Oliver? Why buy a typewriter guaranteed for only one year when we guarantee this Oliver No. 5 for life?

It brings you typewriter triumphs unexcelled by any machine on earth, and will write any form from the size of a postage stamp to a wide legal document.

The down-stroke U-shaped type bar gives double strength and double life and makes more carbon copies than any other machine on the market. Experts marvel at Oliver's light touch—one-third lighter than any other made. Saves your energy—rests your fingers.

Errors in writing quickly and easily corrected by use of handy Back-Spacer. Built-in Tabulator lets you write columns of figures like lightning.

Universal Keyboard writes 84 characters and letters, yet you control them all with only 28 keys. Easiest, simplest, handiest keyboard known.

Accessories Free

Complete Accessory Outfit—Metal Office Case, Brushes, Oil, Screwdriver, Typewriter Ribbon, Carbon Paper, set of instructions, etc., included free. We even send practice paper, so it will cost you absolutely nothing to try this master machine. Even the novice can start and write the day this Oliver arrives. No experience necessary.

This Price While They Last

We'll save you more money than you ever thought it was possible to save on the price of a typewriter. But our secret reduction applies to but 1000 machines. When these are gone your chance is gone. All inquiries will be numbered and answered according to turn. **So don't delay.** Mail the coupon at once—send no money—but get our offer by return mail.

Typewriters
Distributing Syndicate
Dept. 1527
1510 Wabash Ave.
Chicago.

I am interested in owning a typewriter and would like to have your latest cut price and easy payment plan on a No. 5 Oliver. I incur no obligation in asking for your offer.

Name _____
Address _____

Typewriters Distributing Syndicate

Dept. 1527, 1510 Wabash Avenue, Chicago

M. P. Schmidt, car foreman at Council Bluffs, George McDermott, car foreman at Manilla, and P. Johnson, foreman of the hand derrick at Manilla, were in Perry to attend the funeral of Gus Anderson.

On August 26th Engineer and Mrs. O. G. Emrick were called upon to mourn the death of their three weeks old son, whose coming into the world had brought such joy to their hearts.

Conductor E. J. Lavell has been on the layoff list for several weeks on account of personal injuries.

Jesse Moore and Harry Hansen, members of the roundhouse force at Perry, both took a little vacation the latter part of August and with their wives went to Chicago and points in the east and south to visit relatives.

Tinsmith C. E. Marshall had the misfortune to mash his thumb on August 26th, necessitating a layoff of several weeks.

Engineer Ira Hurlless and wife were called to Depew, Ill., to attend the funeral of a relative.

Engineer John Leaf was overcome by the heat the latter part of August and was in such a serious condition that he was unable to leave his bed for several days. He is much better now.

Engineer L. M. Rice has resumed work after a month's layoff, spent with relatives in Ohio.

J. S. Keenan, who has been working as operator and extra dispatcher at Perry for some time, has resigned and has taken a regular trick as dispatcher at Aberdeen. Perry yard first trick now on bulletin.

Guy Calkins, who has been agent at Melbourne for some years, has resigned and gone into business for himself. Melbourne Station on bulletin.

J. W. Kuykendahl, the clerk at Perry roundhouse, had a new one sprung on him the latter part of September. Several months ago an Italian laborer in the roundhouse had made a request for a pass. Either from lack of funds or some other reason he did not make the anticipated trip, consequently did not use the pass. Kuykendahl's surprise can be imagined when the man walked into the office with the expired pass and asked Jack to send it in and get the money on it, as he had not used the pass. Jack had a hard time to convince the fellow that he had nothing coming.

Car Foreman F. A. Staples of Perry took a short vacation in September and visited with relatives in Calmar.

Engineer Emmett Collins of the middle division, had a very pleasant vacation in September. He was in attendance at the annual reunion of the old-timers of the B. C. R. & N. Railway, which was held in Cedar Rapids. Emmett started his railroad career as a caller on that road and of course was counted as one of the old-timers.

Mention was made in these columns last month of the fact that Ralph McMillen, son of a former passenger conductor on the C. & C. B. Division, had been made captain of the Nebraska Aviation Corps, in the government service. The forepart of September, while making an exhibition flight in St. Francis, Kansas, his machine was caught in a choppy current of wind and overturned. Ralph was dead when his comrades reached him and lifted his machine from his body. Accompanied by Mr. Boyd, one of his closest friends and a member of the same corps, the remains were shipped to Perry, where burial was made under the auspices of the Masonic and Elks lodges of Perry, of which he was a member.

C. & M. Division Notes.

B. J. Simon.

Conductor Al Kirby, with his wife and Mrs. Robert A. Helton, wife of Operator Helton of Rondout motored to Milwaukee to attend the Fair.

Mr. E. G. Vincent has been appointed agent at Truesdell, R. E. Shanahan as second trick leverman at Cragin Junction and C. J. Fisher as first trick operator at Rondout Tower.

Conductor Slade and family left for an extended trip through Ontario via the auto route. Be sure and take along your papers, Arthur, as you certainly would be missed around the conductor's room, should you be pressed into service in the Dominion.

Material is on the ground at Round Lake for a 3,000 foot passing track. This will be a great help to the Janesville Line as Round Lake has been a synonym for "Jack-pot." For some unaccountable reason it appears that this was the only point on the division where all trains tried to meet or pass, and without a passing track it has been a rather difficult thing to do.

Conductor King has branched out into the "Hat Business." He comes to work every morning with a new lid, setting the style for the other conductors. It is reported that he is doing quite a business with his brother conductors. Mr. Ed Wright encouraged Bill in his new undertaking by purchasing the first hat, of course Bill let it go at a sacrifice to get started, he probably will add the shirt business later.

Roadmaster D. Mau and wife left Chicago September 18th on the Roadmaster Special, N. Y. C. Ry., for New York where they will attend the Roadmaster's Convention. Their itinerary includes a short stop at Philadelphia and Washington.

We are sorry to hear of the death of Mrs. Edington, wife of Bridge Foreman George Edington of Walworth. For the last two years she has been suffering from poor health. We extend to the sorrowing family our heartfelt sympathy.

Conductor J. W. Kingsley was off for a couple of trips, Conductor Crapsey relieving. Conductor H. A. LaRoy was also off for a few trips Conductor Chrystal handling the work.

Mr. A. Mattis, signal maintainer at Rondout, spent Sunday, September 17th at Fond du Lac visiting his sister.

The following is our poet brakeman "Fiddler Bills" latest song and it is sung to the tune of "Turkey in the Straw." The inspiration was his work assignment for Sunday. He sent it in the form of a message to Chief Dispatcher R. E. Sizer.

"Oh, I work on 35, 36, 37 and 38,
Deadhead to Fox Lake on a old milk freight,
Then work back in on number 136,
Report to Sizer and see what he has fixed."

Miss Mabel Mahoney, stenographer in superintendent's office, Chicago, spent a two weeks' vacation at Yellowstone Park.

On September 12th number 135 stopped just west of Golf Station, and picked up a fourteen year old boy who was sitting in the eastbound track, holding his leg which was nearly severed at the ankle. He was taken to Glenview for first aid and then to the Washington Boulevard Hospital. He had fallen from a freight train. The crew on number 135 say "he sure had some grit."

Mrs. J. C. Dilworth, nee Mary Sullivan, of Detroit, Mich., announces the arrival of Robert Daniel, born August 19th, 8 pounds 3 ounces. We congratulate you, Mary.

Mr. R. F. Powell, milk conductor on numbers 135 and 138, who sleeps out in the open at night, did not figure on the heavy frost of September 16th, forgetting to cover his nose which was frost bitten during the night, resulting in a very red nasal organ for a few days.

Mr. G. W. Miller, chief clerk in Superintendent Morrison's office, spent a couple of days at Minocqua fishing.

Mrs. W. E. Cottrell and daughters, Edna and Myrtle, visited at Walworth, and also took in the sights around Lake Geneva. Bill is still on Patsey's run.

Dispatcher R. A. Woodworth and wife spent a week of their vacation on the farm, visiting Mrs. Woodworth's brother near Area, Ill. They then made a trip to Salt Lake City, Utah.

On Sunday September 3rd a committee representing the section foremen on the C. & M. main line, surprised Roadmaster Mau at his home at Mayfair. They presented him with a beautiful gold watch and chain, also some money and fine cigars. Mr. Mau was lately transferred from the C. & M. main line to the Janesville Line and his boys wished to show their appreciation of his sixteen years supervision of their work.

Conductor N. Rowe of C. B. Illinois Division, dropped in at the conductors' room after an absence of about nine months. Bill looks fine and will resume work at once.

Miss Hazel Merrill, stenographer in superintendent's office spent a week in Colorado. Hazel made quite a record as a mountain climber, she spent much of her time climbing Pike's Peak.

Motoring on the Milwaukee.
Up and Down Hill on the Rocky Mountain Division
Mrs. N. B. Still.

We have also wondered, like One T. P., where the rest of the "folks" get so much to talk about. The gift of gab is a great thing isn't it Sted? Still one has to have something once in awhile to "gab" about and in this month I am about stranded. I wonder how I could coax someone to send me some "dope." I have tried every known method without results, except the "basket found on our doorstep" in the September number, for which we were very grateful.

Engineer Charley Rader and Conductor Floyd Sterling, now on the east end local, Whitie Dautremont and Engineer Bales on the trouble crew on the east end.

Wilson and Cadden have been on work train between Loweth and Lennep since middle of August. Steel gang laying new steel on the hill expect to finish work here about ten days more. Then, oh then, where will our water car go to? Anyway, it isn't our water car, I guess. A Turk caught us getting a pail of water the other day and said, "I tell the boss." Nobody knows what or why he was going to tell the boss but we aren't taking any chances. No race wars for us.

Mrs. Boone, mother of Mrs. Si Wells, Loweth, was a visitor here for a few days first of the month.

Some kind of a brand new camp a few days in Loweth. Jack Welch and F. E. Phillips aboard. They dug up all the city water works and then planted them again and Mr. Peck from the Butte office passed by the Union depot on his way to and from the pump house six hundred and fifty-nine times in two days. He is awful fat, too. The only reason he didn't go by more times was because 33 was on time the second day and he had to go along with them.

Conductor Harry Thompson is on his way to far-off Alaska. He and his wife expect to visit in California also before returning. They will be gone about six weeks.

Operator Ed Paris, working at Two Dot, was a Loweth caller in September. He just returned from Alaska.

Miss Francis Peacock, second at Lennep, is visiting friends in Chicago. Left for the big town August 20th and expects to be back about September 20th. Suppose she is so busy looking at the buildings is one reason why she forgot to write to all her friends.

Mrs. Underwood, wife of the side-table man at Three Forks, worked at Lennep a few days during September relieved by Operator Rabben who came over from Two Dot.

Engineer Echard now on passenger, 33, 34, 15, 16, 14, 18. Dad wears his Sunday-go-to-meeting hat and brand new over clothes every day now.

Engineer Jorgenson also on passenger again. Conductor Cosgrove on the fast trains account Conductor Boyer off the run for a while. Mr. Boyer and wife are visiting in Colorado Springs.

Not very much gets by us, but that "sigh" of the Deer Lodge letter man has not arrived at Loweth, Montana. There was a west end conductor who asked us to kindly keep his name out of the magazine, but this couldn't have been the one. Understand he was taking a ride in his new Ford and being so used to those *Powerful Electric Motors*, he forgot about the juice and on the return trip didn't return until later on. The Ford arrived at Piedmont still later. Please don't think we know what we are talking about because we don't—someone else said all this, so don't tie into the division correspondent of the R. M. for it.

Operator Haggerty has been reinstated and will go back to work at Harlowton soon. Mr. Marshall on the job there now.

Mr. Ingalls, now working at Josephine, bumped Operator Crandall there, who wants to know what Conductor Wright did with his coffee pot. Bad enough, he thinks, to invite the train crews in to eat without having them take the cooking utensils along with them when they leave.

We understand "Little" Ray at the Josephine sub station is saving his money now to invest in a cottage.

Conductor Hatton on 33 and 34 run during the absence of Harry Thompson. He says he has something to tell Sted. Don't you believe everything you hear, Sted—maybe it might not be so.



SAVE
 $\frac{1}{2}$ To $\frac{3}{4}$

On Any Typewriter

Your pick of any make—visible or non-visible writers—Underwoods, I. C. Smiths, Remingtons, Oliviers, Smith-Premiers—every make, $\frac{1}{4}$ to $\frac{1}{2}$ manufacturers' price!

All machines **GUARANTEED** in first-class condition. None damaged or shop-worn. Rent any machine at low rental charge. Then—you can apply rental payments on low purchase price. Or buy

for cash, C. O. D., or on installments without interest. Money returned if you are not perfectly satisfied. Dun's, Bradstreet's or any bank in Chicago will assure you that we stand back of every machine we sell—every statement we make.

RENTED OR SOLD APPLYING RENT ON PURCHASE PRICE
CASH OR EASY PAYMENTS

10 DAYS' FREE TRIAL

—whether you rent, pay cash or buy on installments.
Write **today** for Circular No. 90 filled with our newest, best offers. Simply write your name and address on a post card. We will know what you want. Address

TYPEWRITER EMPORIUM

(Established 1892)

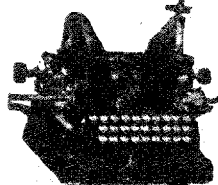
34-36 W. LAKE STREET :: :: CHICAGO, ILL.



UNDERWOOD



REMINGTON



OLIVER

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

Operator Edison assigned second trick Falls Yard and left for the new job first of September. Jimmy Campbell, now working third at Lenep, says he likes it so well he "isn't never" going to quit now.

Operator Underwood at Three Forks assigned to Finlen second.

Engineer Jones and Rader both made a few trips on the fast trains during past month. Too much tonnage on the head end of the train causing slight delay coming up the hill.

This came from Josephine, but as to who was the guilty party can't say.

Pretty girls are most perverse,
I hate 'em.
The prettier they are, the worse,
I hate 'em.
They act so darn superior,
Their dainty sweetness I abhor.
They're the only things worth living for,
I hate 'em.

Petticrew's signal camp moved to the west end. Electric signals are to be installed over the entire division and the work is being rushed as much as possible. Wiberg's camp is on the east end and expects to have the new signals working between Lombard and Lenep in about ten days. Petticrew has charge of the new work between Three Forks and Piedmont. An electric interlocking plant is being put in at Piedmont where the Milwaukee crosses the N. P. Ry.

Engineer Muetz on the passenger run, Harlowton to Lewistown. Our old 33 and 34 conductor Loveland also on this run.

The division correspondent of the R. M. took a ride through the canyon on No. 34 and returned from Lombard on the motor of No. 16. Our own little Tommy on the head end lost his cap and didn't like the one we gave him.

Mr. Blackwell, on the Cafe Car Nekoosa on 74, has some neat little cards inviting you to take a "close up" view of the sixteen mile canyon from the "brass back porch." The service on this car as well as the meals can not be excelled and everyone speaks of it. These little trains Nos. 33 and 34, are convenient and their time is fast. Are run by 1 unit motors and the trip through both Sixteen Mile and Jefferson canyons is worth while to anyone.

Our correspondent from Josephine says they are all in a good humor again. The water car is back home again. Know it's someplace because it isn't at Loweth.

While at White Sulphur Springs a day our friends took us to get a nice drink of water. Not having had a nice drink of water for so long we thought how nice that would be and just rushed right along to get that drink. It was hot and tasted like chicken soup without the salt. They say you can get used to it and even like it in time. Charley Rader says his horses wouldn't drink any other kind. He has told lots of stories like that. Sixteen Mile Creek looks better to a thirsty (lady) operator. Saw Bill Lawrey with a water pail (from 16's motor) who said he wasn't fat. Mr. Correy at the sub station is trying to start something. Claims a lot of things for the ?????? ?

Council Bluffs, Iowa, Notes.

Helga Hackstock.

Cashier Adolph Diwoy has returned from his vacation spent in Colorado and reports a very good time.

Yard Clerk Howard Rooney has returned from Minnesota, where he visited the old time home of his family.

That is O. K., "T. P.," I get some news and manage to get by with some of it, although the blue pencil falls pretty heavily now and then.

M. P. Schmidt, Nels Jensen, Chris Anderson and Nels Anderson of the Council Bluffs car department, returned from the convention at Milwaukee, as did also Jens Jensen of the Locomotive Department. They seemed well pleased with the treatment they got and tell of the good time they had. They are already planning for the next meeting at Minneapolis. Think Council Bluffs will be represented still better next year.

The pictures taken at Milwaukee showed up at last after an anxious wait on the part of those who ordered them. There have been dally calls at the office by those who wished to take a look at the "Vets," and it is fun to watch them pick out the old-timers they know. Each one picks

BANKING BY MAIL

"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

out a
and t
flatter
Har
has b
in the
is bei
Mis
man
corres
relati
tembe
Mas
his h
where
case
son of
Jas.
sudden
part
semi-
Mr.
from
Milwa
trip l
dental
for tr
Holde
who
twent
A ver
Mrs.
Mr.
turned
sota i
We
Heipe
a long
Miss
Jno.
Neb.
Car
Harry
on Au
Gusta
Mr.
12th l

out some "Bill" or "Charlie" that they know and then follows a long story of his virtues, very flattering.

Harry Hall, formerly machinist apprentice here, has finished his time and will accept a position in the Savanna roundhouse shortly, the vacancy is being filled by a Mr. John Tully of Dubuque.

Miss Margaret Schmidt, daughter of Car Foreman Schmidt, Master Marion Hackstock and the correspondent spent a few days visiting with relatives at Minneapolis the first week in September. We had a fine time.

Master Christian Hansen is able to return to his home after a long illness in the hospital, where he has been confined on account of a bad case of appendicitis. Christian is the youngest son of Car Carpenter Laurids Hansen and wife.

Jas. Galloway, a laborer in the cinder pit, was suddenly stricken while at his work, the latter part of August and is still in the hospital in a semi-conscious condition.

Mr. and Mrs. Joe Antonious have returned from a pleasant outing spent in Chicago and Milwaukee. The one most pleasant feature of the trip lies in the fact that Mrs. Antonious accidentally ran across a cousin she had not seen for twenty-six years in the person of Mr. Hans Holden Jensen, an inventor of Milwaukee, and who was sent to Milwaukee for work about twenty-five years ago by Car Foreman Schmidt. A very pleasant reunion followed and Mr. and Mrs. Antonious plan further trips to Milwaukee.

Mr. and Mrs. Andrew Christensen have returned from a pleasant vacation spent in Minnesota in the country.

We are glad to have with us again Machinist Helper Chris Nelson, who has been absent for a long time on account of an injured eye.

Miss Dorothy Barclay, daughter of Inspector Jno. Barclay, is planning a trip to Fairbury, Neb.

Car Foreman M. P. Schmidt and Car Foreman Harry Moran of the C. & G. W., went to Perry on August 27th to attend the funeral of the late Gustave Anderson.

Mr. B. O'Leary of Dubuque was here September 12th looking after our fire-fighting facilities.

We are glad to see Brakeman Frank Hunter on the job again after his illness.

Mrs. Ira Todd of Mailla, wife of Coal Chute Foreman, has been visiting at the home of M. P. Schmidt.

We were sorry to learn of the death of the little daughter of Conductor Chas. Gregg. Our sympathy is with the bereaved family.

Rooney is peeved over the write-up on the interesting items from the yard office. Well, that is only one of the grievances of a correspondent.

Andy Paulus has returned to work after having been absent for several weeks. He visited a specialist in Chicago regarding his illness and is looking fine now.

The wife of Engineer Ernest Cady is confined to her bed with a serious illness. We wish her a rapid recovery.

Wm. Pegel of Dubuque has taken up the air brake work at Council Bluffs and has moved his family here.

Mr. Jas. Larson and Mr. Manske of Milwaukee were here installing steam line to coach yard and have gone to Sioux City to do some work there.

The car repair force has been increased with a view of getting the safety appliances on in the specified time.

Mr. Legwold and crew are working on the coal shed.

Inspector Geo. Wehrhahn and wife have taken a trip to Montana.

The mother of Engine Foreman Frank Colburn is improving.

The little son of Carpenter Andrew Anderson has been very ill for several weeks with brain fever but is improving slowly.

We missed Engineer "Bill" Howe for several trips. We are sorry he was sick but glad to see him back.

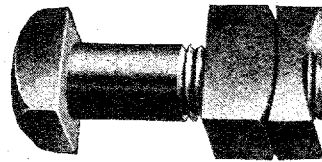
Switchman H. Wycoff has been promoted to engine foreman on the half and half.

Car Repairer John Schonberg is inspecting in the place of Geo. Wehrhahn.

Edward Guler, brother of Mrs. Wm. Graff, has accepted a position in the Council Bluffs Locomotive Department.

Write It Right!

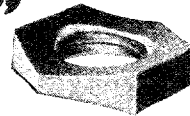
"Boss Lock Nuts"



When you specify don't say "Lock Nuts"—but write it "Right"—put it down this way:—



"Boss Lock Nuts"



Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "Boss" Lock Nuts annually.

BOSS NUT COMPANY

1744-48 No. Kolmar Ave., Chicago, Ill.

Items from the S. C. & D. Division.
Blanche Manley.

Electrician H. J. Palmer, wife and son spent Sunday in Sioux Falls recently, doing the town between trains.

Brakemen Duermeier, Armstrong and Jory were brought to Sioux City for medical examination and to be promoted to conductors. They all looked pleased at the set-up.

Machinist Joe Palmer goes to Sioux Falls quite often, we hear. We wonder if a recent change in stenographers at Sioux City has anything to do with it.

Clerk Roy Welding spent a Sunday in Sioux Falls, too. This seems to be quite a popular diversion since the new No. 20 has been put on.

Geo. Wright, flagman at West Third street, made a trip to White Lake, S. D., to attend the funeral of an uncle 102 years old.

Gladys and Esther Reeves, expense clerks at the Sioux City freight house, have returned from their vacation spent at Sioux Falls with their parents. Mrs. Moore and Mrs. Bragg, former clerks, relieved them while away.

Mrs. F. C. Cummings was called to Madison, S. D., account of death of her father.

A. H. Polzien, agent at Morningside, returned from his vacation, but before taking charge of his station, went to Buck Grove and relieved Agent Morton for a few days.

Conductor "Paddy" Moran is back from a fishing trip. Didn't say what luck he had with the fish, but we know what luck he had with his check.

Conductor W. F. Christy has returned from a leave of absence spent at Three Forks, and is back in harness again.

Conductor Geo. Jackson has been off his run for a day or two account of sickness.

Operator W. L. Goodell at Hornick is away for about three weeks for a visit at Conrad, and Dutton, Mont. Lukanitsch is relieving.

General Foreman C. A. Beebe is back on the job after a long absence, account of sickness. Says he spent his time living out of doors on the ranch, and also made a trip to the coast, Missoula, Mont., and Hot Springs, S. D.

M. F. Smith and J. J. Connors have made us several calls this month.

Brakeman C. M. Belknap, Jr., is out again and looking fine after an operation for appendicitis.

Conductor A. H. Green's wife is home again after an operation for goitre.

Engineer W. H. Gardner, as well as a few others, are sniffing around with hay fever, and look at you with their bleary eyes just as if they weren't enjoying life at all.

Engine Foreman M. M. Noonan went to Yankton to bring his mother home with him, account of sickness.

Engineer R. E. Case has the sympathy of all employes in the death of his wife recently. She also left three little children.

Conductor R. C. Jackson is limping around with a cane account of rheumatism. He had to be relieved from the gravel service, and J. J. Kelliher has the run.

Virgil Kirby, son of Engineer Kirby, has returned to Ames to resume his school work.

Conductor John Weber and family, who spent the summer at their place at Big Stone Lake, have returned and are looking fine.

Conductor Wm. Byers is spending a few weeks on his farm at White Butte.

Conductor E. C. Chadwick has put on his hunting togs and gone after ducks. All right, so long as it isn't "chickens."

Engineer Phil Zimmerman suffered the loss of the end of one of his fingers recently.

The two daughters of Roadmaster N. E. White from Plattsmouth, Neb., spent Sunday with their father at Sioux Falls.

Fireman Lynberg made a trip to Milwaukee on business.

Clerk Geo. L. Anderson attended the Veterans' Association at Milwaukee; also Conductor F. S. Miller and wife.

Agent E. J. Searls at Akron, oldest agent and operator on the S. C. & D. Division, and daughter Nell, went to Milwaukee to attend the Veterans' Association Convention and returned via Peconica, Ill., his old home, for a brief visit.

Railroad Employes

Say Good-Bye to Aches and Pains

Use Circus Liniment

For Rheumatism, Lame Back, Sprains
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

"Dad's" term of service dates from 1881, having been stationed at Akron since November of that year. He was relieved by Operator E. B. Parker. Agent W. J. Schultz of Hudson made a trip to Chicago. He was relieved by Operator E. B. Parker.

Agent W. J. Schultz of Hudson made a trip to Chicago. He was relieved by E. F. Zirbel.

J. R. Rollins, agent at Dell Rapids, has returned from a short vacation spent at Dow City, Ia.

C. & C. B. Illinois Division.
W. C. Head.

"Run, Bott, Run."

Conductors E. W. Altanbern and Frank Garvey are again on their runs out of Elgin, they having been off for some time.

Operator Bradbury McQueen, while shutting off the water at his home, stepped off a stepladder and sprained his ankle.

No. 25, August 28th, had two extra sleepers to accommodate the heavy traffic out of Chicago account of the G. A. R. Encampment at Kansas City.

Extra Flynn out of Galewood, August 25th, light, with orders to pick up all empty grain box cars and take to Savanna for grain loading grain cars being very short.

Operator Teeter, now working at Savanna Yard office, relieved by Williams at Ashdale.

Special, Gray, conductor, with trainload of recruits for the regular army, enroute from the State of Ohio, left Chicago August 24th for Kansas City. Part of these soldiers were for the Philippines, to serve eighteen months, the rest going to the border.

Conductor Steinbeck on No. 24, August 24th, found pocketbook containing considerable amount of money, which he returned to the owner, a lady who got off his train at Kirkland.

C. H. Kuntz, first trick at Elgin, was off for two days attending a family reunion at Freeport, Illinois.

Brakeman W. H. Christensen has given up the Elgin locals and is flagging the McGregor run No. 23.

Agent Itasca, L. A. McKenzie, lost his annual pass—No. H-8472, good on C. B. Illinois and R. & S. W. Division. He was riding home on No. 24 when the wind blew it out of the window. He got off at the next station and went back to find it, but was unable to locate it. He would be very thankful for its return should anyone find it.

Agent E. L. Summers, Almora, is off for a month's visit down home, in Ohio, looking after some interests he has there. Fred Wickler is checking the yard and feeding the chickens while he is away.

F. A. Pingree is doing relief work at Bartlett until some one claims the job.

The Lidgerwood outfit was delivered at Kirkland September 6th. This means an addition to the present sidetrack there, the filling and gravel being taken from Hammond pit for this work, 199 cars filling and gravel being used at Kirkland. When this is complete the passing tracks at Lanark and Leaf River will also be lengthened to hold 85 cars.

Conductor M. C. Simons is back from an extended trip to the east. He has purchased an auto and, believe me, it's no "Road Flea" either.

Superintendent Morrison took a motor ride over the Dunning line September 12th.

Operator W. G. Westfall, Elgin, was taken suddenly ill. First Trick Operator C. H. Kuntz was called to relieve him; R. E. Aldrich relieving him next day.

The hot weather this summer has caused a good many inconveniences, but who would think that it would cause Conductor J. W. Cook, better known as "Carnation Joe," to change from the carnation to the red, red rose? If you don't believe me take a slant at his coat lapel. The hot weather evidently killed the carnations all off.

Frank Cronkelton, who worked out of Elgin on the locals for many years, died September 16th. Funeral held at Elgin, September 19th. His loss will be felt by fellow employes and many friends at Elgin.

Operator J. D. Voltz, Savanna, relieved Dispatcher E. H. Richardson for 30 days on the pipe line.

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.

Name..... Age.....

Address.....

Occupation.....

C. M. & ST. P.

W. A. CLARK J. ROSS CLARK
W. A. Clark & Bro.
Bankers
 Established 1877
 BUTTE, MONTANA
 Alex J. Johnston, Cashier J. K. Heslet, Ass't. Cashier
 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
Spokane & Eastern Trust Company
 OFFERS A
Complete Financial Service
 Commercial Banking
 Mortgage Loans
 Investments
 Insurance
 Savings
 Trusts
 Spokane Washington

UNION SAVINGS & TRUST COMPANY
 Hoge Building Seattle, Washington
 Capital and Surplus - \$ 800,000
 Total Assets over - \$5,100,000
 JAMES D. HOGE President N. B. SOLNER Vice President and Trust Officer
 We solicit your Northwest business
 We pay 4 per cent on saving accounts

S. M. East.
 Thirty days and still no news,
 Perchance to some might bring the blues,
 What care we if naught we see.
 "Hot Air" we'll shoot, says One T. P.

As long as Sted gets by with his fish stories there is some chance for us to break into print with our stuff. How much did he weigh?

You're perfectly right, "Boy Waugh," in your diagnosis of the S. M., they Do things on the S. M., but no one sends in any items about it and I haven't as yet found time to run over the division to find out.

They say "that constant wearing away at a rock will pulverize it" or words to that effect. Such being the case, maybe if I hold for news items long enough and loud enough, some one will kick the hook worm into the corner long enough to come across with something worthy of note.

You can't get rid of me by not sending in dope for I am going to stick it out in this column until the editor gives me a C. G.

A message recently received reads, "Want a horse car for horses," that is what might be termed superefficiency in the matter of explanation of a fact that was self-evident.

Did you note the resemblance, F. J. H.? Looks like Woodrow signing the eight-hour law. If the truth were known he was probably asking some one to explain how the "lung" happened to be extracted from an erstwhile perfectly good box car.

Wonder what they use the dog for at Madison. I presume he carries messages to the roundhouse when the phone won't work.

There was a time when the chief at Madison used to kick the dog when things didn't break right.

Say, "Alphabet," at Tacoma, you must have a prosperous bunch there the way they are all spending their hard-earned kale for smell wagons.

Someone pied the type on you, W. F. M. I'll wager you meant that "Boats" for "Boots" Kittinger, the burly bill juggler. Here's hoping he lands his political aspirations.

Glad to note that "Bill" Biddison, Bill Kelley and our old friend N. H. Fuller are running passenger.

Wonder if N. H. remembers when he got the order with his name spelled out in full. Newman Hall, we even remember the color of your auburn locks.

S. C. Sorensen, chief at Lax, has returned to work but is still somewhat dependent on a cane as the result of his auto spill.

B. D. Cornell has returned to his regular duties at Albert Lea days, bumping Phelps who takes Wells second.

Mikkelson at Wells laying off. Heard he was going to Washington, D. C., but it was all hearsay.

New man named Gish from the Wabash on third at Wells. Wonder if he is a half brother to Lillian the movie actress.

Operator Bloom is on the job again at Ramsey third after relieving H. K. Laugen at Jackson. This puts "Spike" Parker in the vacation class again.

Agent Wright has resumed his labors at Easton and Relief Man Bailey blew to the West End.

Collins is at Dexter while Burke spends his summer's wages sightseeing.

I'm going to ring off and if any of these surmises aren't true don't blame me for I have to put in something to keep the S. M. in the running.

Brakeman Archie Mowry, who had been employed on the S. M. East for a number of years died at his home in North La Crosse Tuesday, September 12th, and was buried in Oak Grove Cemetery September 14th.

The bereaved family have the sympathy of all.

W. V. Division Notes.
 W. M. Wilcox.
 Conductor Thomas Lane and family spent a very enjoyable week at Clear Lake the last week in July. They were accompanied by Miss Mackenzie of Oshkosh and Miss Ducett of Merrill.
 Conductor Fred Lehrbas took his son to a Chicago hospital for an operation August 20th.
 Conductor George Stelner of Malden, Washington, a former W. V. Division employe, visited his brothers at New Lisbon and Mauston in Au-

gust. George has not lost that smile and pleasant manner a particle since he left Wisconsin.

Engineer Walt Bingham took his initial lesson in learning to operate a "U" boat at Kings Dam a while ago and we understand will enlist in the service for Uncle Sam when he has become proficient in the art.

W. J. Plunkett, off in September on account of the critical condition of Mrs. Plunkett, who is in a hospital at Chippewa Falls. D. J. Wells relieving on the short run out of Minocqua.

Walt Billington, switchman in Wausau yard, off the first of September to attend the Marshfield fair.

Gid Little and Fred Kerr off in September hunting chickens near Necedah, relieved by "Dr." Dunn and A. L. Hurd.

Ritz Parker is relieving the agent at Pittsville, who is away on a honeymoon for a short time.

Engineer F. D. Pond and Fireman L. E. Wilcox on 101, September 6th, for a few trips, relieving O. Gebhart and C. Harbaugh.

Steve Schultz, our popular storekeeper at Tomahawk, was married to Miss Ellen Anderson of Curtiss, Wisconsin, Wednesday, September 6th at Tomahawk. We all wish them much joy and a long married life.

F. W. Schultz resigned his position as machinist at Tomahawk and has accepted a similar position at Miles City, Montana. Ray DeMoss who took Mr. Schultz's place, has moved his household goods to Tomahawk and is now keeping house there.

Roadmaster H. Redlich has a gang of men fixing up the street in front of the new station at Tomahawk and converting it into a park. Keep up the good work, Herman.

Engineer Michael H. Moore and wife were visitors in Milwaukee State Fair week.

B. F. Enckhausen and wife of Tomahawk, off a few days in September visiting friends in Milwaukee and Chicago.

Firemen Crandall, Fowler, O'Brien and Kropla went to Milwaukee September 13th for examination for promotion to engineers.

Since Clerk Ed. Biefernicht returned from the State Fair, he has been wearing an unusually broad smile, which makes us think that it wasn't only the fair that he went to see.

Conductor Fred Lehrbas and a party of chicken hunters were at Finley the first of the hunting season. Fred is one of the greatest enthusiasts of the hunting business that we have on this division and you've got to go some to beat him.

Engineer R. A. Randow and Fireman Al. Dunham off to attend the Wausau fair in September. Bob and Al both believe in patronizing home industries.

Wiper Eldred Bunker resumed work at New Lisbon, September 4th after being off a month on account of an operation on his back. Tubby Scott, who relieved him, has returned to school.

The death of former Train Baggage Wm. H. Eldredge occurred at Tomah Hospital Wednesday, September 13th, after an illness of some time. He was a very patient sufferer and always had a pleasant word for his friends and associates. He was a brother of our general superintendent. He was buried by the side of his wife in the New Lisbon cemetery, who preceded him a few years ago.

Engineer Otto Gebhart made a trip to Minneapolis over the Omaha Railway, returning via the Soo Line. Otto said he wanted to see how these lines compared with the Milwaukee service, and reports that they have nothing on "us."

E. J. Reinhold, off from 65 and 72 the first of the month account sickness. Hope it is nothing serious, Ed.

Ralph Hintz has been on the sick list all summer and seems to be far from recovery at present writing. If the well wishes of the boys would help any, he would surely be back on the job right away. Perhaps he is waiting for cold weather so he can hit the ball.

Train Baggage Wm. A. G. Shrake and wife visited friends in Philadelphia, Penn., and other eastern cities in September.

Conductor Dennis Kennedy off in September, account of the death of his sister, Mrs. Prosser, at Necedah, September 14th.

Blacksmith Pat. Danberg took a trip to Chicago the first of the month and reports a good time. Some fellows can have a good time, even in Chicago.

Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

\$125,000.00

Special Attention Given to Savings Depositors

First National Bank of Roundup

ROUNDUP MONTANA

"The busy bank of the Musselshell Valley"

Safety Deposit Boxes For Rent
Railway Pay Checks Cashed Without Discount
Interest Paid on Time Deposits

A. A. MORRIS
President

H. P. LAMBERT
Cashier

Larabie Bros.

BANKERS

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to our customers

Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

THE National City Bank of SEATTLE

CAPITAL AND SURPLUS

\$600,000.00

Commercial & Savings Accounts Solicited

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

The Roundup Coal
Mining Company

ROUNDUP, MONTANA

MINERS AND SHIPPERS OF

"Roundup Coal"

THE BEST THERE IS

PATENTS

That Protect and Pay

Books and Advice FREE

Send Sketch or Model for Search. Highest References. Best Results. Promptness Assured.

WATSON E. COLEMAN, Patent Lawyer
624 F Street, N. W. Washington, D. C.

Sioux Falls Savings Bank

Sioux Falls, South Dakota

Resources \$3,000,000.00

Deposits in this Bank are Guaranteed
Under the Banking Laws of the
State of South Dakota.

"The Bank for Everybody"
Largest State Bank in South Dakota

Scraps From the West End.

Claude E. Pike.

Once more the correspondent from the West End will endeavor to get busy and fill at least half a column of the magazine with news from the general offices and weather-beaten Seattle, because this town has been buffeted about by the weather more than usual this summer. A few of the boys even went to Chicago to spend their vacations and to get a touch of real summer. They came back fully satisfied.

George Winslow and Larry Johnson returned the first of September from a Sunday fishing trip with tales of a fourteen or eighteen pound trout and battle royal landing him; also a catch of 110 more or less. A few days later they exhibited kodak pictures of the result of their efforts; but we are much pained to announce that the pictures were faked; that by some art of the photographer the boys were enabled to arrange a batch of minnows in such a way that they resembled real fish. The minnows cost the boys fifty cents. Add two more to T. R.'s favorite club.

Everyone has taken his or her vacation and space will not permit our saying when and where each and everyone went, but it won't be amiss to say that Chicago is surely had a treat when Walter and Gale Myers walked down the streets of that dear old "Chi." Too bad the boys could not go together as the Chicago papers would surely have been full of news items about the new Gold Dust Tins from Seattle.

General Superintendent Foster and Car Service Agent West are making a tour of the line.

The Washington National Guard has returned from Calexico, Cal., to American Lake and the general offices are looking forward to the time they are mustered out and our soldier boys, Corporal Biggs and Privates Winchell, Beethell and Schlosser came back to the duty of chasing freight claims and fare refunds instead of Mexican bandits.

Our esteemed co-worker, Mr. J. H. Ginet, spent his vacation out in the wilds of the Northwest, and when he returned his title of western imagination agent became a reality—his upper lip being covered with one of those fuzzy affairs adopted by military men along with wrist watches and swagger sticks. Joe maintains it is a real mustache but we have all been trying for six weeks or more to get some scientist at the university to place it in its proper classification.

We lost another of the telephone operators in June. Miss Mary Riley was married to Mr. Frank Cassidy and is now living in Vancouver, Wash. The switchboard is certainly a matrimonial bureau, as we have lost some four or five of the operators since the general offices were established in Seattle; but it is a strange thing that none of the young women who have left the service to enter homes of their own, have picked out a fellow employe of the company. It must be they learn a man's disposition from the board too well to embark on the sea of matrimony with him.

The only Nimrod of the passenger office left on his vacation the 15th of September and again promised the writer and Gene Webster a grouse, on his return. We believe Wm. J. means grouch instead of grouse, but hope it will be the latter.

For various reasons we do not care to mention the outcome of the battles which Bates Babies engaged in this summer. This refers to the baseball club, not the Mr. Bates of the purchasing department.

L. S. McIntyre, formerly chief clerk to General Freight Agent Burroughs, is now traffic manager of the West Coast Lumbermen's Association, which is one of the strongest lumbermen's associations in the United States. The best wishes of all the boys go with Mac in his splendid new position.

Law West spent the week-end recently at Nuff Sed. We believe this will be the name of his new bungalow, which he contemplates building on the ranch across Lake Washington.

Gerald Hubert Conway, billing clerk in the G. P. O., and better known as the dance fiend, accepted a position in the assistant general superintendent's office of the O. W. R. & N. at Portland, and left the first of September to assume his new duties. Jerry will be sadly missed around the halls of the general offices.

There is also much sorrow because of the loss of Charles Chaplin's understudy, Neal Andreason, the catcher of Bates Babies, who went to Montana on his vacation and accepted a better position in the Treasure State.

Since the Canpac Kid corralled the stock company business at one of the theaters, it is rumored he became stage struck and the manager of the company gave him a tryout. The editor would not permit a just criticism of his efforts and we do not blame her a bit. Language necessary to explain it would burn up the presses. Better stick to ticket selling, Farmer.

J. G. Thomson of the Victoria office paid us a visit recently. As yet Jimmie has not adopted a walking stick or monocle. He needn't do either as long as our Cotton Picking Bremerton friend is on the job.

E. K. Garrison of Portland and F. J. Zeorlin, the B. B. G. of the Spokane City Office, also dropped in recently. B. B. G. equals "Busy Business Getter."

Everyone regrets the departure of M. B. McBride, who was transferred to the auditing department in Chicago when the P. S. & W. H. and S. P. A. & W. auditing office was closed in Seattle. Jim Currie advises he is now the sole owner of the S. S. Blister and that the vessel has been transferred to Lake Washington, where she makes regular trips each Sunday.

Geo. Loomis, chief clerk of the B. and B. department, leaves the latter part of September for Eastern Washington for his annual vacation.

Robert McLean, secretary to General Passenger Agent Hibbard, has accepted a position with the Puget Sound Navigation Company, and we believe is now slated for general managership of that company.

Wanted—Two or three assistant correspondents. Please address the writer care general passenger office.

R. & S. Division Items.

M. J. Hogan.

The following changes have taken place in the engine department of the R. & S. Line during the past month. Engine 453 for engine 2073 in passenger service. Engines 2408, 2419 and 2445 in freight service, going to Milwaukee Shops for repairs, and engine 2438 being received to replace one of the engines shopped.

Boilermaker Helper Pistona has returned to work after an enforced absence of one month caused by an engine tire breaking one of his toes.

Machinist Link was called to Moline on September 1st by the death of his brother.

H. Jones, R. H. clerk at Ladd, spent his annual vacation of two weeks visiting relatives and friends in Milwaukee, Janesville, and Mineral Point, Wis.

Engineer Dave Jones is in Calumet, Mich., seeking relief from hay fever.

Fireman W. Hight is also laying off trying to find relief locally from his hay fever affliction.

Roundhouse Employees Trent and Weber successfully passed the fireman's examination at Milwaukee and have made their service dates.

Mesdames Hogan and Wright, wives of R. H. Foreman W. J. Hogan and Dave Wright of the Car Department, have just returned from a three weeks' visit in the Santa Barbara Valley in California. They report a pleasant trip.

R. H. Foreman W. J. Hogan has purchased a new five-passenger six-cylinder Haynes and now says he won't take anybody's dust.

Engineer Thomas Ingram and family have returned from a month's visiting at Grand Junction, Colo.

Born to Fireman W. A. Wright, a 13-pound boy on September 11th. Grandpa "Steve," how does that sound?

"Knox" Talbott, car department clerk, spent his week's vacation locally, his only trip being to Peoria on the good ship "David Swane." Never again.

Car Department Foreman A. C. Extrom went to Chicago on business on the 14th.

Bridge Foreman Sook is here with a force of carpenters getting ready to make the long proposed change of the location of the oil house. The present location interferes with the vision of the engineers when rounding the curve from Cherry. Also it is in a dangerous location on account of fire.

We Insure the Employees of the C. M. & St. P. Ry.

Every Man—

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

Every Living Man—

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

THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.

Home Office, Green Bay, Wis.
General Offices, 903 Insurance Exchange Building
CHICAGO

The "Supreme" Disability Policy

Issued by the

Massachusetts Bonding and Insurance Company

Is SUPREME in Fact as well as in Name

It Pays

The FULL principal sum For Accidental Death
" " " " Loss of ONE Limb
Double the " " " " ANY two Members
One-Half the " " " " ONE Eye

With a 5% increase each year for TEN years

Monthly Accident Indemnity

For THREE years—ANY and ALL Accidents

Health Insurance

Confining Illness—For Three Years

Non confining " " Seven Months

FULL INDEMNITY paid for BILLS, 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.

Claims Paid Every Thirty Days and Without Fuss

Worth your While to Investigate These Liberal Policies at once. Don't delay—it may be DISASTROUS to you.

General Offices Accident and Health Dept.,
Saginaw, Michigan.



Your Problems are Our
Business

FLINT VARNISH WORKS

FLINT, MICH., U. S. A.

Makers of a complete line of High Grade
Varnish and Paint Specialties
for every Railway use.

Galena Oils

Have No Equal in
Quality, Efficiency and Economy

Sole Manufacturers of
Celebrated Galena Coach, Engine and Car Oils
Lubrication on a Guaranteed Basis
Electric Railway Lubrication a Specialty

Perfection Valve and Signal Oils

Galena Railway Safety Oil, made especially for use in headlights, marker and classification lamps.

Galena Long-Time Burner Oil, for use in switch and semaphore lamps, and all lamps for long-time burning, avoiding smoked and cracked chimneys and crusted wicks.

Tests and Correspondence Solicited

Galena Signal Oil Co.
Franklin, Pennsylvania

Chicago Terminals.

Catherine M. Bartel.

Mr. W. H. Fesler, agent at Galewood, enjoyed a few days' vacation the last week in August and looked fine on his return. The House cars are running pretty heavy but W. H. F. says he will make a cleaning and the accumulation does not worry him one bit.

Miss Anne Fisher, stenographer in the office of Agent Fesler, returned from her annual vacation a few days ago and take it from me, she looks fine. Understand she visited Kilbourn, and was all through the Deils, visiting the Navy Yard, Devils Leap and Stand Rock. Now Anne is good for a hard winter's work on the Underwood.

General Yardmaster John Grunau, who is a candidate for nomination for State Representative in the Twenty-first District, has been off about two weeks looking for votes. Geo. Hale is officiating during Mr. Grunau's absence.

One of the 'phone operators at Galewood switchboard, days, was married recently while on her vacation, but we have not yet been able to find out which one. I think affairs of this kind should be reported to the magazine correspondent and then no false rumors would get into the columns.

We are beginning to wonder why Miss Helen Murphy does not visit the baseball games as much this summer as usual. There must be a reason but we cannot figure it out. Vic is playing a grand game at first and is also batting up in the 300, so why shouldn't Helen be a spectator and root for him.

Chief Operator W. G. Murbach, Galewood Transfer, was off three or four days recently and understand motored to his old home up around Wheeling, Illinois. Bill reports a good time and we guess he had it. Bill always does. Operator James Whalen from Pacific Junction relieved Bill and was kept busy with Peterson at C. G. and operators at Lake and Lanark. Jim was there like a duck, especially on the train lists and ice empty orders. Good boy, Jim.

Switchman Geo. V. Bazarek and daughter Mildred visited relatives at Oakfield, Wis.

Switchman J. J. O'Connor has decided to grant his wife a vacation and has sent her back east for a few weeks. Mr. O'Connor accompanied her as far as Suspension Bridge.

Operator N. T. Sharman is still on his farm at Holland, Michigan. Mr. Sharman was ready to return to work when he met with a serious injury to his eye.

Mrs. Harry E. Hutcherson, wife of Chicago Terminal Engineer Hutcherson, visited friends at Elgin.

Clerk J. E. Davis, wife and daughter, Laura and Vera, were called to Janesville, Wis., recently on account of the death of a relative.

River Division Items.

H. D. Witte.

C. E. Lennon, freight inspector, made a business trip to Wabasha the past week.

Superintendent W. J. Thiele and Wm. Schnell master car builder, made a business trip to Wabasha September 16th.

Mr. L. T. Johnston, T. M., and W. C. Stackpole, assistant chief dispatcher, made a business trip over the C. V. Division, September 14th.

A. M. Brown, ticket agent of Winona, went to Wabasha on an outing trip. We understand he returned with the broad smile. Why? Well he happened to secure a few of the funny tribe.

J. Ostrom, chief carpenter, has started his inspection trip for September.

Messrs. W. C. Stackpole, Assistant Chief Dispatcher C. E. Prichard and John Sundheimer of Minneapolis were callers at Wabasha, the first part of the month. We understand that they came after the river whales. From what I hear the fish John brought back was some hummer.

W. Sheperd, machinist at Wabasha, had an operation at Minneapolis, and from reports is doing nicely.

Claim Agent Monahan passed through Wabasha recently enroute for Mazeppa. It seems singular Mart is always looking for trouble.

F. E. Rice, D. C., was at Wabasha this week and made a trip to Winona on the motor car accompanied by chief carpenter.

The safety first meeting at Minneapolis this week was well attended. Among those from Wabasha was H. C. Kassabaum, roadmaster.

Don't Pump Your Life Away

on a hand car or a velocipede when you can ride in an automobile

The No. 2 Rockford Car

is a light, speedy, serviceable runabout for the rails

Simple in Construction

Easy to Operate

Easy to Pay For



No. 2 Rockford Car

Send for Catalog No. 43. Address Dept. J

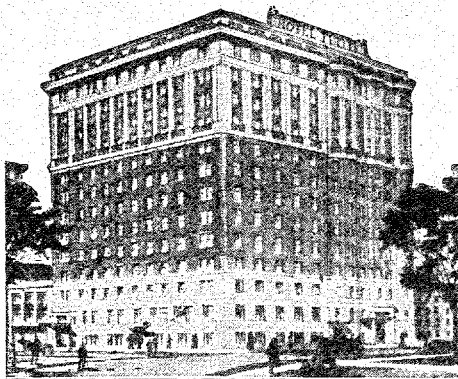
CHICAGO PNEUMATIC TOOL CO.

Chicago: 1028 Fisher Building
New York: 50 Church Street

Branches
Everywhere

Meet Me at the
TULLER

For Value, Service,
Home Comforts



New Hotel Tuller

DETROIT, MICH.

Center of business on Grand Circus Park. Take Woodward car, get off at Adams Avenue.

Absolutely Fireproof

	Single	Up Double
200 Rooms, Private Bath.	\$1.50	\$2.50
200 " " "	2.00	3.00
100 " " "	2.50	4.00
100 " " "	3.00 to 5.00	4.50

TOTAL, 600 OUTSIDE ROOMS

All Absolutely Quiet

Two Floors—Agents' Sample Rooms

New Unique Cafe and Cabaret Excellents

Q & C
BONZANO RAIL JOINT

MILLIONS IN USE

THE Q & C CO.

NEW YORK CHICAGO



Shop Foreman

Are you interested in improving your shop conditions and reducing your maintenance and labor costs? If so write

Ayer & Lord Tie Company
Railway Exchange, Chicago
for their booklet "FLOORS."

ROSLYN

The Standard Coking Bituminous

COAL

THE ROSLYN FUEL CO.

609 Lowman Bldg.
SEATTLE, WASH.

MINERS AND SHIPPERS

Bates & Rogers Construction Company

*Civil Engineers
and Contractors*

7941—Telephone Harrison—7942

885 Old Colony CHICAGO

KERITE



For Signal Service,
Car Wiring, Lighting
and Power Service.

**KERITE INSULATED
WIRE & CABLE COMPANY**
NEW YORK CHICAGO

ROBERT W. HUNT JNO. J. CONE JAS. C. HALLSTED
D. W. MCNAUGHER

Robert W. Hunt & Co. ENGINEERS

Bureau of Inspection, Tests and Consultation
Inspection of All Rail and Structural Material
Cement, Chemical and Physical Laboratories

GENERAL OFFICES
2200 Insurance Exchange CHICAGO

Dearborn Boiler Feed Water Treatment

For Prevention of

**FOAMING, PRIMING, SCALE FORM-
ATION, PITTING AND CORROSION**

Waters analyzed and treatment prepared to handle
conditions on each division or district.

Dearborn Chemical Company,
General Offices and Laboratory, McCormick Building, Chicago

The Varnish That Lasts Longest

Made by
Murphy Varnish Company

Chicago Car Heating Co. VAPOR SYSTEM

Steam Hose Emergency Hot
Couplers Air Heater

For Cars and Domestic use

Steam Traps Safety Valves End Valves
Operated From Platform

Chicago, Railway Exchange Bldg.
New York, Grand Central Terminal Bldg.
Atlanta, Ga., Chandler Bldg.
Washington, D. C., Munsey Bldg.
Montreal, Que., 61 Dalhousie St.

GUILFORD S. WOOD

Mechanical Rubber Goods
Inlaid Linoleum Upholsterers' Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose Protector
Great Northern Building
CHICAGO

Cast Steel

**Buckeye Truck Frames, Truck Bolsters,
Key Connected Yokes and Journal
Boxes, "Major" Top Lift and
Side Lift Couplers**

The Buckeye Steel Castings Co.

Works and Main Office: COLUMBUS, OHIO.

New York Office— Chicago Office—
1274 No. 50 Church St. 619 Railway Exchange Bldg.
St. Paul, Minn., Office—706 Pioneer Bldg.