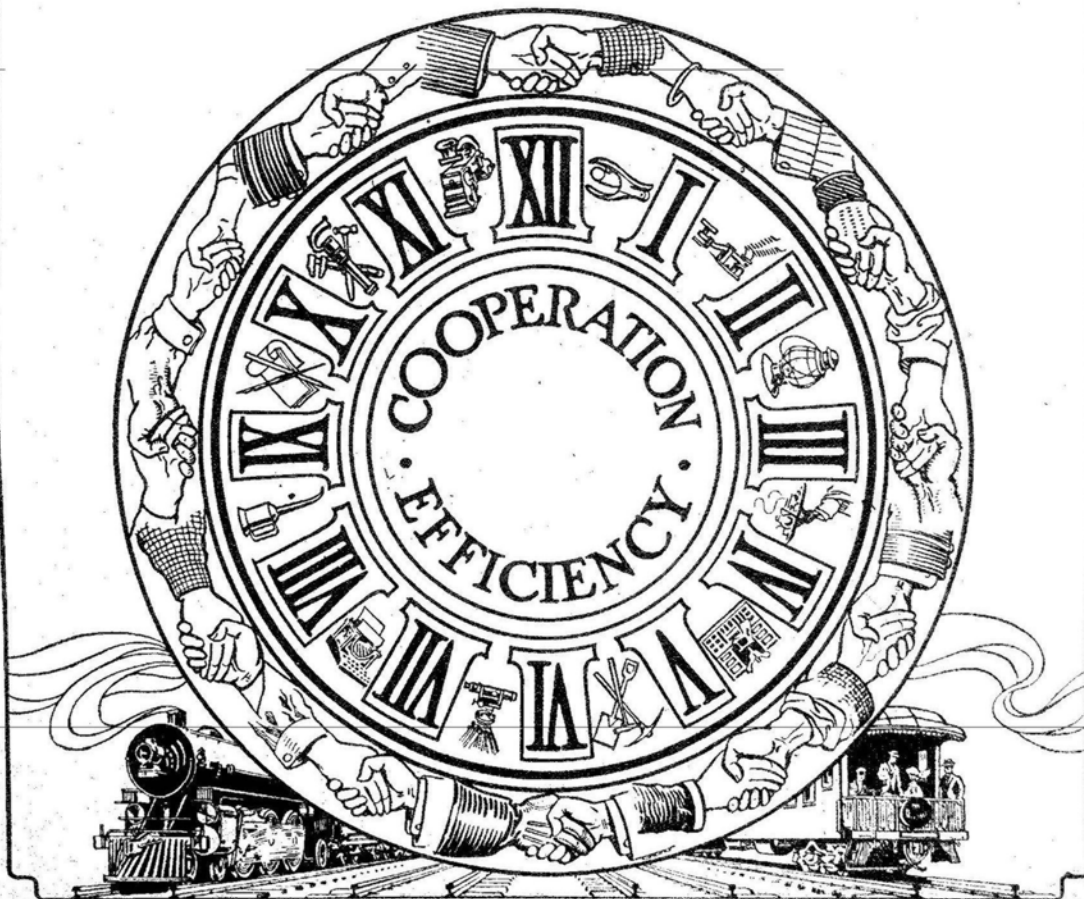


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

September

1916



VOLUME 4

No. 6

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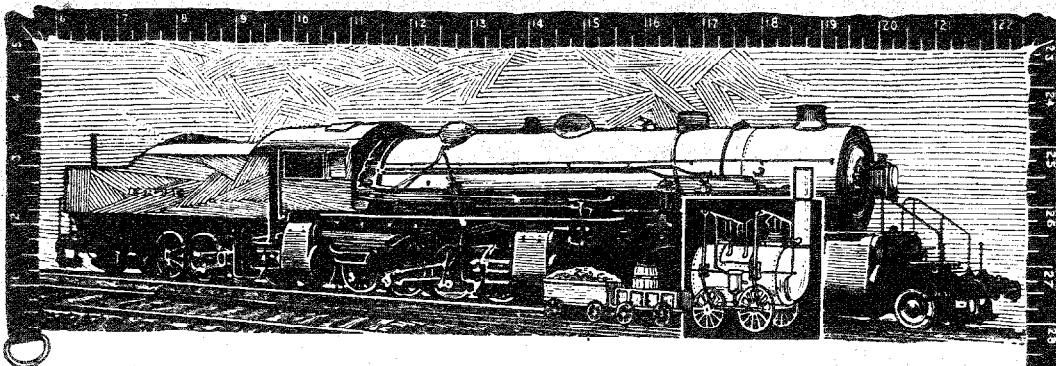
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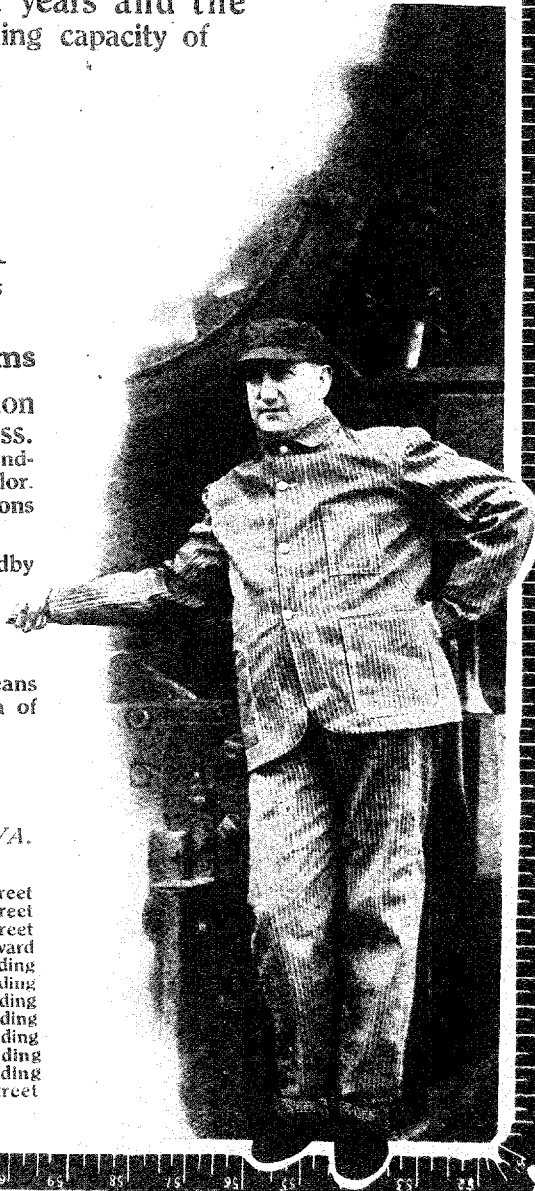
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VOLUME IV

SEPTEMBER, 1916

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What Are We Doing?

Edw. Murray, Assistant Engineer, B. and O.

During this period of quiet, the question of what influence we might be able to exert on public opinion in bringing about more considerate treatment of railroads at the hands of commissions and legislative bodies of the country than they have been receiving in the past, appeals to me strongly. Fortunately, the harassing tactics of such bodies seem to have abated a little from what they were a year or so ago, and this fact convinces me that, if the public is ever to have a correct understanding of the railroad situation, now is the time to bring that about, for past history shows that these periods of quiet are mostly always followed by a revival of the old charges by unscrupulous individuals who care little for the facts in the case and are only seeking public endorsement that their private ends may be attained.

It is well known that there is no other line of industry in this country to-day that has to be on guard against harsh treatment as much as the railroads, for the reason that, unlike other industries, the shortcomings of one, when brought to light, bring condemnation on all, and this is undoubtedly due to an incorrect understanding of the matter in the public mind. The stock argument against

railroad companies is over-capitalization, and because of the wide prevalence of this belief there is very little that railroad companies can do towards bringing about fair treatment until the public mind is rid of this nightmare. A very doubtful means of bringing this about is being resorted to now in the government valuation of all railroads, some of the expenses of which the railroad companies have to stand, which, coupled with the demands of commissions, legislatures, etc., for improvements of one kind or another, make the situation unbearable, without the slightest thought or suggestion of an increase in income to meet such expenses. While the valuation may bring some relief, yet it will not bring it soon enough, when we realize that almost 20 per cent of the railroad mileage of the country is now in the hands of receivers and the over-capitalization argument, as I intend to show, will not apply to such percentage.

When it is considered how closely the railroad industry of the country is connected with other industries, it is not difficult to draw the deduction that if the railroads go down or depreciate in their earning power, other industries will go down with them, and it is up to

those who have the welfare of the country at heart to stop such a decline. It was shown a short time ago that the forty odd railroads which enter and leave Chicago have a capitalization of less than \$55,000 per mile. Comparing these figures with those of railroads in Europe, for instance, we find English roads capitalized at \$277,000 a mile; Belgian, \$216,143; Russian, \$149,814; French, \$148,436, and Swiss, \$122,010, while the Prussian railway system,—a country where we have been led to believe efficiency has reached its highest mark,—we find has a capitalization of \$122,637 per mile. There has recently been issued a bulletin by the Bureau of Railroad Economics that gives comparative statistics for the railroads of the United States and thirty-eight foreign countries, covering seven-eighths of the total mileage of the world. These statistics show that with one exception the railways of the United States pay a higher average wage than prevails in any other country, yet with one exception freight rates per ton-mile are lower than the rates in any other country. In fact, the rates in this country are only about 50 per cent of those in most other countries. These figures are worth remembering, as well as the fact that there is no antagonistic spirit towards railroads in the countries I have named. It should also be remembered that with only one-fifth to one-third the capitalization, the railroads of this country have finer equipment, more expensive terminals, besides excelling in many other ways, and to what can this be attributed if not to efficient management?

To give you an illustration of how the people outside the railroad industry regard railway investments, I was talking with a business man not long ago, whose business has been built up by the coming of the Milwaukee Road to Montana, and his views were so pronounced in condemnation of all roads that I felt obliged to drop the subject. Asking him how his own business was, he quickly replied that it was good, dwelling at

length on the different phases of it and volunteering the statement that it was netting him 15 per cent and that he would not care to put his money into anything that brought him less. Reminding him that this was about three times what the people were getting on their money who made it possible for him to do the business he was doing, he quickly inquired who was meant. On being told railroad stockholders, his answer was, "Oh, h—l, the railroads." Talking with a company physician along the same lines, his remark was that the railroads in the past had indulged in some wilicat financing, but when his attention was called to the capitalization figures above cited, he paused, remarking, "If that is so, why don't the railroad companies make it known?" The Santa Fe, not long ago, in sending out dividend checks to its stockholders, enclosed a pamphlet with the checks which was a request that the recipients do a little missionary work with the public in bringing about fair treatment of the railroads of the country. The Pennsylvania resorted to similar methods with its ninety thousand stockholders. You will, of course, meet people who claim government ownership to be the remedy for all ills, but to those I would mention the Intercolonial Railway of Canada, a government-owned road that in the last 47 years has not earned within eight and a half millions of its operating expenses.

Let us also not forget that the railroads are the largest employers of labor, as well as the largest purchasers of supplies and materials, and as such constitute the greatest American industry.

Now, in the cultivation of favorable public sentiment, it behooves railway employees in general to arm themselves with all the facts possible, with the view of securing fair treatment, and if this is not done, the greatest of American industries will undoubtedly decline, and I must ask the question, what are we doing to prevent the decline of the industry that gives us a living?

Dick's Legacy

By Sted.

By delving a bit in physiography we learn that the great Northwest during the Ice Age was enveloped by a vast glacier that in sliding south chiseled out canyons and valleys, formed the shapes of the now existing mountains and hills and as its great expanse diminished from sun effects and warm winds a vegetation grew up and thrived, creeks and rivers formed, seeking the easiest outlets. All this great sheet of ice was converted into what is to-day considered one of the beauty spots of America. Pine covered mountains, tumbling streams and abundant wild life are to-day our heritage from that cold period. This was the work of Nature, guided by the hand of the Creator. And it is good.

A few years ago a new transcontinental line pushed its way through, over and under the Rockies, Bitter Roots and Cascades, marking a new historical achievement in a commercial way and a record for quick work in railroad construction that was the talk of the railroad world. This was the work of Man, guided by the hand of A. J. Earling. And it is good.

In the course of events this great transcontinental line began the publication of a magazine for the benefit of the employees and named it the Employees' Magazine. This magazine has now reached the crowing stage and is considered the premier publication in its particular class. This was the work of—but the Editor says that's another story. Anyway,—it is good.

These are big, weighty items, too big almost to be used as a preface to an angling yarn, but had not Nature and the Creator, Man and A. J. Earling, each accomplished the above achievements, it would not be possible to chronicle the following tale.

When warm-blooded Nature began creating Life in the Bitter Roots, she created on a grand scale. Her mountains are big and impressive; she has clothed them with green grasses, bright

flowers, big stretches of timber and peopled them with game. Her creeks and rivers are clear, pure, cold and stocked with that gamest of all species of the fresh water fishes, the storied family of the trout. Where A. J. Earling builded his big railroad through the Bitter Roots he tapped an almost virgin sporting proposition and for those who indulge the joys of gun and rod, a better present day outlook cannot be presented. The first to reap the harvest from this big wild woods granary were those who led the van during the construction days of the great Steel Trail when it climbed over the mountains and wormed its way adown the St. Joe Valley.



The Creeks Are Pure and Cold.

Dick and I were members of one of the crews at the front, and every day during summer and autumn when work was laid over until the morrow we would spend our time whipping the various streams as they crossed our advancing way and we reveled in every minute of it. Over the pipe we would later marvel on being so fortunate as to have been guided to such bappy hunting grounds and privileged to pursue our favorite sport to our hearts' desire. Such sport amidst such surroundings where both

game and fish were in abundance is a rare occurrence in these late days. Many an angler, as he has fondled the implements of his art before the fireplace of a winter's night, has dreamed of such a spot, and here Dick and I were actually permitted to enjoy a portion of such a treat every day and we gloried in the privilege.

One small stream called Big Creek claimed our attention to the exclusion of all others, as we became more familiar with the various small waters of the St. Joe basin, and as modest disciples of the modest Isaac Walton, we dropped our flies on its tumbling waters whenever opportunity offered. We could not get enough of it and when we compared conditions and returns with past performances on eastern and middle west streams, it was as Dick said: "There was no comparison." Everything in favor of the Northwest and Big Creek, and as ardent anglers we showered the streams with praise to all who would listen.

In 1910 the big forest fires raged. Dick was caught one evening and when he was carried into camp the word passed around that it was all off with him. He had become blinded by smoke, lost his bearings and fallen over a steep rock ledge. He realized the end was near, and as I sat holding his hand he made me list all his personal assets and advised what disposition he desired made of the same. When he was done detailing, all that remained was his sporting gear, which he wished to remain with me. There was the favorite rod, reel, fly book and creel, with all they contained.

As the sands of Life slipped away grain by grain Dick had me bend my head down close to his and with his dying lips told me of a big trout he had located in the hole above the mile board up Big Creek and how he had tried every fair way possible to lure the fish during the past two months. He asked me to take his rod, reel, flies and creel and try to catch the trout that he could not, then if lucky I was to have it mounted and after the hanging to make a setting from the tools of the craft he was leaving in my charge. It was the dying request of an angling, hunting



Our Cabin on the Big Creek.

and camp fire pard of years standing and I promised.

The year following, fishing in all streams where the fire had traversed was of little moment. Trout were plentiful, but they were small and not a sizeable one was hooked during the season.

I haunted Dick's hole every time I was in the vicinity, but "Dick's Legacy," as I came to style his trout, was not at home. It seemed a sad quest, for always there were Dick's rod, reel, fly book and creel, and it seemed like the pool was the river Styx, and if I could but catch that trout Old Charon would ferry across to my side and I could send him back with the fish to give to Dick. His tragic death and the accompanying incidents had made a lasting impression on my mind, but there always dwelt with me the weird belief that some day I would catch Dick's fish so I kept persistently trying out the pool whenever in that locality.

It was three years after Dick's death that I headed up Big Creek one summer afternoon. It was a day that would be remembered and laid aside in one's mental gallery as a pleasant thought to one who enjoys the quiet charms of woodland ways. The sun, air and breeze were just right to make a mountain ramble an invigorating pleasure. When I reached the pool I sat down at the base of a boulder and tried to study the natural fishing conditions. The air, the sun on the water, the breeze playing along the pool's surface, all claimed my attention as an angler and a lover of Nature; also I tried to ascertain the natural fly the fish were feeding on and

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wondering all the while how I could find out for a certainty if Dick's trout really had existed through fire and time. I had never seen the fish and while I had not mentioned his possible existence to anyone, yet I knew no one else had encountered him, for if they had and either lost or captured him, they would have spread the news up and down the length of the Shadowy St. Joe, for most anglers, unlike Dick, are prone to advertise the fact when they strike a record breaker.

It was a chosen day and the chosen spot. The sun's beams danced through the pines, the large ferns waved their fronds to the will of the gentle breezes, the laughing waters gurgled a melody of vacation time, while a pair of dipper birds who had their moss house cemented to the wall of a perpendicular cliff opposite, claimed my attention, as the mother bird would dart down over the pool and catch a bug or fly from the air and hurry back to the little ones waiting for the tidbit with gaping mouths; meanwhile, father bird was busy along the stream, flitting from rock to rock with his cheery whistle-like call and his tail teetering up and down; then he would fly straight into the face of the waterfall at the head of the pool, dive down with the flow and walk unconcernedly out at the foot of the riffle with a periwinkle in his bill. A mother grouse came piloting her family down the trail and when they reached a clean, dusty spot they all flopped down and began ruffling up their feathers; when every feather had been fixed just right they rolled and squirmed in the dust until their forms were the color of the dusty trail. A raven winged his silent, melancholy way above the tree tops and a noisy kingfisher made a dash into the stream from the dead limb of a scorched pine, arising with a glistening form in his claws. He was a fisherman also and seemed to be having good luck. The perfect day. The day to loiter along the banks of the creek and dream while the fragrant perfumes of the wild flowers and ripening berries were wafted to the senses by the light breeze and made all this at that time seem all that any one person should desire.

While noting and enjoying all these sights and sounds and courting Lady Nicotine in this wild wood snugery I would glance now and then at Dick's pool. Little trout were rising here and there all over the surface, greedily gulping down bugs, insects, buds and other likeable flotsam riding with the current. After an hour's rest and communion with Nature I arose to work my way farther up stream, when a monster trout rose to the surface and silently sucked down a beetle that had no doubt lost his bearings, and I will confess that I said to myself as I observed his movements, "Dick's Legacy."

I employed every lure I had with me, resorted to Nature's commissary for all she presented and that I was agile enough to place hands on for the next hour, but the fish ignored all my offerings. I knew where he was, as I had watched him swim back to his retreat after mouthing the beetle. His home was back in under the rock ledge where the current bore down and in under after making a sharp turn at the foot of the riffles. Sometimes sun and shadow would so harmonize that I could note his outline back in there, and each glimpse of his body made him grow an inch and increase a pound every time fortune favored me.

But he was not for me that day, nor the next. I fished for Dick's trout every day for two weeks and sometimes three and four hours a day, which was a poor system. Every day I witnessed him gulp down the bugs and insects that the current bore above his cavern home and I would try the same kind of bug or insect and endeavor to make it float down above his retreat in a natural manner, but he would have none of them. If Dick were watching my efforts, what would he think? If he were with me again, how would he approach that trout? A miser wants his gold, a master wants his way, we all want something that seems almost unattainable—and right then I belonged to the greedy crowd, but all I wanted was Dick's trout.

I was almost ready to acknowledge defeat. One night in camp I was sorting out all the flies, selections of my

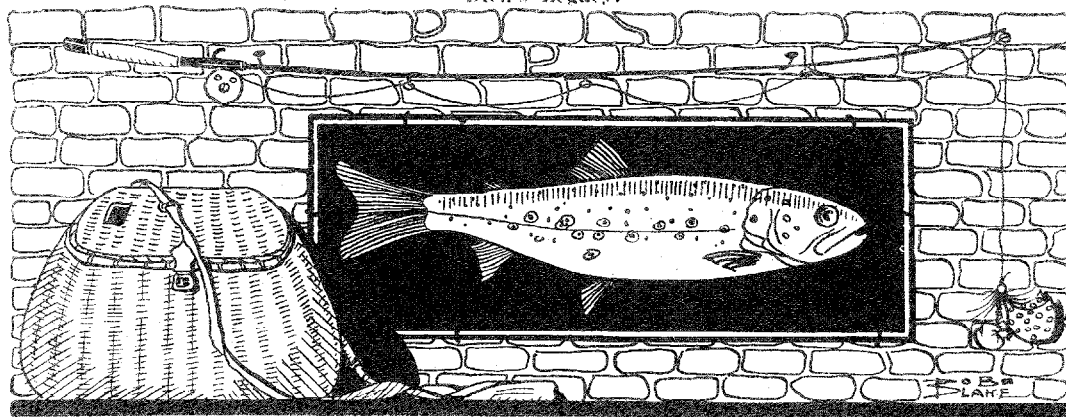
own, and the patterns Dick had left me, and I had tried them all on that trout, and there was not one pattern he had seemed to notice. Dick's fly book was beginning to show ravages from its many trips astream, and as I sat fondling it I felt something on the inside of the lining I had never noticed before. I also discovered the rip where it had worked through and dragged out a fly the pattern of which did not match any fly I had ever seen, nor could I identify it by the colored plates in my possession. It was a pretty pattern and I admired its dress while comparing it with other patterns, trying to determine its origin. As the smoke from the briar wafted about the log cabin I conceived the find to be a lucky omen and before retiring concluded to give it the last chance on Dick's trout the following day. If its attractions failed I would try to forget the fish, hang Dick's rod, reel, fly book and creel above the fireplace and call my duty done.

Eight o'clock found me at the pool and at eight-ten Dick's unidentified fly was on the water; at eight-fifteen I was hooked to "Dick's Legacy." It was a glorious battle; the pool was deep

enough, wide enough and long enough for that fish to run and splash, bore and sulk as long as he wished and I let him have his own way until he began to tire from combating the lively current, the spring of the rod and the continual drawing of the taut line. When his speed began to slacken I pushed him as hard as I dared, and after what seemed a long, long time he rolled over on his side, was reeled in and lifted ashore with the landing net.

How big was he? It doesn't really matter. As I raise my eyes from the desk and paper and glance above the mantel over the fireplace, I can admire his mounted form. Also hanging above him are Dick's rod, reel, fly book and creel. To the snell at the end of the drooped line dangles the nondescript fly that lured him to his death. Yes, he is big, but I never weighed nor have I ever measured him. I wish Dick were here, but wherever Dick is camping in those Happy Hunting Grounds over yonder, I feel he will some time look across the River and be satisfied. Above the panel that holds his graceful proportions one can read on a silver tablet the words "Dick's Legacy." And it is good.

Dick's Legacy.



Around the Railway Exchange

With Ben Waugh.

On Sunday, August 20, General Manager P. C. Hart was injured in an automobile accident on Sheridan Road. Mr. Hart was returning home from the general offices in the Railway Exchange building, when the taxi in which he was riding collided with another machine, wrecking both cars. Mr. Hart sustained a scalp wound and a broken finger and was bruised on the left arm.

While collisions of this kind may wreck automobiles, our robust General Manager refuses to submit to anything but slight injuries and he is now getting along as good as ever. In explaining the affair, it is reported that a Ford jumped on him and bit him!

A youth who was constantly seeking information, recently asked Kitty, our pleasant telephone operator, whether her work was a trade or a profession. "It is neither," was her blithe answer. "It is a calling."

Walt Cooper has returned from Atlantic City, where he spent his vacation, with the information that the sharks that have been cavorting in the Atlantic are not half as deadly and resourceful as the species you find on the boardwalk.

Miss Mae Krause, one of the most popular and vivacious young ladies in the Railway Exchange Building, is spending her vacation at Saugatuck. Mae's wonderful eyes will be missed by many who bask in her smiles.

Butler has invented a wind shield for submarines. This will fill a long-felt want for the undersea boats.

Health Efficiency

Traveling Freight Agent.

From time to time there appears in our magazine articles relative to efficiency of the employee.

The articles are all right as far as they go, but they do not go far enough. From my point of view the authors have overlooked the most important thing, namely, the efficiency of the individual's mental and physical being.

Efficiency is the development of most results from the least expenditure of time or energy.

Energy is the "thing" which produces all great deeds. Without it all actions of the individuals are weak and ineffective. To do great things you must have vim, snap and vigor, all of which comes from energy, and without this you cannot have efficiency.

Now I want to show you why the majority of railroad men and others are without this energy.

To enable me to do this allow me to use a simile.

The Puget Sound line was to be built. Men who were experts in construction figured out how much material was needed for the job; what was needed First, WHERE and WHY. They ascertained to a fine point WHEN certain material would be needed. They determined by exhaustive investigation which material was best and would not allow use of any material which might cause disaster in the future. They ascertained the amount of fuel needed by an engine, dredge or wrecker, or the heating fuel needed. And always they buy the coal with the greatest amount of heat units. It must be put onto the fire in such a manner that it will be thoroughly burned. If too much fuel is used it clinkers the fire, results in low steam pressure, makes it necessary to reduce the train and delay cars which some TFA has worked hard to secure and which will result in loss of future business on account of delay.

Now, here is what I am getting at. What do you know about your physical being, your "department of the interior," internal transportation department or mechanical make-up? Almost nothing.

A body is no stronger than the average strength of its cells. A railroad is no stronger than the average of its men, and they are developing about 50 per cent of the power that they should.

Now, here is what you do to your internal transportation system. You don't know how much material is required to keep it going, WHEN it is needed or WHY. You don't know the fuel value of the food you eat. You evidently think to yourself, "Well, I'll get enough," and you sure do, resulting in the mechanism getting clogged up like an engine,—the boiler foams, the fire clinkers, you are not steaming good, carrying excess baggage and you cannot develop the energy required to do the job right and the company is cheated. They pay you for 100 per cent energy and you give them—dregs. Instead of being quick, active and discerning, most of you are to a certain extent slow, inactive and dull. You're rusting out—not wearing out, and you know things are useless sooner from rust than from wear. There is a "bum" engineer running your plant, who doesn't know his business. If the same efficiency tests were applied to your physical and mental being as are applied to a locomotive, you would be put in the scrap heap.

Health is normal and disease or that languid feeling is result of improper living—inefficiency—and can be overcome if you know how.

Over-eating is more injurious than most persons realize. It ruins the physical, mental and moral being. You may not think so, but after thorough investigation and experimenting in the opposite direction, you will find it true.

Premature death is caused by ignorance of hygienic laws. An employee becomes well acquainted with his work and a reasonably valuable asset to the company, then becomes ill and dies, when he should be in his prime, leaving a family and friends to mourn—account of his ignorance of hygiene.

Some day the railroads will have instructors in "health efficiency."

They send out corn specials to tell the farmer how to apply efficiency methods to raising corn and pigs, but let the employee go along and receive a high salary for being—half a man.

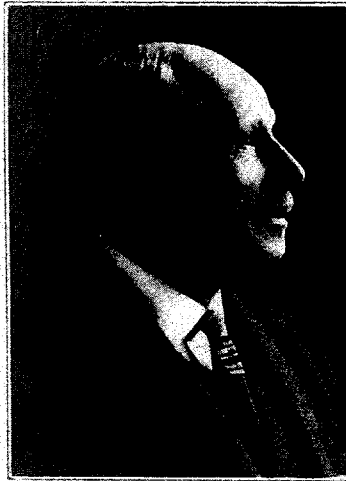
The Veterans

Any man who, by his fidelity, integrity and efficiency has proven himself worthy of the confidence of his employer for twenty-five, forty, fifty and sixty years, has foundation for his self-respect that is grounded on the rock, and when an employer can produce a great army of operatives,—none of whom have been less than a quarter of a century in his employ, many of them nearer the fifty-year mark, and some of them with a record of sixty years and over,—it is conclusive evidence that there is worthiness on his side, too. And in that union there is strength. That is why the great get-together—the first Annual Meeting of the Veteran Employees of this company, in Milwaukee on August 15th and 16th, was such an unqualified success, because there was, everywhere, the spirit of good-fellowship and goodwill.

Five hundred "Vets" reported for the first annual meeting,—many of them had their

That everyone had the best of care, a royal entertainment and a thoroughly good time, was due to their extraordinary efforts and unremitting attention.

While a few of the members of the Association arrived the day before, the early trains into Milwaukee on the morning of the 15th brought the first crowds, and they were coming all day. The big assembly hall on the second floor of the Electric Railway Terminal Buildings, next door to the Union Passenger Station, which had been secured for headquarters and for the annual business meeting, was none too large to hold the throng which had gathered by one p. m. As the visitors arrived, they were met by members of the Reception Committee, headed by H. W. Griggs of Milwaukee Shops. Other members of this committee were Mr. and Mrs. W. H. Miller, Mr. and Mrs. N. P. Thurber, Mrs. R. N. Scott, Miss Emily Rod-



W. J. Boyle.



W. B. Hinrichs,
Our Three "Big Bills."



W. D. Carrick.

wives and daughters, and the program provided by the Special Committee was enjoyed to the limit. The visitors were loud in their praises of the entertainment—"They're surely treating us fine," was the general comment,—and "they" surely set out to treat everyone just the best they knew how. The "they in this particular case were the committee composed of Messrs.

W. D. Carrick, chairman,
W. J. Boyle, P. C. Eldredge,
J. M. Davis, C. A. Lapham,
H. W. Griggs, J. A. Hinsey,
G. G. Scott, J. A. MacDonald,
L. S. Taft, W. B. Dodsworth,
W. B. Hinrichs, Secretary.

Every man of that group did yeoman service. It was a big crowd to handle, but it was handled in true "Milwaukee" fashion.

dis, Miss Bannermann and Mr. and Mrs. J. F. Voltz.

As the guests arrived they were directed to the assembly hall to register and receive their badges, and the program of the two days' entertainment. The members came from all sections and it was a real homecoming, for scores of men and women who had not met for years. There could be no question about the pleasure and success of the big get together, as one sat and watched the people arrive, heard the hearty greetings that passed between old acquaintances and the genuine enjoyment in the reunion of those gray-headed "old rails" who had started out in business life side by side and had drifted apart as the exigencies and the demands of their calling had necessitated. Just one illustration will serve to prove the strength of such ties, for there was "Billie"

Ormond all the way from Needles, California, to grasp the hands of his old associates and be a "Milwaukee boy" again. Mr. Ormond is an honorary member of the Association.

The business meeting was called to order by President Chas. H. Mitchell, at 1:30 p. m. The members listened to the president's report, which is given here,—showing the growth and conduct of the organization since its inception,—also the reports of the secretary and treasurer, which are also submitted herewith. The election of officers for the ensuing year followed. On motion of Mr. John C. Prien of Madison, Wis., seconded by Mr. Addison Jones of Chicago, and unanimously carried, the secretary was instructed to cast the ballot for the re-election of the present executives. Mr. Prien pointed out that the officers and executive committee which were elected at the February meeting had made a splendid showing in the short period since their election, that they had the work and the growth of the Association well in hand, and that it was due to them in recognition of their excellent service to re-elect them to a full term. Mr. Jones ably seconded this and was followed by Mr. H. H. Field, who spoke in behalf of the motion, citing the tremendous amount of work involved in getting so large an organization on its feet in so short a time and the unselfish devotion of those officials in giving so much time and work to the welfare of the Association. The re-elected officers are:

Charles H. Mitchell, president.

H. A. Laroy, vice president.

Mrs. Carpenter Kendall, secretary.

Grant Williams, treasurer.

R. N. Scott, Frank Kelley, Fred Wheeler, committee.

The election was declared, and speaking for the officers and committee, Mr. Mitchell thanked the Association for the confidence reposed in all, manifested by their re-election and assured them every effort would be exerted, as it had in the past to promote the growth and welfare of the organization.

At the close of the meeting the party adjourned to the depot park, where a picture was taken, and then boarded specially chartered cars for a ride to Washington and Lake Parks.

President's Report.

Fellow Members of the Veteran Employees' Association:

I have the honor to report to you as follows: In October, 1915, a preliminary meeting was held in the meeting room of the Railway Exchange Building, Chicago, at which about forty were present, to discuss the forming of an organization of veteran employees of the Chicago, Milwaukee & St. Paul Railway, to consist of those who had been in the employ of the company twenty-five years or longer. A preliminary organization was effected. I was elected temporary chairman, Mrs. Carpenter Kendall, secretary and treasurer, and a committee on organization and constitution composed of the following gentlemen was named: Mr. H. H. Field, chairman; Grant Williams, J. B. Stubbs and H. A. LaRoy. Much interest in an association of this kind was manifested and applications for membership came in rapidly. On February 5th, the Committee on Constitution having reported that they were ready to submit the draft of a constitution, a

meeting was called, to be preceded by a luncheon at Hotel La Salle.

One hundred and forty odd members were present and after luncheon had been served, the meeting was called to order, Mr. Field acting as master of ceremonies. Mr. E. D. Sewall and Mr. L. C. Boyle of Viroqua were the speakers, and some very interesting moving pictures of scenes on the Puget Sound Extension and electrification were shown, after which the meeting proceeded to the business of the afternoon. The secretary read the draft of the constitution, and the same was adopted without change. Election of officers followed, after which the meeting adjourned.

The Executive Committee have held monthly meetings, and in several instances, at shorter intervals, on account of the great number of applications to be passed upon. Up to the present time sixteen hundred and one applications have been presented to the Executive Committee, including eighteen honorary members.

At an early meeting the committee took up the subject of a badge of membership and it was decided to ask for designs and bids from several different jewelry firms in Chicago and Milwaukee, who had asked to be permitted to make proposals to furnish a suitable badge of membership. The design offered by H. Hammersmith, together with the price, was the most favorable, and he was given the contract to furnish one thousand buttons. Five hundred more were afterward ordered and at the last meeting the treasurer was instructed to place an order for an additional five hundred. The matter of printing the constitution and list of members has received consideration, but has not yet been acted upon, owing to the great amount of work entailed upon the secretary and treasurer because of the rapid growth of the organization. It is, however, the purpose to publish such a booklet for distribution to all members.

Early in May the committee received a suggestion from Vice President H. B. Earling, who is a member of the Association, that we extend an invitation to the Puget Sound Pioneers Club, to meet with this Association in 1917. The Pioneers held their 1916 meeting in Miles City July 3rd and 4th and through your executive committee, this Association invited the club to meet with us in Minneapolis next year. It was found necessary to name a place for the next meeting, in order to extend the invitation to the Pioneers, as according to their by-laws, the place of their next meeting must always be acted upon at the regular business sessions. In case it is found desirable by the executive committee of the ensuing year, to change our place of meeting, the club can of course be notified; but as Minneapolis had already signified its wish to have us meet there, it was thought our choice would be ratified.

When it was decided to hold the first annual meeting in Milwaukee the following committee on entertainment was named: W. D. Carrick, P. C. Eldredge, J. A. Hinsey, W. J. Boyle, C. A. Lapham, J. M. Davis, G. G. Scott, W. B. Hinrichs, W. H. Dodsworth, H. W. Griggs, L. C. Taft and J. A. Macdonald. These gentlemen have worked very hard to prepare a program for us and to make the Milwaukee meeting a grand success, and I am sure we shall have abundant occasion to be grateful to them for their unremitting efforts in our behalf.

Secretary's Report.

Mr. President:

I beg to submit the following:

Number of application cards on file.....	1,380
Number upon which fees and dues are paid	1,322
Number on which membership only is paid.	254
Number of honorary members.....	18

Membership cards and buttons have been sent to all who are fully accredited members,—that is, those who have paid the 1916 dues. In very many cases, by reason of insufficient address, we find the cards have gone astray, and we have been obliged to issue duplicate cards and buttons. Up to date, it has not been possible to know exactly how many cases of this kind we shall have,—but so far it is in the neighborhood of fifty. In some instances the originals have been returned by the post-office department or the railway mail service,—but this number is comparatively small,—not above ten or a dozen. We also find that many applicants have not understood that they were not full members and entitled to the card and badge until the annual dues were paid, in spite of the fact that this has been repeatedly

stated in the columns of the *Employees' Magazine*. This is now, however, becoming better understood and the dues are being paid.

CARPENTER KENDALL,
Secretary.

Treasurer's Report.

Receipts—	
For membership fees and dues.....	\$2,898.00
Collection at luncheon, La Salle Hotel, February 5th, 1916.....	70.00
	\$2,968.00
Expenditures—	
By temporary organization.....	\$ 239.39
Office equipment.....	29.45
Buttons.....	375.00
Printing, stationery and postage.....	92.95
Exchange.....	5.06
Secretary's salary, 1916.....	100.00
Clerical service.....	89.34
	\$ 931.19
Cash on hand.....	\$2,036.81

In the evening an informal banquet was held at the Deutscher Club. Covers were laid for six hundred, but as the time approached it was seen that this number would be greatly exceeded, and Colonel Boyle, who had charge of this special feature of the program, together with the managers of the Deutscher Club, hastily commandeered automobiles and sent out over the city to procure certain additional supplies and with only slight delays, the dinner proceeded. Six hundred and seventy-four, including many ladies, were served. The Deutscher Club occupies the former palatial home of Hon. Alexander Mitchell, the first president of the Milwaukee Railroad, and the immense house with its beautiful grounds were turned over to the Veterans of the great railroad which Mr. Mitchell had fostered in its infancy, and in whose welfare he had always evinced the utmost pride. The dinner was served in the grand ball-room, musical selections were rendered by an orchestra and by Mrs. Ella Ring Ingraham, wife of William Ingraham, Yardmaster at Rondout, Ill. Mrs. Ingraham possesses a clear, high soprano voice of great volume and high cultivation. Her selections were especially appropriate and were heartily received.

At the close of the dinner, moving pictures showing the progress of electrification on the Rocky Mountain Division, were exhibited under direction of Mr. H. W. Griggs, Boiler Inspector at Milwaukee Shops,—after which came the speakers of the evening under the leadership of Mr. H. H. Field, toastmaster. Mr. Field is a toastmaster of distinction and renown and captivated his audience immediately. He has been a leader in the Veteran Association since its beginning, and has always been its trusted adviser and guide. Before introducing any of the speakers he announced that if any of them took up too much time, they would be "flagged" and he exhibited the flag to assure all beholders that he had the Safety First ensign with him.

Governor Philipp of Wisconsin was first to respond, and he met with a splendid ovation, which very apparently pleased His Excellency greatly, for he was in his happiest humor throughout his talk. His address was punctuated with anecdotes of his early

experiences when he, too, had been a railroad man. The Governor said he had never had the honor of serving the Milwaukee, but had begun his business career in the employ of the Northwestern, our "great competitor," starting as telegraph operator at Lodi, Wisconsin. He told that he was train dispatcher at the time that the Milwaukee and Northwestern inaugurated twelve-hour passenger train service between Chicago and the Twin Cities. This was considered very high speed, and considering rails, grades and equipment of those days, it was; and so one of his daily duties was to get the train report from Sparta, showing how late the Milwaukee train was.

The Governor spoke briefly on one phase of the railroad situation which seemed to him to be a vital question,—that of state and federal regulation. He thought Government regulation should be in the interest of all concerned and he said without equivocation that in his opinion such regulation should be relegated to one central body and relinquished thereto by state bodies of control. He said there were "too many managers" as such affairs were conducted at present.

In closing, he congratulated the Association on its large membership, saying: "I am impressed with the size of this Association whose qualification for membership is at least twenty-five years with the St. Paul road. Twenty-five years requires that a man be faithful in the service, faithful to a high ideal of loyalty and efficiency, and in behalf of the people of the State of Wisconsin, I congratulate you, as Governor of the state. It has often been said that your president never forgets or loses interest in a faithful employee, and that gray hair does not disqualify a man for service on the St. Paul System. I hope the Association may grow,—that its membership will increase and new enrollments come from all faithful employees as they pass the twenty-five year mile-post."

Vice President Sewall acknowledged with pleasure the presence of so many ladies. He said at the February meeting, there had been four, and here, there were very many times that number. His subject was the Railroad Situation and he explained to the employees present, the situation in which their employer in common with other railroads of this nation found themselves to-day, with railroad credit at such a low ebb that the companies were not able to borrow money at a reasonable rate of interest to make needed improvements, betterments and extensions,—not to mention the utter stagnation of new construction from one end to the other of this land. He drew comparisons with accompanying figures to show the rates of interest which the companies had been paying for the past fifteen years, finishing with the prohibitive rates now charged by capitalists to all railway borrowers. Mr. Sewall took up Governor Philipp's argument for a central controlling body, urging it as one of the principal and vital needs of the day.



Herace W. Griggs, Chairman Reception Committee.

Mr. Killilea talked on "Milestones," and in opening he challenged the statement of the senior United States Senator from Wisconsin, who said that it was impossible for the people to get fair and honest treatment from a railroad commissioner who had previously been a railroad employee. He defended in spirited terms the integrity and intelligence of the great body of railroad men, whom he declared to be a credit to any community,—none more so. He paid tribute to the founders of the road, to the efficient corps of employees and to the spirit of hearty co-operation existing between employer and employee. "This Association," he said, "has done what has long needed to be done in this state, to bring about and develop the mutual respect and esteem of employer and employee, the needed link to unite the interests of all concerned; and in Fidelity and Unity of Interest, no road is more blessed than yours."

Mr. L. C. Boyle, who is agent at Viroqua, talked on Loyalty, which he said should always be two-sided; first,—the loyalty of the employees to the Company, and, second, the loyalty of the company to the employees, and Loyalty should be the slogan,—the watchword of our progress. The way for every man to know if he has been loyal to his duties,—whatever they may be, is to ask himself, every night, if he has done all he could for the interest he represents, and if he feels that he really has done this, he is Loyal; and if he finds himself lacking, then he is in just that measure disloyal. "This immense audience," said he, "made up of men who have been loyal for twenty-five years and some, for more than twice that length of time, is something for which every man of us feels personally thankful and personally proud. It is our duty then to sustain the reputation we have earned for ourselves, and keep the faith unsullied and the fame of our unbroken loyalty untarnished, to the end."

Mr. Boyle is always a popular speaker to Milwaukee employees, his keen wit and dry humor is spontaneous and infectious. He has his audience with him as long as he chooses to hold them.

A number of letters and telegrams from absent members were received and read by Mr. Field. From President Earling, who was in Seattle, came a hearty greeting.

Mr. W. D. Carrick, Chairman,
Veteran Employees' Association,
Milwaukee, Wis.

Dear Mr. Carrick:—

I very much regret that I shall not be able to return from my trip to the Pacific Coast in time to attend the banquet of the Veteran Employees' Association on the 15th instant.

Now that the Association is so auspiciously on the way it seems rather strange that we, who have been with the company so many years, did not sooner form such an organization. It is true that in the earlier history of the company, and before its ramifications became so extensive, we were enabled to keep in reasonably close touch with one another, but since the vast extensions to parts remote from its home, "the dear old city of Milwaukee," this, of course, is no longer possible and it is only by means of this Association that the veterans are enabled to meet with one another and, from time to time as these meetings occur, renew that close and intimate friendship so characteristic of the Milwaukee employees.

While it is a social organization, its real object is to promote a helpful and friendly interest in each other, to inspire a spirit of loyalty not only to each other, but to the Company, and to keep alive the memories and traditions of the past. It is unnecessary for me to tell you how essential these things are to our happiness, and incidentally to the welfare of the company. We can accomplish very little in life without the aid and loyalty of those with whom we work and I can give no better word of advice to the younger officials and employees of this company than to shape their every-day life so that they will command the respect of all those with whom they are associated. Those who are working side by side with you today are the ones who will pass upon your reputation and ability, and, if you are wise and desire to advance in the railway service, you will be careful to win their esteem and appreciation now.

The men who organized this company in 1863 and directed its affairs for a generation have passed away; those of the second generation are fast leaving us and it will be but a short span of years when an entirely new set of men will be in charge, and it is my hope that they will emerge from the rank and file of our great body of more than sixty thousand employees, and that this company will endure and continue to prosper under their management.

With my best wishes to all of my associates and fellow workers, permit me to express the hope that you will have a most pleasant and enjoyable meeting.

Sincerely yours,

A. J. EARLING,

President.

From Mayor Hoan,
Office of the Mayor.

Mr. W. D. Carrick,
Chairman Veteran Employees' Association.

Dear Sir:—

In my letter of July 21st, responding to your kind invitation to attend a banquet of the Veteran Employees' Association, I promised to keep your invitation in mind and notify you a few days previous to the event should I find it possible to accept the same.

In accordance therewith, I wish to inform you that it will be impossible for me to attend because of my absence from the city on that date. I regret this most exceedingly, as the occasion is one which would call from me some special words of approbation.

I shall never forget the impression made upon me by the policy of the Milwaukee Road in retaining all of its old employees, as long as they cared to serve. I gained the same on many occasions when on my way to Merrill Park Station I observed many of the older employees of this company on their way to and from work.

It has always been a source of pain to me when observing the policy of many large manufacturing establishments, which cast their older employees upon the scrap heap, when they no longer showed the energy and strength of the younger men. It is gratifying to me to know that the Milwaukee Road is a corporation that has repudiated this principle, in thus providing for the retention of those from whom they have extracted the better part of life.

It is not very often that I find opportunity to commend a large corporation for its policy respecting old employees, but I feel after having spent a greater part of my life in combating conditions which make possible the disemployment of those working men after they have passed the prime of life to make way for younger and faster employees, that if all corporations were inclined to follow the lead of the Milwaukee road in this respect, the need of almshouses and homes for the aged, would be greatly lessened if not entirely obliterated.

Again expressing my appreciation for your kind invitation and regretting that I cannot accept the same, I am,

Yours very truly,
DANIEL W. HOAN,
Mayor.

From President Underwood of the Erie R. R.
August 5th, 1916.

Dear Carrick:

In the matter of the first meeting of the Veteran Employees' Association.

It is a sad thing to me that I have to default on it, but illness in my family will keep me in New York until after the banquet of the Association. Will you please convey to its officers and members my great appreciation of their courtesy in electing me a member, and my regret at my inability, owing to physical reasons, to attend.

It is very proper and fitting that the reunion should be held at the Deutscher Club, which, as all the Veterans know, was once the residence of Alexander Mitchell, the first president of the Chicago, Milwaukee & St. Paul Railway, and under whose guiding fostering influence, it received an impetus which it still retains; and it is proper in passing, to state that Mr. Alexander Mitchell, its first president, was a rare man. In any country he would have made his mark. I think he had an affection for the Milwaukee Road that none of us at that time realized: a pride in it that never manifested itself but in works. I overheard him making a remark once, that he expected "the next year the gross earnings would reach \$20,000,000." This sum looks small now, but it was large then.

To all my old comrades and friends I wish an abundance of good health and fortune, and closing with renewed expressions of my regret that my well developed hopes and intention to be with you were thwarted by physical illness beyond my ability to remedy.

Very faithfully yours,
FREDERICK D. UNDERWOOD.

Mr. W. D. Carrick,
Gen'l Baggage Agent, C. M. & St. P. Ry.,
Milwaukee, Wis.

From Veteran John C. Fox.
Janesville, Wis., August, 1916.

Mr. H. W. Griggs,
Milwaukee, Wis.

My Dear Mr. Griggs:

I received your kind note of July 25th and should have replied sooner but waited as long as possible before I decided what was best for a man to do who is in his ninetieth year and pretty well crippled up with rheumatism.

I think in my case that "discretion is the better part of valor" and so have decided to forego the pleasure of attending the Veterans' Association annual meet and banquet.

I regret very much my inability to attend but will be with you in spirit.

I think this getting together of the "veterans" of the good old C. M. & St. P. Co., is a fine thing and conducive to loyalty and better feeling on the part of all concerned.

Thanking you for your exceedingly kind letter and offer, and hoping you may enjoy the meeting to the utmost, I am, with kindest regards,

Very sincerely yours,
(Signed) JOHN C. FOX.

Telegram.

Seattle, Wash., August 15, 1916.
The Veterans, Care Carpenter Kendall, Secretary,
Milwaukee, Wis.

I would like very much to be with you upon the occasion of your first annual meeting. I wish you all a most enjoyable time and hope for the continued success of the organization.

H. B. EARLING.

Seattle, Wash., August 14, 1916.

H. H. Field, Care Deutscher Club,
Milwaukee, Wis.

Greeting to each member of Veteran Employees Association. I am proud to be a member and sincerely regret my inability to meet with you and greet my associates of thirty-five years in the service of the Milwaukee. The Association is doing splendid work in banding the veterans together.

W. G. COLLINS.

New York, August 15, 1916.

H. H. Field, Care Deutscher Club,
Milwaukee, Wisconsin.

On the first day of January next it will be fifty years since my enlistment in the service of the St. Paul Company. I greatly regret being unable to attend the first meeting of the Veteran Employees' Association, where I should meet so many friends and co-workers.

With good wishes to all and trusting that I may be able to attend next time, I am,

Yours truly,
H. R. WILLIAMS.

The banquet closed with a toast drunk standing and in silence, to the memory of our comrades who, having completed their labors, had laid down their tools and passed over the Great Divide.

The morning of the 16th was devoted to a visit to the Shore. A special train with several hundred "Vets" was met on its arrival at West Milwaukee, by General Superintendent of Motive Power A. E. Manchester, and the various department heads and the visitors were placed in charge of the committee who had been appointed to escort the party about. An instructive and enjoyable two hours were thus spent, the train returning to Union Depot in time for luncheon.

In the afternoon everyone went for a boat ride on the lake, on one of the Crosby Line big steamers. The cruise took up the entire afternoon, and was one of the most delightful features of the entire program. The lake was calm, the day perfect and the party were taken nearly to Racine, giving a magnificent view of Milwaukee's great harbor and imposing water front. Light refreshments were served on board. Returning, the "Vets" tendered the committee a vote of thanks and said their good-byes with their assurances of all being on hand in Minneapolis next year.

North La Crosse Personals.

A negro named Mason, working in the coal shed, died from the effects of the severe heat.

Smiling Tim Welch, train dispatcher, of the C. & M. Division, visited here during his vacation.

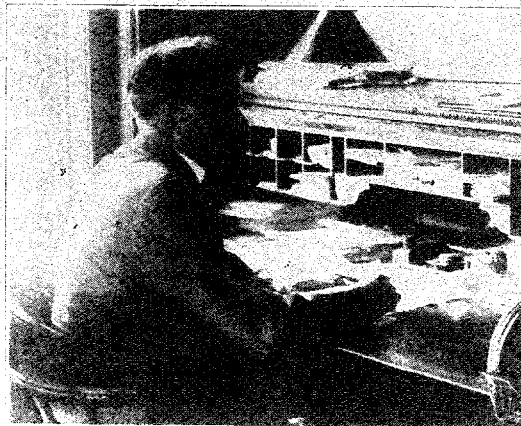
Mr. B. N. Larson secured second trick and A. Solberg thirdtrick levermen at Grand Crossing, Wis. These appointments due to the recent death of M. Hickey.

Assistant Ticket Agent J. P. Paulus of Milwaukee gave us a call recently.

Mr. O. H. Berg, formerly chief train dispatcher on the Dubuque Division, called on us while en route to Dubuque after attending the Veterans' meeting at Milwaukee.

Mr. Jack Downey, conductor on the St. Marie's Elk River line, and wife visited his parents here in August. Jack was formerly a switchman in the LaCrosse yards. He informed us that Abraham B. Pittinger had quit the bridge building crew and is now employed as a stationary engineer.

Mr. O. A. Rampson, train dispatcher on the Dubuque Division, gave us a pleasant call August 14th while returning to work after a vacation.



Superintendent Elliott G. Atkins.

The Southern Minnesota Division

Geo. E. Waugh.

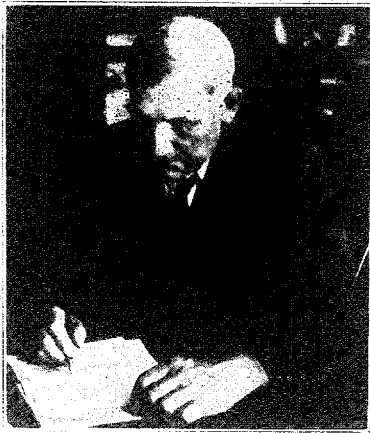
If you speak of the Southern Minnesota Division to the veteran employee up there or the old families who pioneered in the great expanse of rich territory traversed by the line in Minnesota and South Dakota, you are quite likely to be informed that that part of the "Milwaukee" System on which this paper treats is the Southern Minnesota "Railway."

It has been thirty-six years since the Southern Minnesota, the second largest division on the road, became linked by purchase with the "Milwaukee." For twenty-five years previous to 1880 it had been operated under the corporate titles of the Root River Valley and Southern Minnesota R. R., receiving its charter under that name on March 2, 1855, which gives the original Southern Minnesota division sixty-one years of industrial life, making it one of the oldest pieces of line on the system and a pioneer in western railroading.

The road was projected by a number of wealthy LaCrosse lumbermen and citizens of that famous river town. Their feeling of proprietary interest in the road was born with the money and energy they put into the Southern Minnesota Railway and that feeling of ownership has come down through the two or three generations that have followed—the Clark Thompsons, the Mons Andersons, the Stoddards and a score of other men who had confidence in the great grassy sea of rich land that rolled in endless volume westward. It was a prairie unfenced and uncultivated in those days, and it was yours in areas as great as a Mexican cattle ranch at a couple of dollars an acre. Today those vast tracts are grain and cattle districts of first rank in agricultural America. The lands that were unoccupied for years because the citizens of that time would risk neither two dollars nor their precious scalps on those acres which have been trans-

formed within the lives of men still hale and hard hearty into farm bonanzas that sell at one hundred and fifty and two hundred dollars an acre, and the yearly yields of wheat, corn and cattle give good returns on even that large investment.

The foregoing gives a recast of the development that has taken place in the territory the Southern Minnesota serves—it brings into strong relief the far-sightedness of the men who had hopes that the farmer and townsmen would grasp the rich expectations that their acumen told was there. Though receiverships, defaulted interest payments and difficulties of crushing size cast their shadows and rolled logs in the path of the Southern Minnesota's early years, those builders and veteran employees of the division (and it has a high ratio of old faithful railroaders), have lived to see their hopes realized and fabulous riches piled up along the line that was opened to Rushford in 1867, a distance of thirty-three miles. In '68 another eighteen miles was added and the Southern Minnesota entered Lanesboro. '69 and '70 were years of great construction activity when the road was completed to Winnebago. By '79 the line had spanned the entire southern portion of Minnesota, a distance of nearly three hundred miles, and was completed and opened to Flandreau, S. D., on January 1, 1880. The entrance into our Dakota boundary line town recalls a notable agreement between Flandreau and the Road, the city had guaranteed a bonus of \$20,000 to the line if it had laid rail into the town by New Year's day of 1880. The grading was completed—the ties were down—and everything was in readiness to fulfill the agreement and claim the reward the town offered—but the rail, three precious miles of it, had not arrived. A construction force was ready waiting for action like the "Minute Men" that General Putnam held in



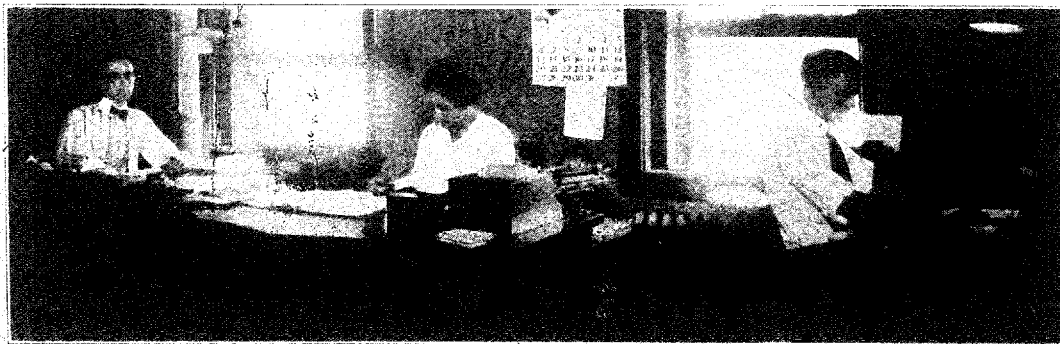
Trainmaster Frank J. Holmes.

leash until their work could be best done—but the rail did not come. As the crucial day approached the bonus faded on the horizon. It was looked upon by many as lost, but their first Superintendent, J. M. Egan, was not given to accepting defeat until every string had been played. They had rail—rail all around them, but not one foot to go ahead!—so he ordered a work train, manned it with a gang and backed up twenty miles on the completed line one morning and directed the surprised construction force to do the obvious thing—take up three miles of rail that had already been laid and relay it from the end of the track into Flandreau. Thus was the line built into the Dakota city within the time limit prescribed.

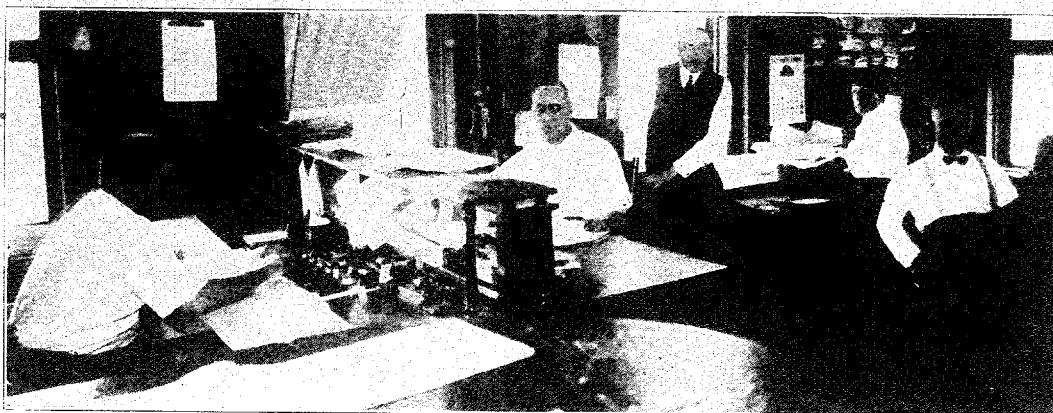
There are many other interesting bits of history in connection with the construction of the Southern Minnesota and the territory it serves. Among its old-timers this incident will probably stand out with most emphasis: In the latter part of August, forty years ago, the James boys and the Younger brothers, with a coterie of outlaws who hardly need any introduction to our readers today (and with whom an introduction was never sought by the citizens of '76, because they had an antipathy toward being bored with the lead punctuations used when this gentlemanly band of Robin Hoods talked business)—Mankato was selected by the gang because of the bulging condition of the doors in one of its banks. It was impossible to swing

them closed on account of the wealth of gold certificates which they held on deposit. Consequently, this was looked upon as a legitimate scene for operation by the firm of James and Younger. They created a sensation with their splendid mounts and skilled horsemanship among the townfolk. While they were willing to be entertained with what was more or less circus feats, they refused to allow their admiration to disarm them of their caution, so they assembled in large numbers, amply armed, around the First National Bank of Mankato, which had been favored with the attention of those head-line grabbers of a generation ago. But there was something—perhaps "Safety First"—which told them that the game was not worth the candle, so they left with nothing but an envious notion of Mankato's early ideas of "Preparedness." They moved on to Northfield, where they robbed the First National Bank, killing the cashier and creating as much commotion as a present-day Mexican border raid. All escaped except the Younger brothers, who were captured beneath one of our bridges on the Mankato line. After the management had ascertained that they did not take the bridge with them, they were tried and invited by the State to be Minnesota's guests for the balance of their natural lives. In the high-walled institution at Stillwater they served 35 years and were paroled in July, 1901, when they were superannuated for business in a calling which is only kept fresh in the minds of messenger boys and youths through the industry of that famous litterateur, "Nick Carter."

Among the other events and affairs of the misty past the old heads of this line recall the severe snow blockades of "the early eighties." As we sat in the superintendent's office in La Crosse, one sweltering day last month and listened to the recital of the rigors of the winter of '80 and '81 from men who had grown gray on the division, while the thermometer was climbing high in the stem and tallying a brand of oppressive heat that made us envy the train crews who were froze up and snowbound from October until May of those eventful years. We have seen something of the snow that clogs and chokes the passes in the Cascades, and from the description given by veterans who rail-roaded on the S. M. in the eighties we think



Chief Clerk Wm. B. Fraser and Office Force.



Chief Dispatcher S. C. Sorenson and His Staff (East Division).

that while the Cascade snows would exceed in volume the brand that covered the western portion of the line, the S. M.'s mantle of white must be given the palm for enduring qualities. For a snowfall that lasts seven months is something that is hard for us to imagine in these days, when climates have changed and winters have moderated. There is a story related and probably stands unique and alone in the system's history of the trip made by J. M. Egan, the first superintendent of the line. He was caught in one of these severe storms at Edgerton, Minn., and it was necessary that he be in St. Paul to attend an important lawsuit, and as rail transportation was impossible, and as the rail laying episode indicates, Egan was resourceful and though the elements had thrown a mighty impediment in his way it was imperative that he reach St. Paul. He therefore rigged a sled with sails, the sweep of the wind filled the bulging canvas and propelled the speedy contraption over the great wastes of snow levelled over the prairies like water on a lake. The depressions were filled and in some places the drifts had carried the snow above the telegraph poles. For over one hundred miles Egan sailed across the barrier which he ingeniously converted into a means of attaining his purpose for he arrived in St. Paul in time to attend the law suit.

Things of this sort indicate the kind of pluck, determination and resourcefulness of men who acknowledge no such thing as defeat.

In scanning the list of men who have presided over the operating destinies of the S. M. we find names that have soared to the highest round of the transportation world. The late Sir William VanHorn, Vice Presidents H. R. Williams and D. L. Bush and F. D. Underwood, president of the Erie, have all been superintendents of this division at different times. In the offices at La Crosse we find to-day a desk which is used by Train Master Frank Holmes, which is aptly called the "folding bed." It is made of massive oak and its thirty-five years' of use tell its own story of careful workmanship and its substantial construction. The desk was used by Sir William VanHorn and F. D. Underwood while they were superintendents.

Although it has been many years since the president of the Erie Railroad garnered the rudiments of his work at this strangely-built piece of furniture, it is recorded that he seldom visits La Crosse without looking at the old desk, over which he worked when his reputation as executor of bigger things in the railroad world was in the making.

Out on the extension as Agent at Avery, Idaho, we find Wilbur Irwin, another of the old superintendents. Eugene G. Perkins, who started on the line as a brakeman and worked up through the ranks until he became superintendent many years ago, served in that capacity until he died in 1912. His successor, Elliott G. Atkins, the present superintendent, is essentially a "Milwaukee" product both by choice and inheritance. His father, Hub Atkins, who was General Superintendent of the road when he died in La Crosse a quarter of a century ago, is looked upon as one of the ablest officers that the company has ever had. In an article which ran in the Employee's Magazine several months ago, relating to the Prairie du Chien and Mineral Point divisions, we secured the names of the train crew that operated the first train ever run on the "Milwaukee" Road



East Division Trick Dispatcher T. P. Horton (One T. P.) and the Youngest "Dispatcher."

and among that crew we find the baggage-man was the father of the S. M.'s present superintendent. The balance of the organization includes Frank J. Holmes, trainmaster, who became identified with the S. M. Division as a telegraph operator in July, 1885; S. C. Sorenson, chief dispatcher, came with the company in October of the same year; John M. Moore, chief dispatcher at Madison, also entered as an operator in '87. The trick men, C. M. Aughey, Chas. J. Wethe, T. P. Horton, C. A. Berg, John Malone and Ed Laughen are all old timers with the division. Their road force includes 65 sections under Roadmasters Tom Hines, F. L. Uskow, Tom McGee and W. H. Crabbs.

The division's office force, under Wm. B. Fraser, chief clerk, is one of the best organized and most efficient on the system. Fraser has been with the company a good many years and is that sort of progressive worker who has kept abreast of the innumerable changes and complications that have revised and added to the exacting work performed in a superintendent's office. The accuracy and promptness with which their numerous reports are made have brought letters of commendation to the S. M. Division and manifest the fruit of the Atkins code of operation. "We want no come-backs."

When you give a moment's thought to the significance of this expression, you realize the value of this bit of S. M. philosophy. It means blocking in the beginning the possibility for a complaint so far as it is physically possible to do so, with the result that the division is operated with the least possible worry and supervision from the officers above. Its roster of station agents, engineers and conductors include C. J. Cawley, first agent at Pipestone, who entered the service in 1879; T. J. Fogarty, agent at Sherburn; H. R. Wood, agent, Lanesboro; A. A.

Horton, agent, Fairmont; Frank B. Root, Wallace M. Kingsley, John C. Murphy and John W. Heldon, all passenger conductors. Among the veteran engineers are George Smith, Wm. Anderson, Calvin West, William Owens, C. Moore, and a score of others representing the highest type of men in this service.

It would be a great faux pas in any article mentioning the early S. M. Division, not to include Capt. Isaac Moulton, who came with the company as agent at LaCrosse in 1866. The captain, who is 88 years of age, has had to lay down the reins but his refreshing and vivid tales of the days when he operated the Barge Line across the river, prior to the construction of the bridge in '76, include some of the line's best history. When we called at St. Francis Hospital, where he is recuperating from the effects of a broken hip received last winter by a fall on a slippery sidewalk, we found a man of gigantic frame and power, youthful in spirit and with a memory and facility to tell the line's early history in a manner that was extraordinary for a man of his years.

While much of this article has dealt with affairs that have long since gone into history, the manner in which the division is run today and the loyalty of its employees could not be better illustrated than to mention a telegram we chanced to see from Anton Tomerson, section foreman at Grand Meadow, who had on Saturday been thrown from a gasoline car and broken his wrist. His wire to the superintendent was to the effect that he would be on the job as usual Monday morning, with his right arm missing.

They do big work on the Southern Minnesota and they have one of the most efficient organizations on the "Milwaukee" System to carry it on.



Chief Dispatcher J. M. Moore and Staff (West Division).

The Relation of Section Foremen to the Company.

I am a regular reader of the Magazine and I find a great many things of interest and help to myself, and having recently read The Relation of a Country Station Agent to the Company, I would like to give the writer of that article a good old-fashioned hand-shake. Do you know if there were more of us who felt that we and the railroad company were in a way, related, it would make things better all around.

In my line of work, for example, a foreman will be heard to say if he got higher wages he would do more work, and I do not think that is the way to look at our work, whatever it may be. We should all consider that we are trying to fulfill a position of honor, even though it is a humble one,—that, as our neighbor agent said, "We are a small cog in the wheel," and try our very best to make our section of track show up with the best line and the very fewest low joints. We should have our time books appear as good as possible, so as to give the Roadmaster and his office force as little trouble as possible in checking up. By doing so, we not only give better satisfaction to them, but to ourselves; and, perhaps, while we don't get such remarkably high wages, we will have the satisfaction of having a longer job than the fellow who is afraid he will do too much work for the price.

It should be our aim to have our men do just as they would if they were working for our own personal interests. If an accident occurs, handle the case for the company just the same as if we ourselves had the damage to pay,—yet at the same time be very courteous to the public so as to have the good-will of everybody as far as possible. So let us all join hands and say that as section foremen, we are one; and every fellow see if he cannot have the best section on the Milwaukee System. You know a good smooth riding road gets our reputation up, as being the best road, and while people only ride a few miles on the track of which we have charge,—yet they ride many miles on the old Milwaukee, and every ticket sold means just that much for the advancement of our company, and the more we put into the company's revenue, the more we are liable to get out of it.

Well, for fear this may find the waste basket, I will ring off, hoping to hear some good ideas from a brother foreman, and hoping also that our time of service with the Milwaukee will be long and successful, I will say good-bye.

From a Section Foreman who really enjoys raising low joints and tamping ties and drawing that little old \$62.50 every month for the benefit of the wife and babies as well as his own.—Adieu.

Creeping.

The baby is learning to creep,
My floor, oh, so clean I must keep.
For 'twould sure be a sin
For a needle or pin
To be found on the floor
When baby is learning to creep. Eudena.



The Great Falls Passenger Depot.

The new Great Falls (Montana) passenger station is a modern and very handsome structure of modified Romanesque architecture, set in the park which follows the bank of the Missouri river on the edge of the town.

It is of brick and stone. The main part is two-story with a Spanish tile roof surmounted by a tower one hundred and forty feet high. The tower has the "Milwaukee" trade mark on a terra cotta sign which is easily discernible at a distance in the night as well as the day. The tower is illuminated with nitrogen lamps in the night.

The interior arrangement is modern and spacious. The general waiting room, which is seventy-seven by forty-three feet in size, has three sets of entrances besides a vestibule entrance through the tower. The ticket office is located in the general waiting room.

There is also a women's toilet room, a smoking room, and a news stand, and on the second floor are ten offices for local officials.

The baggage and express room portion is a one-story structure.

Tacoma News.

F. J. J. K.

It has just leaked out: Martin McHugh says we can use his name as authority, and states emphatically that he passed around the smokes for Machinist Jack Woods. Still we doubt it, as we didn't see any of the said "smokes."

We have been wondering what makes Frank Taylor so fat, but have since found out that it is the "change of air" due to crawling in and out of fireboxes.

Otto Johnson has a new Studebaker.

Harry Young is in the market for a new Ford, and Martin Birkland is considering a twelve-cylinder Packard.

We forgot to announce in last issue that Joe Molitor had taken unto himself a "fran."

Jitney service to Redondo Beach was somewhat crippled last month when Happy Martin ran into the side of a mountain with his Ford.

There were at least two men around the shops who were quite uneasy about the big railroad strike. They were Boilermakers Martin McHugh and Rube Green. Their wives were back East together about that time, and every day these two "baches" would hold a consultation. Whether it was to devise ways and means of getting their wives back, or a new recipe for boiling eggs, we know not.

F. E. Loonam wants a good girl and he wants her bad.

What has become of the fellow down the Rue who wanted to know what was the matter with Tacoma? Six weddings in this issue isn't so slow, and besides we could give you that many more "prospectives."

Lost, strayed or stolen, one J. V. Miller. Has anybody seen or heard of him.

Courtesy on the Telephone.

Though the Golden Rule, "Do unto others as you would be done by," was coined many centuries before the advent of the telephone, there has never been any means of communication or intercourse between persons which makes the true value of the Golden Rule stand forth with such positive virtue as the telephone. It is the most extensively used instrument in business today, yet it is always a stranger for you never have addressed the customary "hello" into a transmitter with positive knowledge as to whose ear your words were reaching. Your first words, therefore, be it "hello," "ticket agent" or any other reply you are in the habit of making, if articulated with that brusque harshness that you yourself would resent if, upon being introduced to a person, the introduction was acknowledged in words that were snapped in your face. If every person you met scowled at the introduction, it would take all the joy out of life. Good breeding would condemn such face to face discourtesy. Yet how frequently we find people who use the telephone most with that habit of speech that is a challenge for the person at the other end of the wire to adopt the same tactic of rudeness. Yet both may be delightful people. In answering a telephone let your voice be pleasing. Let it be pleasing from the first word you utter, for a good start invariably means a good ending. Be patient. It is not plausible to assume that a person to whom rate complications, different classes of tickets, limits, train service and connections are more or less Greek knows or grasps things about your business as rapidly as you can recite them. A snappy answer in the beginning or the lack of patience to explain may lose a passenger to the road. There is wear and tear and impaired digestion in store for the individual who indulges in the folly of getting angry, while there is something soothing and stimulating in courtesy and even-tempereness. There is danger too, in a snappy answer over a telephone, because you are in the dark as to whose ear it reaches. It may be the head of a department or some person of influence and he has got your number, and you haven't got his. Telephone courtesy secures business. It is a mark of etiquette and business breeding which should be cultivated. It is no offense to call your number, but it is if you answer it as if you had been insulted by the call.



New Station at Tomahawk, Wis.



Chief Clerk "Roy" Nelson—"Captain" Nelson, First Illinois Cavalry, on the Border.

P. du C. Division Notes. Margaret Murphy.

Conductor J. Cavanaugh was off duty a few days to attend the funeral of a relative. Conductor I. Fuller had charge of his run during his absence.

Mrs. C. Micka, wife of Bill Clerk C. Micka, Janesville, visited her husband, who is working at Waukesha.

Conductor and Mrs. W. Wilson, Milwaukee, were visitors at Waukesha.

Conductor I. Fuller is on a thirty-day leave of absence.

Engineer J. Ellis was off duty a few days. Engineer P. Connelly ran Nos. 21 and 6 during his absence.

Conductor M. Slechta, wife and son of Madison were visitors at Chicago, St. Paul and Minneapolis.

Car Inspector H. Bensing was off duty a few days on account of having his arm injured. We were all glad to see "Heinie" back on the job again.

Brakeman Raymond True and Miss Martha Eastman were quietly married at Milwaukee. The best wishes of the employees are extended to Mr. and Mrs. True.

Miss Winifred and Mae Devereaux, daughters of Pumpman M. Devereaux, Waukesha, are on a trip to San Diego, Cal., where they will spend about two months with relatives.

Miss M. Costerisan, daughter of Section Foreman P. Costerisan, Genesee, was a visitor at Janesville.

E. R. Doyle has been appointed the agent at Middleton.

Conductor Daniel Kiely, commonly known as "Big Dan," was a delegate to the R. R. T. convention held at Detroit, Mich. He was gone about four weeks and we were all glad to see his big smile back with us again.

Operator L. DeLorimier, Waukesha, visited his home at Prairie Du Chien. He was relieved by Operator J. Miller.

Agent J. Pronold, Genesee, was a visitor at Waukesha.

R. H. Cavanaugh of LaCrosse is the guest of his uncle, Agent J. Lawless, at Waukesha. He also visited his uncle, Conductor J. Cavanaugh, at Wauwatosa.

Engineer J. Brady and wife of Richland Center are visiting their daughter at Waukesha. They also attended the Veteran Employees' Convention at Milwaukee.

P. S. Thurber has been appointed the agent at Muscoda.

Fireman Murphy of the Milwaukee Yards made a few trips on this division.

Yardmaster J. O'Connell, Madison, took in the Veteran Employees' Convention at Milwaukee. Among the other employees that attended were Conductor T. Callahan, Agent T. Taylor and Roadmaster J. Murphy of Waukesha. Agent Z. C. Willison of Palmyra, Agent Olson, McFarland, Agent E. W. Voss, Mazamane; Assistant Superintendent N. P. Thurber, Milwaukee; Gateman P. Hart, Milton.

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The Train Dispatcher.

Around the train dispatcher the public has woven an imaginary web of mystery until the aforesaid individual has been exalted to a high position in the public's estimation.

Truth to tell—and methinks I ought to know, for the payroll sets me forth as a Detainer, and I confess that I live up to the detaining portion of the title—a dispatcher is a man of many occupations.

First of all, instead of holding forth in a sound-proof office, where no discordant voice is heard to break the trend of his thoughts as he holds the lives of the public in the hollow of his right or left meat grabber, as the case may be, nine times out of ten he is situated in some coop of an office where every brakeman, boomer and otherwise, has easy access, and where everything is cussed and discussed from the dispatcher down to the seventh generation. Instead of being a sober-faced, parson-like personage, the average of the clan is usually endowed with a smile that won't come off and a superfluity of wit and sarcasm.

An abundance of the latter is necessary to inject a certain amount of energy into sleepy operators and erstwhile dilatory train crews. He must have a million dollars' worth of unexpended optimism, for without the ever-ready expectancy that somehow things are going to come right, either today, to-morrow or next day, a regular sheet scratcher might as well keep his coat on and turn right around and walk right out again.

You can usually tell an engineer, whether on duty or off, by certain bituminous particles which have a way of remaining fast to his countenance. Likewise a detainer, especially one who has been in the game long enough has certain characteristics which mark him out as one who is occasionally referred to by unprintable names.

His noble dome is usually adorned with gray hair, provided his thatch has survived the vicissitudes of his occupation that long. He is, while engaged in his daily occupa-

tion, the buffer against which everyone knocks and incidentally he is the information bureau for all classes.

Every known question is propounded to him from how old is Ann to whether Omaha excess mileage coupons are good on the Milwaukee.

If the stock yard pump fails to throw the required amount of H₂O he must find a remedy for the defect.

In summer the rain causes him to anticipate washouts and washons and in the winter he hopes he has guessed aright the depth of the "beautiful" in certain cuts.

When things are running smoothly, it is the finest job on the road, and when someone takes to the plowed fields or tries to jump across where a bridge has failed to stem the tide, then it is all that Sherman said about war plus about two hundred per cent.

The T. D. is the gink with never any brains Who makes the meets for one and all the trains.

One day he's lucky and everything is fine; He gathers praise perchance from up and down the line.

The next day, when he hopes for joy forever—more.

Engines fail and trains go wrong, with troubles by the score.

For all its ups and downs, it's good enough for me:

I'll stick around and "detain" awhile, says One T. P.

Section Foreman H. Shortell, who has had charge of the extra gang at Waukesha, has gone back to his former section at Eagle. Foreman G. Rowberry has charge of the extra gang.

Conductor T. Callahan and wife, Waukesha, spent a few days with relatives at Milwaukee. Conductor M. Slechta has charge of the switch engine during his absence.

Engineer J. McCarthy, Milwaukee, has been on a trip to Minocqua, Wis. He also took in the sights at Oshkosh, Wis.

Conductor J. Bradford was off duty to take in the Veteran Employees' meeting. Conductor J. Chrystal had charge of his run while he was off duty.



* District Master Mechanic W. H. Hart and Office Forces—Green Bay, Wis.

At Home

Anna M. Scott, Editor.



Master Fred C. Diamond—Tacoma, Wash.

Styles for Early Fall.

As autumn approaches, the mind of the society matron and maid naturally reverts to thoughts of the coming styles, in suits and gowns.

In tailored suits, the ankle-length skirt and the three-quarter coat have the preference. While this length coat is rather unbecoming to the "Little Lady," it is varied by having the front extend to the waist line, and the back widths extended in plaits.

The only trimming on these suits is heavy machine stitching, ornamented with buttons of metal and bronze; while the strictly tailored have only the plain bone coat button.

The newest tailored coats show fullness about the hips, but the fullness is arranged so as to lend slenderness and grace to the figure.

You have a choice of skirts this season. Plaited skirts are good, and the hip yoke is merely changed by motifs, slashes and vandykes.

There are more ripples than flares, and the popular tunic will still be seen on the well-dressed.

Double skirts are made with plaited drops and plain flaring overskirts.

There is a tendency toward the soft-surfaced goods, such as duvety and velours de laine.

The deep reds and royal purples have the preference in the matter of color, and rich dregs of wine, prune shades, raspberry and plums must become popular, for they are becoming to every complexion.

Leather color is also one of the new shades of autumn. Sleeves vary from the

loose Chinese to the long, tight ones, which button to the elbow.

Wide, bulky collars are a feature of autumn modes.

Good Things to Eat.

Salads—To many a household the salad has become an indispensable dinner course, an all-the-year treat, permitting endless varieties in season and out of season. The following recipes may prove helpful to the hostess who is ever anxious to surprise as well as please.

Water Cress and String Bean Salad—Arrange water cress on a flat dish, in the middle put a small heap of cream cheese balls; around these lay in regular piles cooked and seasoned string beans; cover with French dressing.

Cucumber and Tomato Salad in Cucumbers—Cut lengthwise large cucumbers, scoop out the centers in good sized bits, mix with equal parts of peeled tomatoes; cut into small bits and refill the cucumber shells. Set on lettuce, and cover with French dressing.

Beet Salad in Cups—Boil the largest beets you can find with their skins on, peel them as soon as the beets are done. Cut a slice off the top and scoop out the center to form a cup. Chop celery fine, cut cucumbers in dice and use a portion of the chopped beet. Mix and fill the beet cups. Put a spoonful mayonnaise on top. Place cups on lettuce leaves and serve ice cold.

Cherry Salad—One pint of cherries, or one can white cherries, one head lettuce, one-quarter pound nut meats, mayonnaise. Chop the nut meats fine, stone the cherries and put in place of the pits the nut meats. Arrange the lettuce leaves in nests, fill with cherries and cover with mayonnaise.

Beet relish fine with any cold meat—Chop cold boiled beets (there should be one cup), add three tablespoons of bottled horseradish, two tablespoons lemon juice, two teaspoons of powdered sugar and one teaspoon of salt.

Dried fruits and vegetables should not be soaked in cold water. Wash them in many changes of water and put them on to boil in cold water, placing them on back of stove where they will come to boil slowly.

Little bits of left-over rice added to the griddle cakes will make them very good.

Pickles.

Sweet Green Tomato Pickles—One peck of green tomatoes sliced, six large onions sliced with one teacup of salt sprinkled through. Let stand over night and drain off in the morning. Take two quarts of water and one of vinegar, boil the tomatoes and onions five minutes. Drain through a colander. Take four quarts of vinegar, two pounds of brown sugar, one-half pound ground mustard, two tablespoons of cloves, two of ginger, two of cinnamon, one-half teaspoon of cayenne pepper or six green peppers chopped. Boil fifteen minutes. This will keep good a year, if prepared according to recipe and is very good.—The Herald.

Spiced Currants—Put an ounce of cinnamon, half ounce of cloves and tablespoon each ground mace and allspice in a bag and boil with four pounds of currants and two of sugar to a thick syrup. When nearly done add a pint of vinegar and put away in jelly tumblers or glass cans. Some add three pounds raisins, and one pint more vinegar.

Household Suggestions.

Here is a good way to save both time and labor and yet enable one to always have a clean ironing sheet at home. Take a length of factory cotton a little longer than the ironing board. If the board is of ordinary width one length will make two sheets or a change. Hem each side with small pieces of tape; attach small brass rings (such as are used for fancy work) about nine inches apart, and lace across the under side of board with tape or corset strings. This does away with the old way of tacking or pinning the sheet on board and makes it easy to remove.

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The R. R. League

Game of Sunday, August 6th:

The Engineer and Firemen baseball team of Minneapolis defeated the Chicago team, represented in the Chicago Railroad League at Marquette Park, on August 6th by a score of 5 to 2.

The Minneapolis team was well supported, there were at least 40 in the party, quite a number of ladies accompanied them from the Twin City Town.

Manager Reitz fulfilled the call as entertainer for the delegation from Minneapolis; all were invited to take a sight-seeing trip along the North Shore drive and through the parks. Pennants marked C. M. & St. P. B. B. Club, 1916, were presented to the ladies.

The game was a thriller for the fans and will be long remembered.

Everything went along smoothly until the seventh inning, when F. Webster, catcher, for Minneapolis team, was hit on the finger, putting him out of the game for good, Conroy substituted himself behind the bat and worked like a leaguer. The pitching of both Thompson and H. Webster of Minneapolis team was in every way, shape and form first class, H. Webster showing a little more class.

After the visitors had scored four runs in the first inning Phelan came to the front, he allowing only two hits for the remainder of the game.

A return game will be played at Minneapolis on Sunday, September 3rd.

Minneapolis.

	AB	R	H	PO	A	E
More, lf.	5	1	1	0	0	0
T. O'Connors, 2nd.	4	0	0	1	1	0
Garron, ss.	4	2	2	1	1	0
Kelley, 3rd.	4	1	1	1	1	0
Reomer, rf.	4	1	1	0	0	0
H. Webster, st-p.	4	0	1	5	0	2
Haggelburg, cf.	4	0	0	0	0	0
F. Webster, c.	4	0	1	19	0	0
Thompson, p.	3	0	0	0	0	0
	36	5	7	27	3	2

Chicago.

	AB	R	H	PO	A	E
Balderson, lf.	3	0	0	2	0	0
Siems, 3rd.	4	0	0	1	4	1
Ostrowsky, p-2nd.	4	1	0	2	0	0
Anderson, 1st.	5	1	2	9	0	0
Stufflet, ss.	5	0	1	2	3	1
Phelan, 2nd-p.	4	0	1	3	2	1
Zeckes, rf.	4	0	1	0	0	0
Rooney, c.	4	0	0	8	2	0
Kusch, cf.	4	0	0	0	0	1
	37	2	5	27	11	4

Minneapolis 4 0 0 0 0 1 0 0 0—5
 C. M. & St. P. 0 0 0 0 0 1 0 1 0—2

Two-base hits—Anderson, F. Webster.

Strike-outs—Ostrowsky, 2; Phelan, 6; Thompson, 12; H. Webster, 6.

Bases on balls—Off Phelan, 1; Thompson, 3.

Game of August 5th in R. R. League.

C. B. & Q. defeated C. M. & St. P. on August 5th at Harlem an dTwelfth street, by the score of 8 to 2.

C. B. & Q.

	AB	R	H	PO	A	E
Cole, 3rd.	4	1	3	0	0	1
Fielder, ss.	3	1	1	2	3	0
Austera, c.	3	1	0	11	0	0
Steinger, lf.	4	1	1	0	0	0
Soderland, 1st.	3	1	1	10	0	0
Meyer, 3rd.	4	1	1	0	2	0
Worhll, cf.	4	0	0	2	0	1
Doran, rf.	3	1	2	2	0	0
Beltz, p.	3	1	0	0	1	0
	31	8	9	27	6	2

C. M. & St. P.

	AB	R	H	PO	A	E
Kail, ss.	5	0	0	1	2	0
Balderson, lf.	3	0	0	1	0	0
Ostrowsky, p.	4	0	1	0	1	0
Lamberg, cf.	4	0	1	2	0	0
Anderson, 1st.	2	1	0	11	0	0
Siems, 3rd.	4	0	0	0	2	0
Zeckes, 2nd.	4	1	2	0	0	2
Phelan, rf.	4	0	2	1	0	0
Rooney, c.	4	0	1	8	1	0
	35	2	7	24	6	2

C. B. & Q. 3 0 0 2 0 1 0 0 x—8
 C. M. & St. P. 0 0 0 1 0 0 1 0 0—2

Strike-outs—Ostrowsky, 8; Beltz, 11.

Bases on balls—Off Ostrowsky, 4; Beltz, 2.

Two-base hit—Lamberg.

A Clever Claim Agent.

J. M. D.

A short time ago, a cow was killed, on the right-of-way of a railroad company. The cow belonged to a Swedish farmer, who filed a claim. A claim agent was sent out to adjust the claim.

"Mr. Olson, I understand that one of your cows was killed on our tracks."

"Ya, meester, that ban so. Tha ban a purty good ku. He ban worth —"

"Never mind what it was worth. You listen to me. What I want to know, what right did your cow have to go on our tracks, anyhow? Answer me that. The tracks belonged to us, didn't they? Just think what might have happened, with your cow obstructing the tracks. Why, your cow could have wrecked the whole train of cars; smashing, ruining, burning and damaging thousands of dollars' worth of property. Your cow could have tied up the whole railway system. Just think, Mr. Olson, if that train was wrecked by your cow, you would have killed, I might say murdered, hundreds of men, women and defenseless children; depriving wives of their husbands, husbands of their wives and the poor, innocent children of their parents. Do you think that railroads are built for cows to walk on? Well, now what do you want to settle for?"

"O meester, I ban very sorry, I ban a poor Swede feller—I give you two dollars, if you call it square."

And the agent took the money.



Day Roundhouse Force, Aberdeen, S. D.

The Spokane Terminal

Vol. 1 SEPTEMBER, 1916. No. 7
 Editor.....Gone Fishing
 Associate Editor.....Ditto

STED:

I remember now, that was me, but didn't know it was you. See. Better come over and get a near view.

NORA B. SILL.

Every month we notice amongst Fred Clark's items some reference to a Ford. We had a trifling experience with one the other day all by ourselves. While fishing at Herrick it became necessary for us to cross the stream. After a deliberate consultation with ourselves we decided to Ford it. That's all. Thank you.

NORA:

Am coming. Just ordered a new flying machine and when I get there we'll have a fly old time.

STED.

Some scientist years and years ago claimed a person by following certain directions could look backward into his head and see his brains just the same as when looking forward he could view the objects in front of him. I followed his directions the other day and could not see a thing. Say, I wonder now if that old fakir was telling the truth.

A Touch of Human Nature.

I was out at the Park one afternoon this summer and while seated on one of the benches watching the air ships sail around, I made the acquaintance of an American gentleman. Maybe a resume of our conversation might be of interest to you. Meeting by chance as they say, I enquired his name.

"Bobbie."

He returned the favor, but on hearing my name failed to be impressed, solemnly remarking: "That's a funny name." Then he enquired: "Is the moon made of green cheese?" I told him simply as a middle-aged gentleman can tell a child that it might be, but it more resembled a golden cheese than a green one.

"That would be nice," he replied, "just like the big gold pennies Papa has." Then he added: "Mama says it is made of green cheese."

"Did mama say that?"

"Yes sir."

"Well Bobbie, if mama says the moon is made of green cheese it is."

"Do you know old Mother Hubbard?"

"No, who is she, Bobbie?"

"Oh, she was a good old Mother Hubbard who had a dog, a cupboard and a bone, but the bone got bare and so the doggie got none."

"That was too bad, what did she do then, Bobbie?"

"The cat got her fiddle and the cow jumped over the moon."

"Seems like that's a pretty big jump, don't you think so?"

"Oh, and the little dog—this is another dog—laughed to see such sport and the moon ran away with the spoon."

"That story is exciting Bobbie, but where did you find out all about this?"

"Mama reads to me about it every night out of a pretty picture book."

"Are there any other stories in that precious book?"

"Jack and Jill are in it—they went up the hill and Jack tumbled down and cracked his crown."

"Did it hurt him?"

"Sure, he had his block caved in."

"That's so Bobbie. I didn't understand you at first. Do you know where your mama got that book, I must have one like it?"

"Oh, she didn't get it, Santa Claus brought it."

"Is that all there is in it?"

"No sir, it tells all about Jack Horner."

"Who is Jack Horner?"

"He was another boy."

"What did he do?"

"You see—well—yes, he sat in the corner and put in his thumb and said what a great boy am I."

"Where did he put his thumb in?"

"In his mouth."

"Well, Bobbie, you must explain to me how Jack putting his thumb in his mouth made him a great boy."

"Cause he pulled out a plum."

"Did he eat the plum?"

"Sure, all boys eat plums if their mamas will let them."

"Who else lives in that wonderful book?"

"Little Miss Muffet."

"What did Little Miss Muffet do?"

"She sat on a tuffet."

"And what is a tuffet, Bobbie?"

"I don't know, that's what the book says—she was eating curds of whey."

"Did she seem to like them?"

"I guess so, girls like anything, but a spider came along—whoa, that's not right, I got it now—along came a spider and sat down beside her and frightened Miss Muffet away."

"Bobbie, that is certainly a fine book, are there any other happy folks in it?"

"The Old Woman who lives in a Shoe."

"Why did she live in a shoe?"

"That's the story—she lived in the shoe and had so many children she didn't know what to do."

"It must have been crowded in that shoe, Bobbie. How did she manage them?"

"Oh, she just gave them some broth without any bread, whipped them all soundly and put them to bed."

"Is that all of it now?"

"No sir, there's lots of other stories in it. There is one about Little Boy Blue."

"Was this Little Boy Blue a little blue boy?"

"Gee, I don't know—that's what the story says—he blows his horn—there's sheeps in the meadows and cows in the —"

And Bobbie's little eyes began to waver, his head to nod and he crawled up on my lap, laid his curly head against my shoulder and sleepily murmured: "Tell Bobbie story." And while I recited Winken, Blinken and Nod the Sandman came and he was soon sound asleep. While he was sleeping his mother came up, remarking: "She had been looking all over the Park for him." I spoke of our little story telling adventure and when she awakened him he twined his little arms around her neck and sleepily gurgled: "My mama, I love her."

I have never seen Bobbie since. Some how I liked that happy young American and also appreciated that up-to-date American mother who yet retained enough of the good old-fashioned life to remember how delightful ancient Mother Goose is to the childish mind just beginning to acquire information. Here's how, Bobbie, and I hope you will always love mama.

STED.

In our last issue we had a short stanza on personalities. It took. Already we have contracts signed for space in each issue for the next six months. The first up to the cash register was Agent H. R. McCann; next came Claim Agents Ray Webb and Andrew Bullwinkel; also one of the first to get his name down was Train Master Bill Ennis and Tom McFarlane was a close second. It was like the Coleville land drawing. Each one hold on, here is a new applicant right off the wire, Chess Ginet. Looks like the pickings would be

good this far another one. up. Space al go round.

On page 24 tion—Crochet be correct, other things.

If that Mi the one we so particular are some pag now. Sted, a at us you k say right the

Something folks—a wat of bother, bu particular an than none at

Boy

It has been at the Milwau banquet. Thi a few brief n started becau entire time en of the emple sequently had Vets and sho a glimpse of l we are positi

One of the Employees' As ing between worth and Ja The latter ha on the Confe and Gus Woo shot at him fr bers of the V the hearty la entertained ea wartime bitte entirely disap

Conductor J to attend the remained on a to wonder wh rious flickerin up the mysteri fiction from t is punching ti

Superintende new bank on model building tecture—except right and left.

Colonel Boyk of the commit the entertainm at the Deutsc salute of the ner in which th After attending given A. E. Ma tion, we exte knowing how fashion that c

There was b and it was a Boyle, Agent a he is not an or his best work immediately g standing with

Vets at the ban Col. Bob Wa was a very bu business and p he was a memb waukee.

Any impress Association me quickly dispelle graph, as you v old-timers with Rip Van Winkl

The moving p of steam engine

good this fall. We still have some space—what, another one, Herb Foster from Missoula. Time's up. Space all contracted. Now watch the wheels go round.

On page 24 of the August number an illustration—Crochet for summer past time—this may be correct, but we have seen them used for other things.

If that Missoula scrap book fiend could see the one we have he would die of envy. Not so particular what goes into ours and there are some pages not for the public. Go ahead now. Sted, and say it. Come on right back at us you know you thought of something to say right then.

Something for those poor dry Washington folks—a watermelon pickle. It's an awful lot of bother, but in a dry State you can't be so particular and a watermelon pickle is better than none at all.—Skip.

Boy Waugh on the Convention.

It has been reported that Bob Walker was not at the Milwaukee Veteran Employees' Association banquet. This is a mistake, as we saw him for a few brief moments. The rumor was probably started because the genial Mr. Walker spent his entire time entertaining the wives and daughters of the employees who were there, and consequently had no time to circulate among the Vets and show himself. Although we just got a glimpse of him in the center of a "peach jam," we are positive that he was there.

One of the strange coincidences of the Veteran Employees' Association Convention was the meeting between Col. Addison Jones, Gus Woodworth and James Creighton, lineman at Elgin. The latter had fought through the Civil War on the Confederate side, while Addison Jones and Gus Woodworth were trying to get a pot-shot at him from the Union lines. All are members of the Veteran Employees' Association and the hearty laughs and good stories that they entertained each other with indicate that the wartime bitterness of a half century ago has entirely disappeared.

Conductor Jean Hare had his nails manicured to attend the banquet and the polish that has remained on them since has caused passengers to wonder what was responsible for the mysterious flickering of light in the cars. To clear up the mystery we will explain that it is the reflection from the lustre of his finger nails as he is punching tickets.

Superintendent E. W. Morrison pointed out a new bank on the trip to Milwaukee. It was a model building and everyone admired the architecture—except John Love, who was flanked on right and left by a watchful wife and daughter!

Colonel Boyle, W. D. Carrick and the balance of the committee who made arrangements for the entertainment of the V. E. A. and banquet at the Deutscher Club, deserve the heartiest salute of the organization for the capable manner in which they conducted their splendid work. After attending both the 50th anniversary banquet given A. E. Manchester and the V. E. A. celebration, we extend the palm to Milwaukee for knowing how to do things and do them in a fashion that could not be improved.

There was but a single cloud at the meeting and it was a sign to the editorial staff—Lou Boyle, Agent at Viroqua, modestly claims that he is not an orator (which no one believes), but his best work in pouring forth honeyed words immediately got him a hundred per cent standing with the wives and daughters of the Vets at the banquet.

Col. Bob Watson, of the Claim Department, was a very busy Vet shaking hands with old business and political friends of the days when he was a member of the school board in Milwaukee.

Any impression that the Veteran Employees' Association means a collection of old men is quickly dispelled on examining the group photograph, as you will not find a half dozen of the old-timers with their faces adorned with the Rip Van Winkle hirsute decoration.

The moving pictures of the "veteran" types of steam engines and the modern electric loco-

motives was one of the mighty interesting features of the entertainment, and H. W. Griggs, of the committee, supplied something that was roundly applauded.

Henry Killilea, local attorney in Milwaukee, told a good one on some superintendent.

An old Irish woman boarded a "Milwaukee" train on which the superintendent was riding, and as the conductor passed through and collected her ticket she observed that he nodded pleasantly to the "super" and passed on without collecting any fare. To her simple mind this was discrimination and she called upon the conductor for an explanation, with this statement: "Why, in the name of God, do you make me pay my fare when you let the loikes of that ride for nothin'?" The conductor being amused over the situation told her that he was riding on his looks. He made that statement without reckoning with the swiftness of an Irish "come-back," for her reply was, "The Lord knows, he won't ride far!"

The first and only time in our entire existence that we ever took an automobile ride with a Governor was through the courtesy of Governor Phillip, who made a very able address at the banquet.

There is some prestige, all right, with this Magazine connection!

WOODEN SHOE DOINGS.

Superior Division.

Engineer M. J. Clarey has returned to work after spending a three weeks' vacation with his daughter.

Will Hetherington is acting Agent at Pound, Wis.

Frank Sheppard is now a "daddy." August 4th a baby girl arrived, weighing 11 pounds. "Sheps" chest measurement has increased from 38 to 45 during the last week.

Breadman Con Koulier has opened a day and night restaurant at Channing.

Conductor Chas. Kempsey is on the Oconto Branch in J. L. Murphy's place. Conductor Murphy is on main line passenger.

Engineer T. C. O'Connor has returned to work after a two weeks' vacation.

Among those who have recently acquired "gas wagons" are "Boquet Bill" Daniels, Earl Lepscier and Conductor Lenz.

Conductor John Havey spent a few days at his cottage at Sawyer Lake recently.

Chief Clerk of Round House Joe Beiers is enjoying a few weeks' vacation.

Engineer Sil Kelly, who has been laid up for some time, is improving nicely and has taken day switch engine in Green Bay Yard.

Conductor "Abbe" Howlett has taken the roust-about job at Iron River.

July 14th, a Special, carrying stockholders and officials of the Calumet and Hecla Mining Company, passed over the Division en route to Calumet, where a celebration was held commemorating the 50th anniversary of the opening of the Calumet and Hecla Mine. Conductor H. Schroeder had charge of train, R. E. Graves, Engineer.

Train Dispatchers are now enjoying their annual vacation. At present O. A. Keyes is on second trick at Channing in A. B. Worthing's place. C. E. Cheaney on third trick at Green Bay in R. Held's place.

Chief Dispatcher Peters, Green Bay, returned last week from Okanchoe Lake, where he spent his vacation.

Three individuals of the Channing railroad family have blossomed out with "cars" so far this season. M. M. Harrington has a Studebaker; L. H. Little, a Buick, and Art Distash, a Dodge.

Engineer Frank Stock, who was injured last February at Kiel, has returned to work on east end passenger.

William Smith, who was an unwilling participant in a midnight high dive at the Escanaba coal shed recently, is slowly coming around, but still has a very sore back. He has taken up a slogan, "Let there be light."

James Kocha has been appointed round house Foreman at Channing.

WANTED—Firemen for engine 2440; none but "White Hopes" in best of training need apply.

Safety First and Efficiency

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

From the Bureau of Safety.

"America, with its 50,000 miles greater operating mileage and 46 per cent greater passenger traffic, had 30 per cent fewer fatalities in 1914 than was recorded in Europe." This is the statement of E. U. Gillen, General Superintendent of the Grand Trunk Pacific at Chicago, before the 300 delegates of the twenty-ninth annual convention of Train Dispatchers' Association of America, in session here. "Loss of life is greater in the United States than in Canada," he continued, "because Canada enforces laws against trespassing."

"American railways give better transportation at less rates than any other country in the world. Three hundred thousand miles of lines with equipment aggregating \$20,000,000,000, pay less dividends than any similar investment, owing to low passenger and freight rates."

Since January 1st, "Safety First" Shop Meetings have been held at Milwaukee on February 18th, March 20th, April 20th and June 13th. Increase in enthusiasm seems to attend each meeting, taken from the number of good suggestions offered, and the continued full attendance.

The General Committee is composed of

G. G. Allen, chairman.

H. E. Brownell.

F. S. Peck.

F. C. Kneller (for Mr. Winn).

J. A. Deppe (for Mr. Hennessey).

J. A. McCormick (for Mr. Young).

Thos. Scott (for Mr. Bilty).

The Sub-committee is composed of Harry Riley, Ed Williamson, Robt. Wellnitz, Chas. Wood, D. McFarlane.

This committee has done much, with the assistance of the employees, in making the Milwaukee Shops one of the safest shops to work in, in the United States. The committeemen are live wires and continually on the lookout for employees, who keep doing something that might cause an injury, and also insisting upon men working on emery wheels and other work that is dangerous to the eyes, securing goggles.

At the last meeting it was reported that a noticeable improvement was made in the effort of the train department to keep clear the passageway opposite the tunnel on the South Side, at times when the employees are going to and from the shop.

Another suggestion was that warning signs shall be placed at the entrance to this passageway.

The committee was informed, that the warning signs asked for by the different departments have all been placed by them in desirable locations.

Messrs. Kneller and Riley each reported that six more signs were needed in their departments.

It was also suggested that one of these signs be placed at the crossing between the iron house and foundry. Chairman Allen advised that these requests would be taken care of immediately.

In the discussion about the use of goggles, it was brought out that a general use of them was now being made. However it developed that at the car department, men from the outside come in and sharpen tools or do other work on the dry-grinding wheels and do not use goggles. It was thought that this could be taken care of by posting notice at such machines that goggles should be obtained from foreman's office for use when grinding and to be returned to office when job is completed.

At locations where this could not be readily done, it was decided to place a pair of goggles in a box convenient to the machines, the box to be marked "Please return goggles" and also have notice at or near machine, reading "Use goggles when grinding." A watch should be kept to determine whether or not we will be able to maintain goggles under such conditions.

A great many more minor suggestions were offered and acted on favorably before adjournment. The next meeting will be held in August at the call of the chairman.

A "Safety First" Committee and Loss and Damage Meeting was held in the City Hall at Elgin, Illinois, July 7th, 1916, at 7:30 p. m., Superintendent G. R. Morrison presiding. There were about one hundred and fifty employees present, consisting of Officers, Trackmen, Station Agents, Station Employees, Yardmen, Trackmen, Engineers, Company Doctors and others. The meeting was called to order by Superintendent G. R. Morrison, who stated the object of these meetings, for the benefit of those who had not attended meetings of this kind before, citing some of the things that had been accomplished since the movement began on the C. & C. B. Illinois and R. & S. W. Divisions. He said that the movement was first started by the Illinois Steel Company, and other corporations as well as railroad companies had taken the matter up and had brought about very gratifying results. Now the movement is growing so fast that no one seemed to appreciate how fast the number of accidents have decreased. The chairman stated that he had held meetings at different points on his divisions such as Savanna, Davenport, Beloit, Racine and now at Elgin in order to give all employees under his jurisdiction a chance to attend. He announced that the next meeting will be held at Freeport, Illinois.

The minutes of the meeting held at Racine on April 7th, and suggestions made at that meeting were gone over to see if any improvement had been made since that meeting.

Following are some of the things accomplished since the meeting at Racine: Lights on repair track at Racine Junction, arranged so that they will show the same color at each end instead of blue at one end and red at the other. This was brought about on account of this track being joined with the C. & N. W., the C. & N. W. using blue and this company red. The signals have now been changed so that they are the same at both ends. It was suggested at the last meeting that something be done to keep boards with nails in them picked up. This was taken up by the superintendent and there have been no accidents of that kind since then. Trainmen reported that at some places, obstructions were too close to the track. This was taken up and all concerned instructed to keep material far enough away from the track so that no injuries could occur. An instance was cited where section men were picking up rails that had been changed out and left one frog lying on the ground. A brakeman came along and fell over the frog, injuring himself. Several other things were accomplished to minimize injuries to employees and others.

At the call of the chairman, Mr. T. Kinney, conductor on the R. & S. W. Division, responded to the call by saying that the Safety First Movement had done more for the R. & S. W. Division than anything else which had come that way, and said that it was not necessary for the men to wait for a meeting to report irregularities that might injure employees or others but these things should be reported to their superior officer at once. The record of injuries on the C. & C. B. Illinois and R. & S. W. Divisions have been steadily decreasing.

Mr. G. Danforth, conductor on the C. & C. B. Illinois Division, suggested that where heavy freight is to be unloaded from way freights and other trains, that the agents should have the

Electricity in the Railroad Man's Home

The Electric Washing Machine and Flat-iron May Be Used When the Home is Wired for Electricity.

Wherever electric light is available the motor driven washing machine and the electric flat-iron may be used to lessen the drudgery of housework.

A small motor for the washing machine costs no more to operate than an ordinary electric lamp of the household type. It is just as easily attached to the electric light socket, with a long flexible cord, and is started and stopped by the same switch or socket key. The wearing parts of an electric motor are very few and they will last a lifetime with scarcely any attention other than a few drops of oil now and then.

In from ten to fifteen minutes an entire tub full of clothes will be washed spotlessly clean. They are now ready to run through the wringer into the rinse water. A specially designed reversible wringer is mounted on the framework of the machine and is operated by the electric motor. The wringer is under instant control—can be started, stopped, or operated in either direction, at will. When one tub of clothes has been thoroughly washed, the cover of the machine is opened, and the clothes are fed through the wringer into the rinse water; another batch of clothes is put in the machine to be washed, the cover is closed and, while this tub full is in process of being washed, the clothes in the rinse water are blued, rinsed and run back through the reversible wringer on to the cover of the machine. This operation is continued until the washing is completed. There is no hard

labor of any kind—no washboard to rub, no heavy wringer to turn—everything is done by electricity. The entire week's washing for the average family can be completed in from one and one-half to two hours. The cost for electric current to operate this machine ranges from one and one-half to two cents an hour.

The electric flatiron is another labor saver. It looks like an ordinary, nickel-plated iron, with a long silk cord attached. This cord connects the iron with the electric light socket from which it draws current to keep it hot. The iron costs but a few dollars and will do a family washing for only five cents an hour. When you turn the switch for an electric lamp the electricity flows into the lamp and through the tiny filament, causing it to get very hot. When this filament is heated to incandescence it gives forth light rays. The electric flatiron is built on this very same principle. The electricity flows down the cord, which is really two wires covered with silk, to the iron. Concealed in the bottom of the iron is a flat disk of metal. It is rather a "leaf," or a punching, over which the electricity must travel to get back to its source. This heating unit, or leaf, performs the same purpose as the filament in the electric iron. In passing through this disk the electricity makes it quite hot. This heat radiates from the disk to the face of the iron. By accurate engineering calculation this metal disk is made just the right size, so that iron will remain the same temperature as long as needed.

The electric flatiron has many advantages. It eliminates the hot stove in hot weather, walking to and fro after hot irons and lessens the time required for the weekly ironing.

freight on trucks, and skids on hand, sufficiently strong to prevent them breaking. He also suggested that a walk be placed on the bridge at Itasca, on the westbound track; also that milk shippers fasten doors on milk cars, either open or shut, to prevent them swinging, and that they pick up old broken bottles around the tracks and in empty cars. Safety First kits should also be placed in all cabooses. He further suggested that something be done to have the cabooses in Savanna Yard handled more easily and not kick them against other cars when occupied by trainmen. These matters will be investigated and remedied by the chairman.

Way Freight Conductor W. R. Gregg, on the C. & C. B. Illinois Division, stated that he had noticed a great improvement since the Safety First movement was started, and believed that the men were interesting themselves in the movement, as it progressed.

Fireman and Extra Engineer G. Zell of the C. & C. B. Illinois Division suggested that a railing be put between the two main lines at Hanson Park to prevent employes and others from crossing the tracks just ahead of coming trains. He said there had been several close calls at that point; also that the water plug at Davis Junction had been reported as not safe and it had been repaired. The matter of railing or fence between the two main lines at Hanson Park will be taken up with the superintendent of terminals by the chairman.

Mr. J. Bailey, passenger engineer on the C. & C. B. Illinois Division, reported that he could see a great improvement and accidents had decreased considerably since the Safety First movement started and also stated that a walk should be put on the bridge at Itasca for the benefit of the Trainmen.

Mr. M. P. Murphy, agent at Kirkland, reported that he had noticed a great improvement.

Mr. J. E. Esterday, agent at Bartlett, reported that something ought to be done to prevent hobos from riding freight and passenger trains, stating that he had helped pick up eleven men that had been killed stealing rides on trains.

Mr. F. Hutchinson, passenger engineer on the C. & C. B. Illinois Division, reported that he had no further suggestions to offer at this time, that Signal 140 can now be seen a long ways, also the signal at Bensenville. Davis Junction Signal has been authorized and will be installed, the superintendent advised, as soon as possible. These suggestions were all made by Mr. Hutchinson at previous meetings. He reported that the fast passenger trains on the C. & C. B. Illinois Division were being blocked by Terminal Switch Engines coming out on the main line on passenger train's time. This will be taken up with the superintendent of terminals, and remedied.

Other suggestions and words of commendation were made by W. E. Grady, passenger brakeman; M. Malans and H. Herd, section foremen; J. T. Misback, section foreman; W. Wolf, engineer.

At the conclusion of this meeting, a meeting was then started on Loss and Damage to Freight.

A two-hour Safety First Loss and Damage Meeting was held in the office of Superintendent E. W. Morrison, with the following members present:

E. W. Morrison,	D. J. Marlett,
A. J. Hasenbalg,	W. F. Ingraham,
R. E. Sizer,	J. M. Calligan,
H. Eggert,	J. O'Neill,
L. Gerhart,	M. W. Spoor,
B. C. Dougherty,	Paul Haglund,
D. Mau,	J. Browder.

The minutes of the last meeting were read and it was found that the eleven suggestions offered at the last meeting had been attended to, with the exception of one, which was referred to Mr. J. T. Gillick relative to adopting a uniform signal, to be used by all crossing flagmen.

Many good suggestions were made and will receive attention, also notice will be given at the next meeting as to what was done.

Conductor D. J. Marlett thanked the company for the erection of the fence at Grayland. He stated that the erection of a fence at Healy, similar to the one recently erected at Grayland, would prove of great value, as business at this point is rapidly increasing.

The accident to a passenger on No. 134, recently, would not have happened, with the protection of a fence.

All trainmen in local service speak in the highest terms of the general efficiency of the Grayland fence, and hope to see one erected at Healy in the near future.

Minneapolis Car Department Safety First Committee held their bi-monthly meeting in the South Minneapolis car shops on July 12th.

Minor matters suggested at the last meeting have all been attended to, with the exception that the ground between the north side of car shop and transfer pit be filled in between the rails. Mr. Lundquist explained that this had been deferred on account of the expectation of getting a new floor in the old part of car shop in the near future. This would necessitate pulling up the rails clear out to the transfer pit.

Many good suggestions were offered and acted on. The meeting was attended by all car department members from South Minneapolis shop freight yard, light repair yard, Cedar avenue and St. Paul coach yard.

On July 28th, the Chicago Terminal's Safety First Committee, held their meeting in the office of Superintendent P. L. Rupp.

The meeting was called to order with the following present:

A. W. Smullen,	C. S. Chambers,
C. H. Dietrich,	J. Lawler,
W. H. Fesler,	M. Burke,
J. Costello,	C. Lundburg,
A. H. Scharenberg,	P. L. Rupp.

After reading the reports on the Safety First movement since the last meeting, also going over what had been accomplished on recommendations made, suggestions were called for as to anything that may have been called to the attention of the Safety First Committee in the Chicago Terminals, and from the remarks of those present, conditions in the Chicago terminals are as good as can be expected.

The meeting adjourned at 4 p. m., the chairman stating to the committeemen that he appreciates the efforts they are making to prevent injuries.

Claim Prevention Bureau.

The July Letter.

Since our letter of information, dated June 28th, was distributed, the Loss and Damage Account for June has been compiled, and the committee membership will undoubtedly be interested to know that this account for June amounted to \$71,948.22. This is the lowest figure our account has reached during any other month of the fiscal year just passed and the figures for the entire fiscal year ending June 30th, 1916, show that there has been paid out in loss and damage claims a total of \$1,207,310.08. During the previous fiscal year there was paid out \$1,516,640.36. We have, therefore, succeeded in making a reduction during the past year in this account of \$309,330.28, an average reduction per month of approximately \$25,800.00. Surely the extra efforts that have been put forth by everyone connected with the handling of freight have been well worth while, and I am sure these efforts and their results are appreciated by our management.

In looking forward to the fiscal year just starting and having in mind the great number of claims paid during the year past for losses that were entirely uncalled for and unnecessary, it is clearly evident that if a reasonable proportion of these avoidable claims can be eliminated by the use of ordinary good judgment and careful attention to perishable freight especially, there is no reason whatever why a larger reduction cannot be made during the coming year than was accomplished during the year past. In

order to bring this about, however, every individual in the service in any way connected with the handling of freight, its receipt or delivery, will have to keep this subject continually in mind and watch for every leak no matter how slight, as it is the small apparently insignificant claims that mount up into these huge figures at the end of the year.

Since our suggestion regarding the repairing of cracked and broken castings was made a large number of these jobs have been completed at Milwaukee Shops. The repairs have been made in a satisfactory manner and owing to the low cost of repairs, the saving to our loss and damage account has been considerable. Full advantage of this arrangement should be taken and no matter how large the casting, take up promptly with this office and arrangements will be made to complete repairs.

Our agent at Milwaukee, Wis., calls attention to the fact that on LCL freight consigned to Milwaukee, the street address of consignee should be secured and shown both on the package and waybill. This on account of the post-office authorities refusing to handle these postal card notices to consignees unless the address is shown.

During the extreme heat experienced the past month a great many claims have been received on perishable freight that was forwarded in box car equipment on shippers' request, where no refrigerator arrangement

was in effect. These claims would not have been presented had billing agent shown on his waybill a notation to the effect that freight was forwarded in box car equipment at shippers' request. This is an important notation and should not be overlooked.

The attention of agents at wool shipping stations is directed to the necessity of carefully weighing each bag and checking these weights against those shown on shipping ticket. A number of cases have come to our attention recently where bags arrived at destination in perfect condition, but showing a shortage of from twenty to forty pounds in weight, as compared with shippers' weights. As this is an expensive commodity, the matter is of considerable importance.

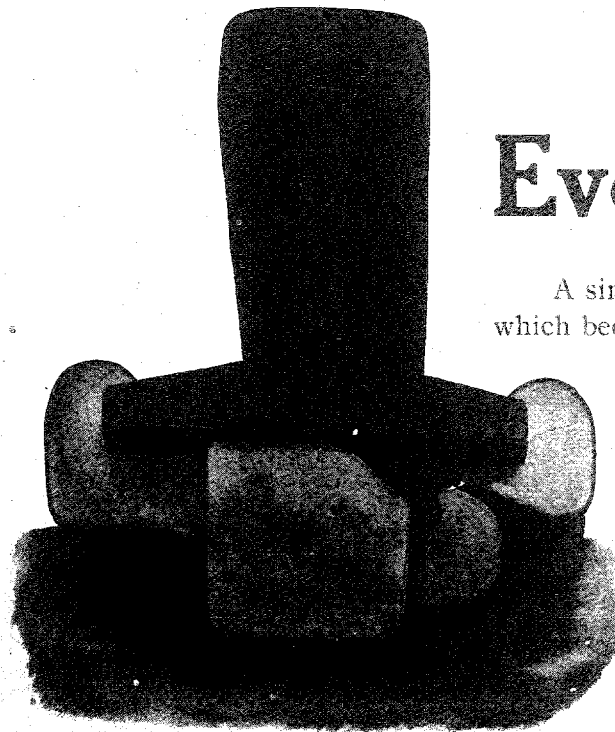
We again solicit suggestions from all employees interested in the reduction of loss and damage, and this office will be pleased to act on every suggestion received, as it has been our experience that the man on the ground has the right ideas if he will only express them.

I hope every man that is reached by this letter will take a good, firm toe-hold and let us see just how far we can pound the loss and damage account down during the coming twelve months.

Yours truly,

C. H. DIETRICH,

A. F. C. A.



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Over, Short and Damage Reports for States of Iowa and Wisconsin, June, 1916.

	Shorts	Over	Bad Orders	Totals
Under investigation	3,453	3,504	.....	6,957
New Reports—				
Wisconsin	1,949	1,535	1,384	4,868
Iowa	1,525	1,308	579	3,412
Totals	6,927	6,347	1,963	15,237
Errors located	2,192	1,919	1,963	6,074
Unlocated	684	443	.....	1,147
Under investigation	4,051	3,965	.....	8,016
Totals	6,927	6,347	1,963	15,237

Recapitulation.

Loading	613	392	.....	1,005
Connecting line	739	682	155	1,576
Billing	186	218	.....	404
Transferring	125	106	.....	231
Train crew	214	194	.....	408
Issued in error	153	211	4	368
Shippers	67	43	27	137
Failure to unload	29	44	.....	73
Expensing	16	25	.....	41
Flood	24	4	9	37
Robbery	23	.....	275	298
Wreck	3	.....	2	5
Rough handling	.....	.....	684	684
Improper loading	.....	.....	610	610
Defective equipment	.....	.....	68	68
Concealed	.....	.....	43	43
Improper refrigeration	.....	.....	34	34
Delay	.....	.....	31	31
Employees	.....	.....	15	15
Damaged by rats	.....	.....	6	6
Unlocated	684	463	.....	1,147
Under investigation	4,051	3,965	.....	8,016
Totals	6,927	6,347	1,963	15,237

Stations Charged With Five or More Errors, July, 1916.

Station	Billing	Load- ing	Trans- ferring	Total
Galewood	79	362	.....	441
Chicago	31	124	15	170
Milwaukee	48	84	27	159
Madison	6	16	6	28
La Crosse	16	21	11	48
Green Bay	6	12	2	20
Janesville	1	19	3	23
Kansas City	.....	10	.....	10
Dubuque	9	12	.....	21
Des Moines	8	6	.....	14
Herndon	.....	.....	8	8
Watertown	6	9	.....	15
Wausau	12	4	.....	16
Davenport	5	22	6	33
Rockford	5	14	.....	19
Racine	2	4	1	7
Portage	2	2	5	9
Ottumwa	.....	4	3	7
Sioux City	4	6	1	11
Menominee	3	2	.....	5
Marion	1	4	8	13
Chestnut St.	6	3	.....	9
Council Bluffs	8	5	5	18
Oshkosh	3	6	.....	9
Mason City	4	4	1	9
Beaver Dam	2	5	.....	7
Brandon	1	1	9	11
Freeport	2	3	.....	5
Cedar Rapids	5	4	.....	9
Monticello, Ia.	4	3	.....	7
North Avenue	2	3	.....	5

Loss and Damage to Freight.

Meeting held at Elgin July 17th.

Mr. Dietrich reported that a year ago last April, the Loss and Damage Claims were growing to such an extent that something had to be done and the only way to get results was to get on the ground and tell the men what was going on. The men on the ground did not realize the enormity of the Loss and Damage Claims.

The following figures were presented showing the decrease in claims for the following months:

July, 1915, over July, 1914, decrease of \$12,780.00.

August, 1915, over August, 1914, increase of \$25,783.00.

September, 1915, over September, 1914, decrease of \$61,000.00.

October, 1915, over October, 1914, decrease of \$39,000.00.

November, 1915, over November, 1914, decrease of \$31,000.00.

December, 1915, over December, 1914, decrease of \$56,000.00.

January, 1916, over January, 1915, decrease of \$53,000.00.

There was a decrease of approximately \$330,000.00 for the last eleven months as compared with the previous year, but this is about 25 or 30 per cent more than the claims should be considering what other roads are doing.

Mr. Dietrich stated that the men on the job were the greatest help with their suggestions.

The over, short and damage reports are to be investigated in order to locate the responsibility for the errors and so far the Claim Department have located about 95 per cent of the errors. The way freight conductors were instructed to report all improper loading at Union Street and Galewood and the Claim Department solicits all honest criticism of the manner of handling freight. He stated that the Traffic Department's work would be easier if the freight was handled properly and not damaged in transit.

Mr. H. E. Wheat, way freight conductor, was called on for a few remarks and responded as follows:

"There has been a great deal of improvement in the loading of cars at Union Street and Galewood. I have been on this run for several years and we used to have to hunt for freight, but we don't have to do this now. The cars coming out of Milwaukee are in pretty bad shape quite often when loaded heavy for Elgin and beyond. If the cars were transferred at Galewood and put in the Elgin car it is liable to be damaged on account of being handled so much. There is considerable freight on the platform at Elgin that should be moved away. It has been there for a long time and now two spots are necessary to get freight out of the car onto the platform. Mr. Morrison reported that the material would be taken off the platform as soon as possible.

The matter of running ventilated cars on the way freights without ice was discussed at length and it developed that it was not practicable or safe, in all cases, to run these cars out of Chicago without any ice, as these cars are sometimes loaded with different commodities and there is not enough tonnage of one commodity to warrant running a special car for it. However, it was stated that this is just an experiment to see what could be done and save the \$15 for icing the car. This was only to be done where cars would be unloaded before noon of the following day.

Mr. W. H. Anderson, chief clerk to the auditor of traffic, addressed the meeting, particularly the agents, and urged them to try to do better with their uncollected accounts. He stated that at the present time, there was about \$3,000,000.00 in uncollected accounts, and that they had reduced it about 11 per cent in one year, but there was considerable room for more reduction. Agents were instructed to call on the auditor of traffic for instructions in regard to accounts that could not be collected promptly.

Mr. O. H. Berg, traveling inspector, was called on and responded by stating that it was very important that agents take receipts for all freight when it is delivered and not two or three days later, and conductors on the way freights were instructed in regard to the handling of empty cement sacks, and warned them that if the sacks were torn or wet, the cement dealers would not accept them for their full value.

The meeting adjourned at 10:30 p. m.

Efficiency Meeting. La Crosse & Northern Division.

The LaCrosse & Northern Divisions held an efficiency meeting on July 11th, Superintendent J. A. Macdonald presiding. Those present were: Thomas Monogue, A. C. Schroeder, conductors; A. Kammermeyer, W. Boettcher, engineers; O. T. Mitchell, baggageman; F. W. Liscoe, R. Little, R. Leonard, brakemen; Jas. Young, E. F. Warner, firemen; R. Whitty, roadmaster, Northern Division; F. J. Bretton, agent, Portage; Geo. Acers, R. Long, M. T. Keeney, A. E. Cory, G. F. Otr, conductors; T. McCabe, D. O. Leary, E. J. Hauser, J. J. Little, H. Pike, L. Hamelle, engineers.

Jas. McCoy and Roy McCord, firemen. LaCrosse Division: G. P. Kaempf, Supt. air brakes; D. E. Rossiter, B. H. McNaney, trainmasters; A. Young, master mechanic, and J. F. Voltz, train dispatcher.

Superintendent Macdonald explained the purpose of the meeting. He gave some actual figures showing the vast expenditures for coal on the Milwaukee System, and gave it as his opinion that considerable of the "energy" purchased at such a tremendous cost, was wasted. He invited the opinions of those present, asking all to express themselves freely.

Train Dispatcher Voltz read an interesting paper he had prepared, giving some causes for many of the leaks occurring on the Northern Division. Engineer J. J. Little of the La Crosse Division gave a few pointers as to where coal could be saved. He cited a case at Raymore, where a heavy tonnage train stopped to let a caboose bounce go by, causing the great waste of coal necessary to start the train,—not to mention the delay to the train. He further said that engineers' performance could not be gauged correctly, on account of engines on east end getting hard coal, while west end men were now getting Illinois coal; and that the coal was not charged properly to the enginemen, especially passenger engineers. This was further explained that some engineers would be charged with a tank of coal that should be charged to others, which was due to the method of taking coal on engines at LaCrosse and Portage.

Mr. Walsh, representative of the Galena Oil Company, who was present, made a short talk on the consumption and waste of oil, giving a very instructive lesson as to the proper way to use oil for lubricating,—showing at times, especially when lubricating an air pump, that an engineer could spoil the pump by over-oiling, which was just as bad as not oiling enough. He said he thought that at present, engineers were giving the company about 80 per cent efficiency, and hoped that coal efficiency would soon reach at least 90 per cent, and should reach perfection. He thought it would if engineers and firemen would give the same attention to the matter of

leakage of coal that is given to leakage of oil. He claimed it used to be a frequent occurrence for engineers to spill as much oil on the ground as they did on their engines, but now it was quite different,—but that if you were to go over a division you would find quite a few tons of coal spilled along the right-of-way, but very few gallons of oil.

Mr. R. M. Carrollton, the Westinghouse Air Brake instructor, gave an interesting talk on train-handling efficiency, explaining to the engineers that there was really no such thing as pulling out or driving in a draw-bar, and that when that occurred it was always traced to some cause such as a jerk or undue slack. He also gave instructions on backing up while crossing over on double track, showing how to make this movement without straining or driving in a draw-bar. He also showed up the "dynamiting of a train," claiming there was only one way to discover the refractory car or fripe valve, all others being mere guesswork or an accidental find. This lecture on train handling was to the point, and full of good suggestions to engineers handling trains of valuable property in their charge.

Lax Division Engineer H. Pike called attention to the stopping of freight trains at Mauston, saying there was considerable waste of coal when this train was run out of Portage ahead of No. 1, and if possible the stopping of tonnage trains at Mauston should be discontinued.

Engineer Hamel called attention to Lax No. 67, showing where some coal could be saved on this run between Milwaukee and Portage, if the train were watched by train dispatcher and time given on delayed passenger trains. Also that some passing tracks between Milwaukee and Watertown were not long enough.

Fireman Ed Wagner said there was quite a waste in the unloading of coal at North LaCrosse, by reason of the cars not being completely emptied, so that a lot of coal remained in the pockets of the cars and being foreign cars, quite a loss to the company resulted.

The day was excessively hot and the meeting was adjourned at 4:15 p. m.

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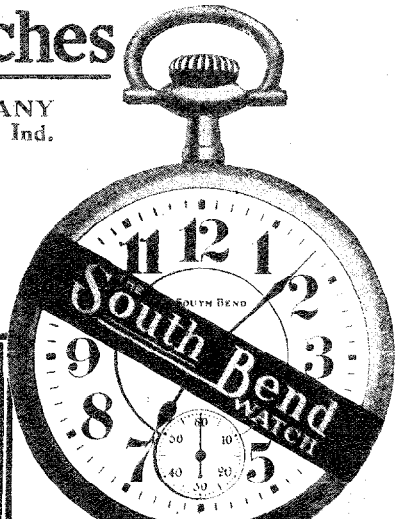
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Special Commendation

Northern Division Brakeman J. T. DeBauffer is entitled to great credit and has received special commendation for his coolness and nerve in entering a burning automobile car. On July 22nd, extra east, Barrett picked up some loaded automobile cars at the Kissel auto plant, Hartford. Soon after DeBauffer smelled burning rags and made an investigation. He found a fire in auto car 206835 and immediately pried it open and organizing a bucket brigade, brought fire from the engine and quickly extinguished the flames. His prompt action saved the valuable shipment from complete destruction.

Rochelle & Southern Brakeman E. G. Ellis has received a letter of commendation and credit for his prompt action in saving the life of an old lady who was walking on the tracks at Mendota, the morning of August 7th. The woman was deaf and did not hear the approaching train. She would have been killed, had not Brakeman Ellis quickly pulled her out of the way. This he did at great risk to himself.

C. B. Illinois Brakeman W. H. Christensen is entitled to special commendation for discovery of a broken brake beam on his train, while running between Fox River and Elgin. He succeeded in getting the train stopped before any damage was done.

Coast Division Brakeman E. T. Baker has received a letter of commendation for his courtesy to a party of ladies, strangers in Seattle, who desired to go from the passenger station to Alki Ferry, but were unacquainted with the city. Brakeman Baker upon being appealed to for directions, very courteously offered to pilot the party thither. His offer was thankfully received and his kindness much appreciated.

Section Foreman P. J. Metrovitch, Arrow Creek, Montana, has received special commendation for his prompt action in extinguishing a fire which he discovered in car No. 58862, July 12th. The car contained several barrels of gasoline, causing considerable personal risk on the part of Foreman Metrovitch in his efforts to save the company's property and the lives of many people.

River Division Conductor H. G. Dodds has received special commendation and credit in the roster for discovery of a broken arch bar on L. & A. car 2089, at River Junction, July 28th, indicating extreme watchfulness and practice of the principles of safety first.

Trans-Missouri Division Conductor C. A. Childester has received special commendation for discovery of a broken rail on passing track at Hettlinger.

The following letter speaks for itself:

August 11th, 1916.

Chicago, Milwaukee & St. Paul Ry.,

Passenger Department, Chicago.

Gentlemen:—

About July 10th, while traveling from Rockford to Milwaukee, the writer lost his pocketbook on train No. 36, if his memory serves him right. This pocketbook was returned to him without comment by Mr. Chas. H. Bush, of Racine, Wis., a trainman in your employ; and I take this means of bringing it to your attention and advising you that Mr. Bush has returned same without unnecessary delay whatever. I have written Mr. Bush my appreciation of same and shall be glad to have you place this in your records to Mr. Bush's credit.

Yours very truly,

(Signed) HARRY W. JARROW,

(With American Felt Company, Chicago.)

Superintendent Mott Sawyer reports that on the morning of the 8th instant Mr. Fred Herrick, president of the Milwaukee Lumber Company, while fishing in the St. Joe River, discovered a fire on the deck of the company's bridge at Slate Creek, and promptly extinguished the same. Had he not taken this action, the bridge would have been destroyed and traffic seriously delayed. The thanks of Superintendent Sawyer, on behalf of the management, were extended to Mr. Herrick.

Conductor Fred Bolender, of the western division, received a letter of commendation and credit in the roster for his voluntary service in firing an engine from Manilla to Neola on August 3rd, which was one of the hottest days of the season, when the fireman was overcome by the excessive heat.

Engineer P. J. Donovan was given credit in the roster and a letter of commendation for the good work he did on July 16th, in making hasty repairs to his engine which became disabled at Elberon.

Conductor F. E. Wagner was given credit in the roster and a letter of commendation for the discovery of a pair of trucks being derailed in train 263 July 29th, and his prompt action in getting the train stopped.

On June 14th Switchman P. L. Jones discovered a tank car of gasoline leaking in Aberdeen Yard and notified the car foreman, W. E. Campbell, who reported the matter to the superintendent's office and arrangements were made with the Standard Oil Company manager to inspect the tank and see if the leak could be stopped. He was successful in doing so. There was no damage to the car and very little leakage.

Switchman Jones is entitled to special commendation for the judgment used in discovering this car.

Engineer Geo. Reese, at Cologne, July 14th, discovered a sand board down on St. P. 102172, steel for Butte, while train 263 was pulling by him. The dispatcher was notified and train was stopped before reaching the Norwood interlocking plant, at which point derailment would undoubtedly have occurred.

Engineer Reese is entitled to credit for discovering this condition and reporting it promptly.

Switchman A. C. Palmer, in Aberdeen Yard, is entitled to special commendation for discovering brake beam dragging on St. Paul car 72593, train extra east, pulling through Aberdeen Yard, and got the train stopped and repairs made before any accident occurred.

Agent A. E. Genung, Newark, S. D., is entitled to special commendation on account of the following good service: On July 4th there was an unusually heavy rain during the night which washed out a piece of track about 50 feet long outside of the switches at Newark at a point where an old plank culvert had been located and rotted out. He discovered this condition, and as there was no section men living at that point, he got assistance and cribbed up the track with ties so that it was safe for trains to pass, temporarily, until the section men made permanent repairs.

Telephone Maintainer B. S. Williams, on July 10th, at Summit, S. D., discovered the eastbound main line frog with the jaws open, caused by rail creeping due to heat. Williams made repairs himself and undoubtedly averted a derailment.

Operator C. Matzoll, at Nubia, S. D., July 10th, found spikes loose and switch point of passing track two inches above the rail and made necessary repairs to make the track safe. This would undoubtedly have caused a derailment if a train had headed in on passing track.

Brakeman J. D. Smight, East H. & D. Division, has been commended for prompt action on Train 92, July 12th. He noticed dust flying in middle of the train and got signal to engineer and train stopped between Bongards and Cologne. Brake rigging was found down and under the wheels of Big Four 5839. His prompt action undoubtedly averted a derailment.

Engineer J. Riley, on Train 17, June 22nd, at 11:45 p. m., found automatic block signal No. 30 at danger. Engineer Riley made the usual stop and proceeded carefully and found car 56278 on main line about one-half mile east of Cologne station, car having been blown out during severe wind storm from the passing track at Cologne. The car was pushed into clear without causing any damage.

Conductor L. Montague discovered sand board down and resting on rails of P. S. stock car 101297 train 4-72 passing Mina station and got signal to train crew trains stopped before accident occurred. Montague was on an extra west and met 4-72 at Mina, S. D.

Engineer Geo. H. Lusk on train 2-64 May-16th three miles west of Roscoe, S. D., discovered car derailed in his train and stopped before a serious derailment occurred.

Section Foreman Pete Huberty, at Lakeville, Minn., was on depot platform July 18th at 8:15 p. m., when train extra west, Rostfatter, conductor, was passing the station and discovered car with broken truck. He succeeded in getting the train stopped before derailment occurred.

Facts and Fancies From the S. M. West. J. W. Malone.

Engineer Foley was called to Lacrosse August 15th by the serious illness of his daughter. At the present writing she is still in a serious condition. We hope that she will soon be on the road to a rapid recovery.

Brakeman Ed Flynn has been off the past week, account sickness. At the present date he is back in the game with the same cheerful smile.

Conductor F. L. Winesburg is confined to his home with a severe attack of rheumatism. We hope that he will soon be up and around again in his usual good health.

Fireman Carl Sletner is slowly recovering from his serious illness and at the present time is able to be up for a few hours each day. May we soon see Carl back on the job in the best of health.

Machinist Harry Opie and wife were called to Austin recently by the death of their uncle, the sympathy of the Division is extended them.

Machinist John Lang, Madison Roundhouse, is visiting home folks at Green Bay, Wis., while Clarence Lundquist is holding down the position as night chief during Mr. Lang's absence.

Clarence Snell, our efficient freight handler, has entered the locomotive department, where he is employed in passing the black diamonds through the smokestacks.

The sympathy of the entire division is extended Agent V. E. West and wife, of Artesian in the loss of their baby recently.

Someone said that Conductor Leo Flynn was sprouting a brand new amber colored mustache while on the gravel trains on the M. & B. line, but Paul Cooper says that the report must be in error so we won't mention the fact.

Agent J. E. Felker has been quite ill the past week but he has managed to keep the station at Ramona running in spite of the fact, and he is to be complimented upon his attention and loyalty to the company's interest.

Agent W. E. Campbell, Howard, was a Madison visitor recently, paying us a pleasant call while here. We endeavored to separate him from his buzz wagon, but Walt refused to trade under any circumstances.

Chas. Davis has accepted the position of platform foreman, vice Clarence Snell, transferred.

Operator Frost, Egan, has been off the past few days account sickness but at the present writing he is slinging the "Lightning" in his usual manner.

Agent G. B. Turner and wife are enjoying the sights of the Pacific Coast, while O. D. Theophilus is holding down the job at "F. A." with the help of his efficient assistant, Oswald Halvorson.

Engineer Herman Hunter is enjoying the sights of Northern Minnesota, while attending business there.

Agent E. N. Bucklin, who is keeping "bachelor's hall" during the absence of his family, reports that as a cook he has no equal. He can serve you eggs in any form, with the flavor of one light cinder to that of a good sized clinker, sunny side up or with a black diamond in the center. "No thanks, we are not hungry, just bad breakfast."

Extra Dispatcher R. E. Wood and wife are visiting relatives in Lanesboro at the present writing.

Agent J. D. Leiser, Colman, intends to take in the sights of the Minnesota State Fair the coming week. Bring back a good dog, Joe, we can use him when the ducks begin to fly, a brown Irish water spaniel preferred.

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On The Steel Trail

Chicago Terminals Items.

Catherine M. Bartel.

General Night Yardmaster F. A. Miller and Train Director Reed motored to Kinzie street in Mr. Reed's Dodge a few mornings ago and they were each presented with a large basket of peaches by the Fruit Auction Co., showing their appreciation for the prompt handling of their auction fruit. Everything would have been O. K. if they had not had a blowout on the way back. Guess the Dodge was overloaded.

Mr. W. C. Bush, assistant superintendent terminals, returned from West Baden, much improved in health. He had one of those stubborn colds that would not yield to treatment but the waters of West Baden fixed him up fine.

Miss Anna Esbensen left on her annual vacation a few days ago. She expects to visit Washington, D. C., Atlantic City and Coney Island. Anna, of course, expects to take a dip in the Atlantic while down there. Look out for the sharks, Anna.

Miss Mabel Williams, popular telephone operator, Galewood, just returned from her annual vacation and looks fine. She still does the Marathon act from Cragin each morning, reducing.

Miss Salma Frieze, telephone operator, Galewood, left on her annual vacation a few days ago. She expects to lead the simple life out around River Grove and then take a trip to St. Paul. Mrs. Jesse Earl, wife of Engineer Earl, and formerly telephone operator at Galewood, is relieving both Miss Williams and Miss Frieze while on their vacations. Same Esther.

Mr. J. W. O'Keefe, popular chief clerk for Trainmaster J. Costello, has left the position temporarily and is grabbing numbers for Andy Larson. John is right back in the big office now where he can mix with the lady bill clerks. It is rumored around that he is teaching some of them the art of swimming, Jack being some swimmer himself. Mr. Jas. Mulvanny is doing the honors for Mr. Costello in Mr. O'Keefe's absence.

Mr. Raymond Farmer, car tracer for Mr. Whipple, is in the field for election as a member of the State Board of Equalization on the Republican ticket, Seventh Congressional District. Vote for him, boys, if you can see your way clear. He thinks we are not with him, but we are.

Chief Clerk E. Hale, Galewood Transfer, returned from his vacation, having visited relatives in Danville and surrounding country. Ed looks fine since his return.

Miss Mollie Slater, night phone operator, Galewood, leaves on her annual vacation August 9th, and expects to make an extended trip around the country. Mollie surely deserves it, as she is very steady and seldom misses a night. Miss Anna Merzjak will do the honors in her absence.

Switchman Mike Meehan has taken a sixty days' leave of absence, and both he and Mrs. Meehan are contemplating taking a trip around the world.

Switchman C. E. Kenney and wife visited at Minneapolis recently.

Northern Division News.

Helen Monroe.

Conductor Chas. Chambers and family have been camping at Pike Lake a couple of weeks.

Engineer George Duncan has been off for several weeks account of a sprained wrist, injured while working on the engine.

Operator Louis Greenland of Horicon took a trip to Denver and from there into Western Canada, where he has decided to remain.

Lineman J. M. Norgard and wife were at Rochester, N. Y., for several weeks this summer.

Frank Utach, brakeman between Oshkosh and Milwaukee, who has been off duty for a month, account of sickness, will be back at work in a few days.

Conductor D. H. Manning and wife of Berlin have returned from a trip in the west, where they were visiting Mrs. Manning's parents in Washington.

Mrs. N. G. Parker, wife of the agent at Rush Lake, visited her son Jerry and family at Horicon.

Conductor John Monogue, of the Fond du Lac freight, was married on July 25th to Miss McCarthy of Milwaukee.

Engineer J. W. Pluck and wife attended the Vets meeting at Milwaukee August 15th and 16th.

Frank Creps, baggageman on jitney, is back on freight as conductor after having been off about three years, account of injuries sustained in a wreck.

Chas. Leland (Billy Bounce), Bert White (Uncle Dick), John Kronich (The Jew), Henry Ohley (The Jap) and Bob Larmouth (The Cook) spent a few days at Twitchell and Ohley's cottage, Fox Lake, Wis. They report a fine time fishing and playing games, such as "drop the handkerchief" and "post-office." (?)

Pebbles From the Musselshell.

W. F. Vaughan

Mr. and Mrs. C. G. McDonald and children visited friends in Miles City the latter part of July, and spent a day or two with the correspondent and family at Melstone. C. G. is car foreman at Sanborn on the I. & D. and has been with the company since 1884.

C. A. Beebe, general foreman of the S. C. & D. Division, has been visiting his daughter at Missoula. Charlie has been with the old line for nearly forty years.

E. Cutler's concrete gang has been at Melstone for the past month making necessary repairs.

The Chas. Hall graveling outfit has been at Melstone for the past month grading at the west end of the Melstone Yard, to lengthen the west lead about three thousand feet.

Brakeman C. A. Lang, wife and children of Malden, Wash., returned from their extended visit to South Dakota. Mrs. Lang stopped off at Melstone to visit her parents, the correspondent and wife. Lang says he caught two hundred fish in one afternoon in Big Stone Lake, Minn. Sted, please note.

"That Operator," Guy Haling, has bid in the yard office at Miles City. Guy is good with the ticker and also on the hello wire.

Night Switch Foreman Bob Heigh has bought a nice residence in Melstone.

Mr. and Mrs. Charles Thomas from Brunswick, Md., are visiting Conductor Harry Yade's family at Melstone. Mr. Thomas is in the train service on the B. & O.

C. A. Anderson and wife, section foreman at Bascom, Mont., has been off on a vacation, visiting in Nebraska, Iowa, and South Dakota. If Charlie hadn't been so thin, the hot weather would have gotten away with him on a trip like that.

They are taking up the old track on the hill west of Sumatra, Mont. The hill has been cut down, and all trains will go up the grade through the new cut.

Conductors Biddeson and Fuller have been in passenger service west of Miles City.

We understand Conductor J. H. Kittinger of Miles is running for state representative. If we had any money we would put it on "Kit." Say, "Boats," show us where we can run in a few votes for you and we will surely do it.

Conductor Bill Kelley has been on passenger between Miles and Harlow lately. Don't get this mixed,—this isn't Mike Kelley, the old-timer on the H. & D., but our own "Bill" of the Musselshell.

Engineer John Whitney of the Musselshell Division, says he got one the best of the boys by getting married in April and keeping it quiet. He married a lady from Denver. We will excuse you for not telling us before, and wish you much happiness. Now, John, be careful in handling those snakes.

Miss Evelyn Mittelle, daughter of Car Repairer C. G. Mittelle of Melstone, will visit friends in Winona, Minn., for a month or so.

We understand Miss Goggins, daughter of R. H. Foreman, B. W. Goggins will teach the primary room in the Melstone school the coming year.

We had the pleasure of meeting Wm. Mytinger of the Black Hills Division, a brother of Bob

Announcement

The Eating House Service on the C. M. & St. P. Ry. has recently been reorganized and is at present under the able management of

Van Noy Interstate Company

This company operates the eating houses and news service on over 100,000 miles of Railroad in the United States.

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All letters will be treated as confidential and should be addressed to

Van Noy Interstate Company

Coca Cola Building, Kansas City, Mo.

Mytinger, formerly agent at Oacoma,—now agent at Kimball. He is the same old boy, and working in the depot at Roundup, Mont., now.

L. Jones, switchman in the Melstone yard, is taking a two weeks' vacation, fishing in the Rockies.

J. H. Jesser, first trick operator at Melstone, has returned from his trip through south Dakota. We had made up our mind we would see that Merry Widow, but she failed to appear.

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

Conductor Ray Hickey of the middle division was off duty for a short time on account of an injured back.

Operator R. C. Hedlund of Collins Station was relieved the latter part of July to attend the funeral of his sister.

Harry Hull, who has been working on the steam derrick crew, had the misfortune to seriously injure his foot, which necessitated a few weeks lay-off.

Yardmaster W. H. Janes of Perry yard force was in Atlanta, Ga., the latter part of July, visiting with his children, who make their home there with their grandmother.

Mrs. O. H. Hasse and son, Leo, family of Yard Foreman Hasse of Perry yard, were visiting with relatives in Newport, Neb., for a few weeks in July.

Dr. U. G. Grigsby, who has been company doctor at Perry for a number of years, died the latter part of July from injuries received in an auto accident.

The numerous friends of Ralph McMillen, the aviator, will be pleased to learn that he has been given quite an important position with the Nebraska National Guard aviation force. Ralph formerly made his home in Perry when his father was in the service as a passenger conductor, and it was here that he took up the work.

Boilermaker Gerald Norwood was off duty a few days the latter part of July on account of an injury he received.

Machinist Swanson's wife has been visiting with relatives and friends in Chicago for a couple of weeks.

Fireman Edward Eischied met with a very painful accident July 26th. He, with a party of friends, had gone to the river bathing and in making a dive, he struck his head and shoulders in such a way as to displace several vertebrae. The accident kept him from work for several weeks.

Conductor W. A. Brubaker resumed his work on the Freeport run August 18th after a vacation which was spent with his sister in Western Kansas. Mrs. Brubaker and daughter accompanied him on the trip.

Leon Merical, who is well known to all the engine men as one of the extra callers, was married July 18th to Miss Jessie Carsten, a Perry girl.

Engineer and Mrs. M. O'Loughlin were called to Los Angeles, Cal., the latter part of July on account of the death of Mrs. O'Loughlin's brother, Mr. Kellar.

Edward Lee, yard clerk at the Perry yard, took a week's vacation in July and went to the river camping with a party of friends.

The correspondent had a pleasant visit with Miss Hazel Merrill of the superintendent's office in Chicago, and Miss Anna Pierce of the General Passenger Agent's office, while those young ladies were on their way to Denver for an outing.

On August 8th Mrs. M. C. Jacobs, wife of the ticket clerk at the Perry passenger station, died suddenly from heart disease. Mrs. Jacobs was laid to rest in Violet Hill cemetery at Perry.

Miss Helen Swift, daughter of Engineer Dick Swift, of Seattle, Wash., has been visiting with her relatives and friends in Perry for a few weeks. The Swift family made this place their home before Mr. Swift went to the P. S. line.

Miss Ruth Eisle, daughter of Machinist John Eisle, of the Perry round house force, has gone to Ellensburg, Wash., to visit with relatives and friends.

Miss Helen Moore, daughter of Engineer Ben Moore, has been visiting with friends in Denver during the summer vacation.

Engineer F. L. Hanner, who was injured while at work a few weeks ago, went to Chicago the fore part of August and was operated on at the Washington Boulevard Hospital.

Engineer James Wagner's daughters spent a part of their summer vacation visiting with relatives at Mount Ayr, Iowa.

Conductor George Havill's wife and daughter will leave the first of September for Florida, where they have been spending the last few winters.

Ray Antone, who has charge of the headlight work at Perry round house, took a couple of weeks' vacation, which he spent in Illinois.

Conductor Charles Bradley has resumed work after a couple of weeks spent at the Lakes.

On July 1st, at Dubuque, occurred the marriage of C. E. Marshall and Miss Fern Bennett. The young people left immediately for California, where they spent their honeymoon visiting with Mr. Marshall's parents, after which they returned to Perry and started housekeeping in a neat little apartment. Mr. Marshall is employed as a tinsmith in the Perry round house and has the best wishes of his numerous friends.

Brakeman E. A. Rumley was off duty a short time in July and August on account of an injury to his leg.

Harold Elliott has taken a position as night ticket clerk at the Perry depot.

O. D. Fulhart, of the Perry round house force, was off duty for a few weeks on account of an injured hand.

Conductor J. L. Roberts and wife have been visiting with relatives in Alamosa, Colorado.

Mrs. E. Clothier, wife of the Chief Carpenter at Moberge, spent a couple days the fore part of August in Perry with her son, Elmer Clothier, the fireman.

It may be interesting to many who contributed towards the Waterbury Chain letter fund, that the last statement made by Mr. Proctor, shows that Mr. Waterbury has received \$4,400, which Mr. Proctor adds seemed to have been a godsend to the man, as he has improved in health and is now able to work and earn his own living.

Helen and Mary Sanford, daughters of Machinist Harry Sanford, of the Perry round house, have been visiting with relatives in Cedar Rapids.

Machinist Charles Johnson spent his annual vacation at the Lakes in northern Iowa.

Conductor Ben Gable and family have been enjoying a very pleasant two weeks' outing with relatives in Wisconsin, having made the trip in their auto.

Harry Beach, who has been working at the round house for some time, has taken the examination as a machinist apprentice and has already commenced work at the Perry round house.

The Perry contingent at the Veterans' Meeting in Milwaukee were: J. E. Kent, oilhouse man; John Eisle, machinist; P. J. Donovan, engineer; Lee Tolbert, conductor and engineer, and Mrs. H. A. Clark. All report a very pleasant time.

Conductor C. J. Brown, of the western division, tried his hand at baching awhile in August, while Mrs. Brown and the son were visiting in St. Ansbury, Mo.

Operator A. W. Callahan, of Manilla, spent a very pleasant two weeks in Munising, Mich., as one of the guests of a life insurance company, in which he is interested.

Conductor W. J. Lavell spent a few days the latter part of August in Rock Island.

Walter Johnson, Stephen Fuller and Homer Wonder, three of the painters employed on Mr. Glick's gang on the western division, were injured the fore part of August, when a scaffolding fell.

Engineer H. Colburn was off duty during August with an injured hip.

On August 9th Engineer O. G. Emerick, of the western division, was about the happiest man in Perry. On that date a fine son made his appearance at their home. The lad was named Owen Guy, and from the haste Engineer L. K. Owens, of Savanna, made to get to Perry, we think he thinks the new grandson is about the finest ever.

Brakeman Walter Walrath was quite badly hurt the latter part of August and was compelled to be off duty for a few weeks.

Brakeman Stephen Smith is home from Wisconsin, where he spent a few weeks.

Brakemen M. B. and W. J. Moran are back to work on the road again, after having been off a number of weeks, during which time they were at their home in Milan, Mo., on account of the sickness and death of their mother.

Brakeman George Cox has been working as an operator at Manilla for a couple weeks during some of the operators' vacations.

On August 18th a daughter was born to Fireman and Mrs. John Coan at their home in Perry.

Dispatcher J. J. Kindig and wife spent a week at Brown's Lake, Wis., with Trainmaster Richard's family from Savannah.

Elmer Clothier, Ben Sprague, C. E. Warner and Harold Stoner were all in Milwaukee the latter part of August and successfully passed the mechanical examination for engineers.

On Saturday, July 15, a fine baby boy made his appearance in the home of A. W. Callahan, operator at Manilla. The Manilla poet who has furnished a number of poems for these columns tells about it as follows:

Cal Junior.

Come boy and smoke a long filler,
"Dad" Callahan's paying the bill,
It's a seven-pound boy, whose arrival
Has gladdened the home on the hill.

Cal thinks if all "kids" was like this one
He wouldn't mind having a flock,
For it surely gives one the impression
Of being a "chip off the old block."

The business he'll have the "kid" follow
Will be one that takes lots of brains,
I suppose he'll be writing insurance
Or be a dispatcher of trains.

But no matter what business he follows
Or the way that his mind may incline,
I'll just make one guess that is easy—
I'll guess that the "kid's mighty fine."

River Division Items. H. D. Witt.

River Division depots are all being treated to a new coat of paint.

Agent O. F. Swanson and wife of Durand, Wis., are making a pleasure trip to the Great Lakes.

F. J. Poeschl, second trick operator at Wabasha, was on the sick list a few days last week.

George Baskin and wife, agent of Hammond, were called to Menomonie on account of the death of his father.

Warehouseman J. York, of Chippewa Falls, is making an extended trip through the West visiting many points of interest.

Roadmaster H. C. Kassabaum is kept busy looking after the distribution of ties and rippap on Wabasha and C. V. Divisions.

Jos. P. McGuire, Engineer C. V. Div., residing at Chippewa Falls, who has been on the sick list for the last two months, was able to call upon his friends at Wabasha last week.

C. A. Lans has been appointed General Yardmaster at Wabasha.

Chief Carpenter J. Ostrom is making his regular inspection of bridges on the River, C. V. & Wab. Divs.

Piledriver and crew have returned to River Div., and are driving foundation piles at Bridge L-160, after putting in thirteen days on Dubuque division washouts.

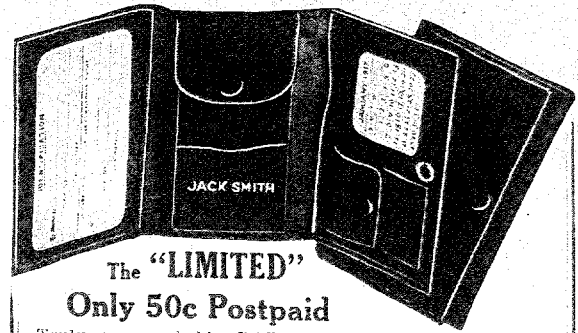
W. J. Theile, Superintendent, who has been on sick list, we are pleased to note is again able to attend to his duties.

Mr. Fred Wilson, Engineer, Eau Claire, is on a tour of the West, going to stop at Yellowstone Park and Denver, Colo.; Engineer Eggenberger relieving him at Eau Claire.

Born to Mr. and Mrs. A. P. Buckner, a son, "A. P.," says he will make a good Conductor.

John Monarski, warehouse foreman at Eau Claire, laid off a week, account of injury to his foot; too many cream cans for Jack.

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CROPLEY PHILLIPS CO.,

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CHICAGO, ILLINOIS

Mr. L. T. Johnston, T. M., was a pleasant caller at Wabasha, Thursday, August 17.

There is some agitation on the C. V. west end as to the exact weight of Mr. William Ahrens. Wish Mr. Ahrens would enlighten them with the correct information to settle the argument.

John Hayes, Conductor Wabasha Div., spent two weeks' vacation at Camp West Newton.

Mr. Bradford, Inspector, forgot cigars on his last on the C. V. Hope it won't happen again.

In the last issue we quote J. O. as not being able to handle the finny tribe, but from all accounts—we are mistaken—he bringing forth a fine bunch—and among them a 17-pound specimen.

The Eau Claire freight office clerks spent a pleasant evening on the Chippewa River July 29th motor riding and swimming, and the big spread being enjoyed by all.

Born to Mr. and Mrs. W. H. Shaver a 12-pound boy. Some smile on Bill's face now.

Coast Division.

J. S. Eccles, Chief Clerk, Superintendent's office, with his wife and daughter spent two or three days visiting in Portland last week.

Arthur Leib, Material Clerk, has been confined to his bed for the past two weeks. We hope to see him back in the office within a short time.

Engineer Bert Bagley, who hauls No. 1 on the TERR, has again departed with his fishing pole. Engineer Frank Hill is now on the run.

Chief Carpenter Buck has a brand new 7-passenger Studebaker car.

Operator J. Q. Adams and wife, of Cedar Falls, are visiting in St. Louis.

Horace Cook, Roundhouse Foreman at Moberge, was visiting his relatives in Tacoma last week.

You know the most pitable thing you see in Seattle is when someone from Tacoma comes over to our town and gets lost. I was coming down the street the other day and I ran across Jim Eccles standing on the corner of Yesler and Occidental looking toward the Sound. I asked him if he was lost, and he said he was trying to find Lake Washington. After I recovered from my surprise, I showed Jim the Totem pole and the Smith building, and led him over to the cable car and told the conductor that he was from Tacoma and that he wanted to find Lake Washington. The conductor wanted to know what he wanted to do with it when he did find it and I had to explain to him that I thought Jim represented some Tacoma capitalists and that they were thinking of moving it over to Tacoma to be used as a summer resort.

We have had quite a number of hot boxes on No. 18, between Tacoma and Seattle, lately, and George Lyen, the brakeman, says they remind him of a Ford, because the further they run the worse they get.

W. H. Wingate, Chief Dispatcher, has been kind of digging into us about not making the time on No. 18. But I would like to bet if he would let some Dispatcher run that new "Dodge" auto of his by train orders, he would not make much time either.

Mac is going to buy a runabout. The rest of this item held up by the Censor. See the next issue of the Magazine for particulars.

Harry Stone, brakeman on the TERR, started to clean his tail lights the other day, but before he got a good start, he mislaid the directions or lost them and had to give up the job and order a new pair from the Store Department.

Mabel started for Salt Lake on her vacation, but only got as far as Portland, when she ran out of funds and had to come back to Tacoma. I don't see why she wanted to go to Salt Lake because there are nothing but Mormans down there and besides this is Leap Year and I know a half dozen fellows around here you can have and they are not Mormans, either.

W. H. Miller, Assistant Chief Clerk, Superintendent's office, is taking two weeks' vacation. Bill bought a pair of khaki pants and shirt and is going over to one of the islands to lead a simple life. However, Bill lost one day of his vacation by staying in town to see "Damaged Goods."

Miss Ruth Phelps, relief stenographer, has filed an application with the Timekeepers for a husband. Ruth says the men were not prorated equally, as she knows some ladies who have had two. Ruth is not at all particular, except he should not chew tobacco and must stay at home nights.

Dubuque News.

S. A. Gobat.

Machinist Harry Quade, who was overcome by the heat last month, is again back on the job.

Mr. C. R. Gilman, Chief Electrician at Milwaukee, was a business caller here on July 24th, looking after the wiring of Fish Car, Hawkeye No. 2, in shop here undergoing general repairs.

James J. Galvin, formerly of the B. & B. Department here, has accepted a position with the Montana Electric Light and Power Company at Drexel, Montana.

Machinist Apprentice Emmett O'Rourke has been transferred to Perry, Iowa.

Painter Frank N. Baule has gone to Chicago on account of the death of a relative.

Air Brake Foreman Frank Milligan has returned to work after a two weeks' visit in Fort Meyers, Fla.

It's nothing but fish stories you hear from George Ehmer, one of the Store Department Clerks. George sure has the idea. He is some fisherman, after spending his week's vacation at Lake Okoboji.

See the smiles on Painter Foreman A. C. Quade. He has just received his V. E. A. button.

Patrick Madger, of the B. & B. department, and wife were called to La Crosse on account of the death of Mr. Madger's mother.

Emmett Ryan, of the Store Department, was laid up for a week with blood poisoning in his foot.

Brass Polisher Karl Ricketts and wife spent a couple of weeks visiting relatives in Waterloo, Iowa.

Our friend Gerald Huekels, commonly known as "Speedy," spent the day, August 9th, at Galena, attending the Galena Fair. "Speedy" reports one good time, but claims the only thing that bothered him was parting with the long green.

Boilermaker, Joseph Kenefic spent a few days visiting Roundhouse Foreman Graff at Council Bluffs, Iowa.

Car Foreman J. E. Ricketts has been reported on the sick list for the past week with a sprained toe.

Engineer John Benzer and wife have returned from a visit with relatives in Waterloo, Iowa.

It's congratulations that Brakeman Tom Webber is getting. Nine-pound baby boy is reported at his home, August 14th.

Our Yard Clerk, John S. Heaves, of Company A, that left here for Brownsville, Texas, is still reported among the living, but there are no greasers reported to John's credit as yet.

Conductors S. C. Schwartz, Grice and Handy are very much pleased with the new time freight runs between LaCrosse and Savanna. These runs have just recently been put on and are working out satisfactorily. The boys all have a day layover in Dubuque, every third day, which gives them a chance to get home and get acquainted with their families about twice a week. Here's hoping that the runs prove out to be a success, as it sure means new business for Dubuque Division.

Shipping Clerk Bob Sommers, of the Store Department, and family spent a week visiting with relatives in Earl, Wis. While there Bob said they had a tornado, but Bob's old saying is, "You can't lose me," and I guess it's so for he is back on the job.

No chance to report Carpenter Ray Wilberding going to Winona this time, but just the same, old boy, we can report some fair one from Winona visiting you. I guess you didn't slip anything over on us after all, Ray. Tinsmith Foreman Louis Dempsey and wife visited relatives in Galena, Ill.

Conductor D. G. Cronin had the misfortune of falling off the top of a box car at North McGregor last week and at present is laid up at home with a wrenched back.

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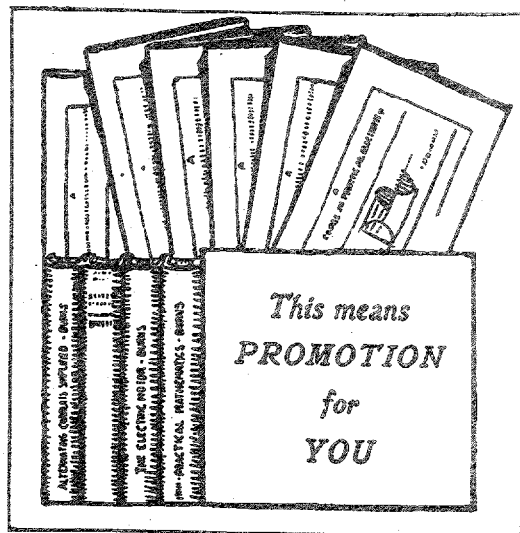
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Milwaukee Shops Items.

W. W. Griggs:

Mr. A. N. Lucas, General Boiler Foreman, after being thirty-three years with the Company constantly, is taking a well-earned vacation.

District Master Mechanic Alex Young spent a few days late in July fishing at Tomahawk Lake. He bought back a fine string of the blues.

Boilermaker Foreman William Schneider was visiting in Duluth late in July.

Mechanical Engineer C. H. Bilty managed the test train on the Superior Division July 18 to 22. Superintendent of Tests George Walder, George Lipke and Draftsman Howard Payer were with Mr. Bilty. They had a hot time of it 94 degrees.

S. M. P. Clerk E. P. Brock was in Minneapolis on his vacation, as also was Clerk Charles Fischer.

It is with regret that we have to announce that Master Car Builder J. J. Hennessey is laid up again at his home. This spell of hot weather is enough to weaken anybody.

Assistant District M. M. Al Klumb has been on the sick list and we are glad to see him around again.

The locomotive shops have gone on nine hours again. In the Car Department the 250 order for automobile cars is being filled.

102 in the shade is going some for Milwaukee.

J. A. McCormack, District M. M. Clerk, was among the first to take advantage of the drop in FORD prices, and has a new touring car, which at present takes up a good deal of road width, but he has some hopes of narrowing this up on the near future.

Martin Laffin, in Veteran Krueger's office, has just taken out a license, and not a hunting license either. I say, Martin Laffin has just taken out a license, get it?

Veteran Henry Krueger is taking a well-earned vacation.

They say Josephine has resigned from the Terminal Superintendent's office. We have a good guess coming.

Switch engine 1205 got away from the fireman on the turntable at the east house Tuesday noon, August 8th, and poked its nose through the round house wall clean shave. Nobody hurt.

We are glad to see Mr. J. J. Hennessey around again. Mr. Hennessey is such a live wire that it is hard for him to slack up the least bit. Just before he was taken down he was on committee work in Chicago. Mr. Manchester was in Chicago July 31st and a number of times before and once since, but these are routine items with our S. M. P.

William Ludwig, Mr. Bilty's clerk, is off on his vacation, as also are some of the draftsmen under Thomas Scott.

Milwaukee Terminal items seem to have gone glimmering. Start in your new Steno., W. B. H.

Superintendent of Terminals W. B. Hinrichs has transferred his office from under Sixteenth street viaduct to the union depot. Timekeeper Budzien did not get there after all.

In the August number of the Magazine M. N. G. banquet picture, so many are asking which one is Josephine. Should have had a "left to right" or tadpole index.

Foreman Pattermaker A. L. Hutchinson is taking a well-earned vacation. We hope to see Mr. Hutchinson feeling better than he has been of late.

What's the best thing to fatten up slim persons like myself and Hinrichs and Mr. Krueger?

The Veterans' list is growing nicely, and there are not so many from Vermont, either, nor Missouri.

The locomotive main machine shop is being extended with a wing to the north for an office for General Foreman Kneller, space also for rooms above.

Foreman A. Bennett, of the locomotive blacksmith shop, is attending the Blacksmiths' Convention at Chicago, week of the 14th.

Mr. Manchester and Mr. Bilty at the Railway Exchange, the 14th.

The Veterans have come and gone, and a good time they did have, at least they said they did, thanks to Colonel Boyle, Mr. Carrick and the Committee. Nearly 700 at the banquet, which overflowed the Deutscher Hall, looks as if they will have to use the Auditorium next time, or Minneapolis will. The trips to the parks, and to the shops, and the trip around the bay were most enjoyable. The weather man also did fine. More elsewhere in this issue or the next.

Veteran John Fox, of Janesville, the eldest employee of the road, was unable to be with us and his letter of regrets was read at the banquet. A letter from Veteran Robert Grace was received too late to be read. Mr. W. G. Miller, of the reception committee, looked after the ladies in good style, believe me.

It seems that it was not Engineer F. Bloomfield that was reported as having a stroke, but his mother, Frank, nevertheless, is not feeling any too well.

Marl J. Plumb, of the Signal Department, is off on his vacation. He has gone to Buffalo to personally confer with Glen Curtiss, the aviation expert, with the idea of ultimately entering the U. S. Aviation Corps.

Mr. J. Braid, Assistant Chief Timekeeper, is about to take upon himself a life-partner. Bill won his bride-to-be at Waukesha Beach, both being residents of the Spring City. Don't forget the Harvesters, Bill.

J. C. Porter, formerly Signal Maintainer at Granite Falls, Minnesota, under District Signal Foreman P. A. Murray, has been transferred to Milwaukee Shops and is now working under Chief Draftsman F. D. Morehart as a draftsman. Joseph C. is a young man of no little experience, being a practical signal man, having started to work in the Signal Department as a Helper, then as Batteryman, Signal Maintainer, and now a "promising" Draftsman.

Mr. Joseph Benzinger, Foreman of the Freight Car Erecting Shop, says his shop is on freight repairs at present, and getting material for new box cars and expects to be on the new cars in a few weeks.

Assistant Foreman T. J. Reidy spent a pleasant week's vacation at Greenleaf, Wis., his home town the first week in August.

Assistant Foreman Painter Braun has taken an indefinite leave of absence on account of ill-health. He has worked for the Company 34 years. Come in the Veterans' Association, Mr. Braun.

Benzinger's smiling timekeeper, George (Smokie) Lark, spent the second week in August at Ocauchee Lake, Wis.

The Car Shops are getting ready to start on an order of 1,000 box cars, which will keep things moving somewhat faster.

The boys from the car department claim their fire brigade had the first stream on the recent Locomotive Blacksmith Shop fire. Well, the other squadrons were not slow in getting there either. Nine streams in about three minutes.

The Milwaukee Road Club has suspended its August meeting. Notice will be sent out as soon as the weather permits of meeting again.

Foreman William Juneau and Assistant Foreman Flood attended the Blacksmiths' Convention at Chicago, August 15, 16, 17.

Foreman Gstoerteur, Helms and Petran attended the Tool Foremen's Convention at Chicago, August 24 to 26.

One of the Veteran banqueters was seen putting sugar and milk in the cup of bullion. Another only added sugar, evidently does not use milk in coffee.

The testing department under the charge of Superintendent George Walder are on with the recent test train coal experiments, also busy with the regular routine work. A description of this department with photos will appear in an early issue of the Magazine.

Our Painter, John Power, has just returned from an extended tour of the South. Of course we can't blame the ladies at all, but John, take care.

Only a select few knew of the wedding of E. A. Kruschka, assistant cabinetmaker foreman, to one of the winsome misses of his home town last month. "Congratulations and Best Wishes, Ed." Mr. and Mrs. Kruschka contemplate a tour of the West for a honeymoon in the early September.

E. J. Mansur returned recently from Lake Nagawicka, where he had been disporting himself about in the waters for a week. The sun got next to him and has given him a very attractive color. Vacations, they say, are not the worst things in the world.

We are sorry to report the continued ill-health of Fred Weidner, Cabinet Maker, who has been numbered among the missing for the past three months. If well wishes can speed your-recovery, Fred, you ought to be with us soon.

On account of the strain wrought by the delicate nature of the work which he is daily performing, August Tuegel found it necessary to take a little trip last week. Chicago was the place honored and Augie did paint up Michigan avenue. They say that he almost missed the last train, but we think him to be more conservative than to miss trains. However, he suggests a midnight train on Sundays, so there must be some attraction.

Hans Hansen tells us that the sharks we have been reading about who are inhabiting the Atlantic coast, are not the kind that swim. He says they are all on land and that they certainly do deserve the name. They'd eat anyone out of house and home and if they couldn't bite the leg off, would pull it until the owner was loose-jointed enough to be an ash-wagon horse. And Hans ought to know—he has just returned from a trip which took up the best part of a month.

C. & M. Notes.

B. J. Simen.

Operator T. H. Carnahan and wife, of Wadsworth, spent a couple of weeks visiting at St. Louis, also at Mount Vernon and Pana, Ill.

Conductor Charles Alsip and wife visited for a week at Gurnee. Charley was on the Libertyville switch run and made the trip daily in his buzz wagon.

Engineer A. A. Grandy and family spent a two weeks' vacation on their farm at Wausaukee, Wis. Elmer Lawrence relieved Grandy.

Conductor Wood is back to work again, after sojourning three weeks at his summer home on Lauderdale Lake.

Conductor E. A. Wright is back on his run after a two weeks' vacation visiting at Mazomanie, Wis., and Hammond, Ind. He was present at the Veterans' Banquet in Milwaukee and says he had the time of his life.

Operator P. P. Polliott, who worked at Cragin Jct. for several years, died at Alexian Bros. Hospital, Chicago, on August 11th. He had been ill for several weeks.

We are sorry to hear that Mr. A. J. Corbett, conductor of the Healy switch train, had the misfortune to break his leg just above the ankle by falling off of a car on August 17th. He is at Washington Boulevard Hospital and getting along nicely.

Engineer Hi Robbins was off for a few days and made a little trip to Omaha to visit his daughter.

Operator J. W. Strike is taking several weeks' vacation with his family, camping and fishing along the Wisconsin River. He was relieved by Operator Hamilton.

A. Mattis, maintainer at Roundout, with his family visited at Neillsville, Wis., for a couple of weeks. Tony has a sister at this place.

Miss Maloney, stenographer in Superintendent E. W. Morrison's office, Chicago, left for an extended trip through the West, including a trip through Yellowstone Park.

Mrs. J. F. Guyton, wife of operator Guyton at Bardwell, left on August 15th for a month's visit with her parents in Mississippi.

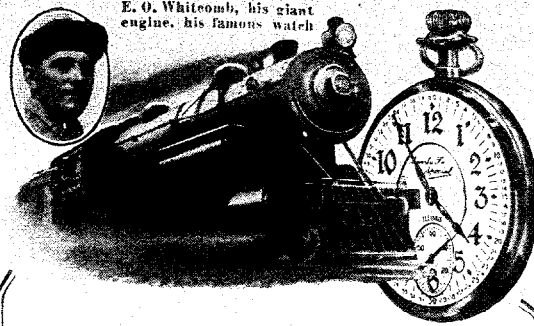
Patsy Taintor is still burning up gas around the wilds of Big Foot, while Bill Cottrell has to work on the milk run.

J. A. Rielly, clerk at the old station, Libertyville, has just returned from a trip to California, where he visited his brother, who is located with some construction company near Searles, Cal.

Engineer J. S. Lee and wife spent the day in Janesville on August 10th.

C. J. Fisher, agent at Libertyville, is building a new house. It will soon be completed, when he will move his family from Fox Lake to Libertyville.

Conductor George Dyer and wife spent a week visiting in Madison and Milwaukee.



E. O. Whitcomb, his giant engine, his famous watch

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Conductor W. A. King spent a few days visiting Patsy Taintor at Walworth recently. He now knows the lay of the land within a radius of fifty miles from Walworth. Patsy says he thought Bill would jump out of the car when he drove by the farm where Bill was born, where he used to holler down the well and listen how "all aboard" would sound. He enjoyed the trip immensely.

Conductor W. W. Hill got a cinder in his eye, making it necessary for him to lay off a few trips and go to the hospital for treatment. J. J. Corbett relieved him.

Section Foreman Charles Sowatzke, of Libertyville, visited his sister at Waukesha on Sunday, August 13th.

Mr. J. L. Coffey, agent at Cedar Rapids, Iowa, with his wife and son, visited Libertyville friends on Sunday, August 20th.

Mr. Albert Cable, operator in GO office, Milwaukee, spent Sunday, August 20th, visiting relatives in Libertyville.

Mr. E. J. Carroll, agent at Warrenton, is visiting relatives at Asheville, N. C. He also spent a few weeks at Excelsior Springs, Mo.

Axel Halverson "Bond" you are a hero, but we want to know how did you manage it to get your name in the Chicago papers? The following is a clipping from The Tribune of August 7:

"Henry Bond, conductor on the Chicago, Milwaukee and St. Paul Special, which brings the week-end folks in from Fox Lake on Sunday afternoons, took a great load off a passenger's mind yesterday.

Mr. Bond had passed through two cars of the train and had entered a third when an exceedingly disturbed citizen entered.

"I gave you my commuter's ticket and you didn't give it back," he panted. "It had sixteen rides on it."

Bond pulled out a jumbled mass of tickets and searched carefully. Nothing doing. He began to feel rather foolish before the grinning passengers.

The excited passenger withdrew. Bond went on with his fare collecting, when suddenly he heard a commotion that convinced him the train was about to jump the track.

He received a tremendous thump on the shoulder and he heard a voice call out:

"I found it! Gee, but I'm glad you're honest." And Bond was so taken aback that he didn't get mad until two hours afterwards."

Sayings of Sigh.

The name of Thomas (pronounced Tommy) Laughlin deserves mention in the Special Commendation Column for the heroic conduct and thoughtfulness he recently displayed in the Company's interest.

Fearing that the 3,000-volt electric current that is being utilized for shooting 3,500-ton drags over the Rocky Mountain division, might prove insufficient at some critical time, Tommy took it into his head to secure a reserve supply free of charge. During a recent thunderstorm, a bolt of lightning, tired of playing cross-tag among the clouds, suddenly decided to descend to Mother Earth. Tommy was sitting in the doorway at the freight depot, smoking his after-dinner cigar and saw it coming. Realizing that his time for action was limited, he dropped his cigar and made a sudden grab for the lightning. The lightning, however, seemed to be better versed in the wrestling art than Gotch, Stecher and Beale combined. Now, just pause for a moment, reader, and imagine what Tommy was going up against. When the switch crew burst into the depot some ten minutes later, Tommy was gracefully reposing with one foot in the copy press, the other in the express glue pot and his head in the coal scuttle. Talk about checking up juice by the Kilowatt hour, Tommy is authority for the statement that he had more in ten seconds than nine men could check up in a week.

Sherman's time-honored remark that "War is Hell" never struck us so forcibly, as when we picked up the paper the other day and saw where the Russians had captured Jamzbamizzyski or something like it. The those of the readers who can pronounce names of this character, we humbly request that they refrain from making remarks in case we have mis-spelled it, for no

matter how good a railroad oiler can spell, it's out of the question to try drawing maps with it.

The melancholy days have come, the saddest of the year, when a certain poor rail suddenly gets a message from his better half, who he supposes is having the time of her life back in Du-be-que, saying she will be home on No. 17, that day.

Some time back, one of the Company's representatives made a trip over the entire system, taking pictures of the many beauty spots along the way and while many beautiful pictures were taken, we wish to state that none could be compared to one recently taken of one of our popular Rocky Mountain division conductors at Vendome. From what we can learn of the facts of the case, there is a certain pretty little damsel residing in the residential section of Vendome, whose hand was eagerly sought by a number of the railroad boys. Thinking that having his picture constantly before her might increase his chances over that of the other fellows, the conductor in question had his taken and placed in a beautiful gilt frame. Instead of reaching its destination, however, it fell into the hands of one of the rival trainmen, who we have been informed had forwarded it to Nora B. Sill, at Loweth, with the request that she have same published in the next issue of the Magazine.

R. & S. W. Notes.

H. J. Beamish.

We are all glad to welcome Conductor Dobbert back on the line—and Charles admits that he is pretty well pleased, too.

Chief Dispatcher Hoyer gave the division the once over August 9th, returning from his two weeks' vacation.

Rossmiller relieved Smith on the night patrol the last of July. Smith now on way freight; D. McCarty taking the ice run, and Gillen the night patrol.

Arries took J. T. Regan's place on way freight for two weeks the first of the month, while Regan relieved Thompson on the Janesville line.

Engineer P. H. Burnes and family spent two weeks camping near Racine the first of the month. Boziel, in Burnes' place on Eagle branch.

Brakeman W. Tige took Burke's place as baggageman on 23 and 24 the first of the month, the latter being on sick list.

Trainmaster Richards and family spent two weeks at Brown's Lake, Burlington, the first of the month.

W. E. Hall, of the Racine freight office, and Engineer Corbett are with the K. C. Booster Club, of Chicago, on a tour of the East.

Conductor T. J. McCarty and Engineer Ewart are now assigned to the gravel run between Beloit and Corliss.

Work on the new Beloit yard is progressing rapidly and already begins to give evidence of what an improvement it will be.

O. C. Linden and wife, of Three Forks, were calling on friends on this division the first of the month. Mr. Linden is train dispatcher at Three Forks.

The train boys are telling that Milo Gaylord took dinner with some of the "ones higher up" at the Hilton one day recently, and it proved too much for his digestion. Good thing Milo didn't buck that LaSalle luncheon last month.

Brakeman Driscoll took two weeks off on the Eagle branch this month and motored all over the southern part of the State. (As near as I can find out). It is reported that he took Lynch out for a ride in Milwaukee and Lynch lost his coat. However, the trip seems to have been a failure, as George returned alone. Barley Morrissey on branch during his absence.

Engineers Dawes and Gilbert and Conductors Starr and A. Hermis, with their families, camped at Stone Lake during the month.

Division Operator J. D. Voltz is now in the "Dispatcher" class. If they keep on putting crowns on that bunch down there it's going to be dangerous to get sassy to anyone.

The local authorities at Elkhorn are investigating an (alleged) raid, by turtles, on the Rockford run coaches, August 8th. The laws are very strict here, on Sunday, and no importation of glassware is reported, yet one member of the crew states that he was awakened by a turtle gnawing at his feet.

Born to Dispatcher and Mrs. F. J. Manthey, Savanna, August 31st, a son. (Our request for cigars was ignored, so no picture will appear).

The Janesville Fair people had the consummate crust to start a special out of Elkhorn, the home of the "Greatest Fair on Earth," August 9th, and it reached its destination with 28 passengers, and that includes the Delavan band, which was hired to go.

This has been a month of specials. Thompson had the Shriners, Janesville to Racine Jct., July 29th; Stiles, the M. & M. Association, Milwaukee to Delavan, the 31st; J. T. Regan, the K. of C., Janesville to Delavan, August 6th; Kelly, the Fairbanks-Morse ball team, Elkhorn to Racine and return, August 6th; and Horton had a bunch of laborers for the I. C. from Milwaukee to Freeport, August 9th.

A card from W. P. Moran, dated August 11th, at Atlanta, Ga., where he is on business for the Company, says that the weather there is a big improvement over July in Chicago.

G. H. Lane has been awarded the agency at Troy Center; Crissey returning to Racine.

Don't forget the dates for "The Fair," September 19, 20, 21 and 22. The officials of the Association are planning on an unusually large number of special features and the usual crowd.

Cashier Jennie Lieber has enjoyed a week's vacation at the Dells during the latter part of August; Miss Esther Ellis filling the vacancy in the meantime.

Mr. James Sweeney, Agent, Freeport, attended the Veterans' Association meeting at Milwaukee.

Chief Clerk H. A. Wallahan and family spent several days around the Twin Cities.

Ringling Brothers' Circus was handled very expeditiously, due to the efficiency of R. H. Wright and crew and the faithful "four aces."

William Klinesshort, Sealer, Freeport, after swimming in the Pecatonica, was minus his clothes and 70 cents. He went home in a barrel.

Brakeman John Glover is back on the job, after a hard spell with pneumonia. John came near passing through the pearly gates, but his friends are all glad to see him back, especially the Engineers who have to follow John's caboose on a permissive, as they positively know John will be right on the job flagging if necessity requires it. Don't worry about the flagman when you follow Old John. He is there all the time.

Engineer Charley Mills is qualifying for a government locomotive inspector. Depend upon it if Charley gets the job for which he is so well fitted, someone will have to hit the ball.

Conductor Henry Buege is doing the Captain's job on 21 and 23. When Henry is togged up in his brass buttons he looks almost as imposing as General Von Hindenburg.

Conductor George Stauffer is back after an absence caused by the severe illness of his wife. We are glad to hear Mrs. Stauffer is on the way to recovery, and that George is back on the job.

Engineer Ed Snively is on Jim Gregory's run; Sunny Jim taking it easy during the hot spell; Chief Train Dispatcher E. F. Hoye left on July 27th, on his vacation for a fishing trip in Minnesota.

All the boys are watching the express office awful close now, expecting to get a nice mess of fish from Mr. Hoye.

Frank Amerpole, a Racine and South Western brakeman, was hurt while bathing in the Mississippi River at Savanna Sunday, July 30th. He dived from the boat club dock and struck something in the river, cutting a bad gash in his knee about three inches long. He was hurried to a doctor, who took several stitches in his knee. Frank will be laid up for some time. Amerpole seems to have a Jinx following him. He has a reputation of being the most unlucky man on the road and seems to be living up to it—about six months seems to be as long as he can keep out of the hospital at one time.

Earl Rife, a west end brakeman, dove off the same bank into the Mississippi River at Savanna on Friday evening, July 28th, into two feet of water, striking his head on the bottom and breaking the spinal cord in his neck. He was unconscious from the first and no hope held out for his recovery. Monday Drs. Staley and

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Karcher, of Freeport, performed an operation. Earl died at 3:30 p. m., same day without ever regaining consciousness.

Monday morning, August 7th, George Mitchell, switchman for the Milwaukee, and Ray Sharpe, night clerk at the Milwaukee freight house, went down to the Mississippi to wade in the water. Ray waded out a little ways and stepped off into about fifteen feet of water, drowning. The body was in the water about 45 minutes, two boys diving down and bringing it to the surface. Ray leaves a young wife and little daughter to mourn his loss. This is two victims the Mississippi has claimed at Savanna in ten days.

La Crosse Division Doin's.

Guy E. Sampson.

July 25th Sells-Floto Shows exhibited at La Crosse and July 26th at Portage, from which place they went to Rockford, Ill., via the M. & P. and Janesville lines. As the trip was made at night three extra operators for that night on the M. & P. T. S. Tobin at Arlington, George Carney at Poynette, and Harold Babler at Windsor.

July 26th two special trains, chartered by the K. P. lodges of Chicago, left there for Portland over the C., M. & St. P., passing over our division the same evening with Conductors Shaffer and M. Larkin in charge.

Engineer C. Hodge has been taking a couple of months' vacation during the hot weather. A part of his time was spent in northern Wisconsin.

Conductor Bert Carleton and wife were called to attend the funeral of Mrs. Carleton's father, Mr. Hudson of North La Crosse. Mr. and Mrs. Hudson had for several years managed the lunch room located near the railroad yards and had gained the friendship of employees of the yard and road alike. All join in extending their sympathy to the bereaved ones.

Engineer Fred Bennett has been assigned to the afternoon Madison-Portage passenger run, while Engineer John Sullivan has taken the swing job which covers several runs on the east division, where the monthly mileage is too great for one crew to cover.

Day Callboy John Maloney has been wearing a uniform and telling the traveling public where not to get off on the Northern Division during the heavy season.

Conductor O. J. Carey of Milwaukee has taken a 90-day leave of absence, and we are informed will spend it in Philadelphia, Pa.

Conductor George Grappler of Berlin, Wis., had the misfortune to have his face poisoned, and took a few days' forced vacation, which he spent at his old home at Portage.

Miss Ruth Grimes, daughter of Passenger Conductor John Grimes, of Milwaukee, visited with relatives in La Crosse this month.

Agent William Upham of West Salem was in Chicago this month on business.

Harold Sampson, son of La Crosse division correspondent, arrived home from Washington the first of August, much improved in health after spending two years in the big pine tree country.

Section Foreman Sam Babcock and family of Poynette autoed to Portage one Sunday evening this month, returning home after the show, which they drove over to see.

Will Wilcox, our W. V. division correspondent, and wife autoed from their home in New Lisbon to Appleton one day this month to attend the wedding of Mrs. Wilcox's brother. Seems every one is getting married, but—Josephine? Not yet.

Operator Charles Peters of Portage enjoyed a few days' vacation this month, but as he did not inform us where he spent the time, we can't report it. Maybe he did not want us to any way.

The old Park Hotel, located near the Milwaukee depot at Sparta, in some way caught fire August 8th and before the fire was under control the greater part of the building was burned. By good work done by the fire department the depot was kept from following the fate of the hotel.

Operator H. Tolfson of Kilbourn reports a daughter, and Brakeman C. Valequette of La Crosse a son, born this month. Wonder if either will join the M. N. G. Club some day?

Train trespassers are sure getting busy, as Conductor Fay Ramsey had the misfortune to walk up in front of three masked men all holding loaded guns while going over his train. River Division trainmen also met another bad lot and when they pointed them out to policemen at La Crosse they showed they were sure enough gunmen by trying to shoot Policeman Deneen. Unless some stringent law is passed, and then enforced, a trainman will not be safe in carrying lunch money, nor anything better than a dollar watch.

Mr. Hays, nephew of P. H. Madden, visited at the Madden home this month at Sparta.

Engineer William Schneider of Portage has been confined to his home, account of sickness, this month.

Mrs. G. W. Clemmons and children, family of Conductor Clemmons, visited at Baraboo, Wis., this month.

Leo Larkin, eldest son of Conductor M. Larkin, spent a few weeks taking in the sights along the coast.

Mrs. Ruth Green Terry, daughter of the late Dr. William L. Green, president and founder of Poynette Academy, Poynette, Wis., has received the appointment of matron at the Union Station, Milwaukee.

Yardmaster T. Bloomfield and family of Portage spent a week-end at Chicago, visiting Mrs. Bloomfield's brother, Andy, who is a passenger conductor on the C. & N. W.

Mrs. Henry Bolting, aged mother of Agent Frank Bolting of Portage, died at her home at Milwaukee, August 13th, after a short illness. The sympathy of employees is extended to the bereaved ones.

Brakeman C. D. Lueth of La Crosse had the misfortune to get rolled from the side of his train by a car that did not clear on an adjoining track while doubling a part of his train over in Portage yard. He is improving at his home at La Crosse.

Conductor Ray Long took his annual camping out vacation this month and caught the most of the "big ones" in Black River and adjoining sloughs. Ray always eats the small ones while camping and brings the big ones home to prove that he really did get them, a good idea for all fishermen to follow. Safety First.

Sparta depot is fast nearing completion and when finished will be one that any city the size of Sparta should be proud of. The color will be the regulation yellow and will far exceed stone or brick in appearance. Drinking fountains of running water will be installed, also a fine heating plant.

Conductor M. J. Kelly spent a week this month visiting friends (and others) at Duluth, Minn.

Mrs. Kruger, wife of Operator Fred Kruger, North La Crosse, accompanied by her sister from Mauston, Wis., visited at Albert Lea, Minn., a week this month.

Conductor M. Larkin, who was running Dr. Cobb's special train from La Crosse to Milwaukee, reports that he left Lax at 7:45 p. m. and arrived at Milwaukee at 11:45, making the 200 miles in 240 minutes, including stop at Portage, where Engineer Kochler relieved Engineer Mullenbach.

Ringling Brothers and Golmar Brothers' shows have been over parts of our division this month.

August 11th a prisoner wanted for auto theft charge at Indianapolis in charge of sheriff en route from Hammond, Minn., on train 56, wore handcuffs through by rubbing them on the iron of the coach seat and, a mile from Watertown Junction, escaped by jumping through the window and disappearing before the officer could return. We are expecting a letter most any day from the escaping man, as no doubt he got the "Safety First" idea while riding the famous Milwaukee train.

Engineer Frank Krause and wife visited in Mitchell, S. D., this month.

Operator Gus Tolfson of West Salem had the misfortune to have one of his fingers so badly mashed with a heavy piece of baggage as to necessitate amputation of the finger.

Many of the La Crosse Division employees attended the Vets' meeting at Milwaukee, and from the reports they bring back not one is sorry that he was there, and have all promised themselves that they will be there next year without fail. If it were not for the fact that someone

will have to, someday, take the place of the present Vets. in keeping the V. E. A. going, we would all wish that he had the required 25 years' service to our credit right now. So we all look forward to the time when we will be eligible to membership.

Mrs. Krause, wife of Engineer Ed Krause of Portage is taking treatment at the sanitarium in La Crosse.

Conductor M. A. Cross and wife were called to Nevada, Mo., by the death of a brother of Mr. Cross, who was also a railroad man. Mr. Cross also leaves another brother who is a brakeman on the Lax Division. The sympathy of all employees is extended to the bereaved ones.

If any of our readers see where we have missed some important item, just remember you did not send it to us and do it next time.

We are in receipt of a long letter from Brakeman Harry Williams, now on the border with the U. S. troops, in which he states that all the railroad boys of his company were more than pleased over the August issue of our Magazine, which was sent him and which all read. We hope other boys from along the C. M. & St. P. received the copy also that they will get the Magazine as long as they stay on the border.

News From Rochelle and Southern.

W. J. Hogan.

Engineer Albert Vogt and Miss Theresa Arnold were united in marriage on May 31st. They spent their honeymooning in New York and Jersey City.

Machinist A. B. Crowl, of the Ladd roundhouse, and wife attended the funeral of his grandfather at Hicksville, Ohio, being absent two weeks on account of the serious illness of his brother at Davenport, Iowa.

Truckman William Brady, of the Ladd roundhouse, is now possessor of a 1916 Overland. Bill claims he made the Spring Valley-Granville Hill on High. Other "Auto" authorities say "It can't be did."

Hostler Ben Pearson was off three days with an injury to his lumbar vertebrae. Machinist Helper Weber taking his place.

Firefighter Joe Terando was enjoying a week-end on the Illinois River and other points during the week of the Fourth of July.

Boilerwasher "Dad" Shields is hitting the ball, adding an extra wash to his credit just before the Fourth, so he could enjoy the oratory of the Hon. John Mitchell at Spring Valley on the 5th.

Boils are making their presence un-wished-for on the bodies of several of the Ladd roundhouse employees. Filtration and sterilization of the fuel oil and careful handling of waste has eliminated the pestilence.

Car Foreman A. C. Extrom is in the Spring Valley Hospital recovering from an operation for appendicitis.

Stationary Fireman "Doc" Lunn, of the Ladd roundhouse, is now enjoying connubial bliss, being married on June 29, 1916. This accounts for the presence of other than coal smoke at the Ladd roundhouse.

Machinist John Egan is enjoying a two weeks' vacation at Minneapolis and Milwaukee. Gossips were fooled for once. Machinist Burkhardt is working his shift during his absence.

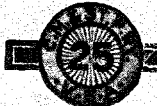
The following engineers and firemen have joined the Prosperity Club and are now possessors of automobiles, as follows:

- S. E. Kingston.....Jeffrey.
- George J. KuckuckCadillac.
- Walter HightChalmers.
- D. H. JonesStudebaker.

Engineer S. E. Kingston is pursuing the funny tribe in the lakes of northern Wisconsin. Motor-ing through Illinois mud rather marred the early enjoyment of his trip.


Engineer Ray Johnson is visiting relatives at Tunnel City, Wis., and also seeking color for fish stories.

Engineer Charles Lawniczak is the proud father of a 11-pound boy. This we suspect is responsible for his rapid recovery from his recent injury.



**THE OFFICIAL
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C. M. & St. P. Ry. V. E. A.



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.

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Established 1882 Incorporated 1901

Capital and Surplus \$400,000.00

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Interest Paid On Time Deposits

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 R. A. FENKEL, Assistant Cashier
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Dependable

IS OUR MIDDLE NAME

ANYTHING IN

Fir, Red Cedar, Western Hemlock or Spruce

**Bevel Siding and
Shingles of Cedar**

"The Wood Everlasting"

**Pacific States Lumber Co.
Mineral Lake Lumber Co.**

Tacoma, Washington

Engineer F. McKennett has reported for work, his reward being an hour and 35 minutes dead-head trip. He intends to remain until his daughter has recovered from an operation for adenoids in the hospital in Iowa.

Conductor Charles Kuhl went to the hospital in Chicago on the 10th of July for consultation over his injuries received some time ago.

Brakeman Hopkins is out of the hospital and is now enjoying the fresh air and sunshine by the aid of his crutches.

Fireman John Marietta is recovering from his recent attack of rheumatism and is being greatly benefited by the waters of Excelsior Springs, Mo. Fireman Brassea being his guest the past week.

Fireman Charles Wardell has recovered from his being overcome by heat near Cedar Point.

Engineer Graves and wife returned last week from the bedside of his mother, who has been seriously ill in Milwaukee.

The rivalry between the employees of the Car Repair Department and the employees of the Ladd roundhouse, culminated in a ball game. The former winning, 6 to 5, in eleven innings. The features of the game being the pitching of John Pistona and the fielding of Joe Selby, of the C. B. & Q. car inspection department. The showing of the various employees of the C., M. & St. P. warrants the forming of a team to represent the R. & S. line. Milwaukee, take notice.

Engineer Harry Buel has been away the past two weeks superintending some building improvements for his father, Henry Buel, R. & S. Line roadmaster.

MOTERING ON THE MILWAUKEE.

Up and Down Hill on the R. M. Division.

Mrs. N. B. Still.

Engineer D. P. Elliott, wife and son have just returned from a two months' trip in Colorado, and Mr. Elliott is back to work on the east end.

White Deutremont and wife and little son spent a month along the coast the middle of July. White is back on the east end local. Conductors Harry Hamp and Bates each took a whirl at it while he was away.

Mrs. P. D. Kirwin and family have returned from several weeks' visit in the East. Pete is again on the east end, "in the ring."

Operator Elliott is back to work at Ringling on second, after a short lay off on his ranch. Relieved by Operators Williams, who went to White Sulphur Springs, and Operator Hart, who went—where we don't know.

It looks strange to see a large body of water surrounded by two nice new bright red tanks, don't it? That is the Loweth city waterworks and we have to tie it to the track to keep it with us. It came all the way from Vendome and—Goodness, it's not here. Guess "Fitz" must have given it to some extra gang. Well, we may get another water car.

Mrs. R. S. High, wife of Engineer High, has returned from a three months' stay at Arkansas Hot Springs. She is much improved in health.

Conductor Hoyt is with us again and made a trip or two on the east end.

Engineer and Mrs. John Williams made a trip to the coast recently.

Conductor John Rogers and wife spent a few weeks automobiling in Yellowstone Park in July and first of August.

T. H. Peacock, agent at Lennep, and Mrs. Peacock have returned from New Mexico. Mrs. Peacock's health is not very much improved. Frances is for the third time to be bridesmaid. Wonder if she knows what that means? She expects to leave for Chicago about the 25th of August.

Dispatcher Otto Linden and wife are on their vacation. Otto made a mad dash for the land drawing in Spokane—didn't get anything. Swore all the Dutch he could remember and tried it in the other direction. Visited friends and relatives in Illinois and Wisconsin, returning August 16th. E. V. Lambert, train dispatcher on third, will now lay off a month. Otto got lost while away at Sand Point, Idaho.

Extra Train Dispatcher and Sidetable Operator R. E. Joiner, at Three Forks, bid in one of the Butte relay jobs and he and Mrs. Joiner moved to Butte first of the month. Mr. Weatherly working the job at Three Forks. Bet there

isn't another person on earth can repeat a train order as fast as this same Weatherly.

Operator Underwood on first trick at Three Forks side table, coming back to the Rocky Mountain from the Roy Agency.

We got another water car. They sent it to us from Josephine. I guess that is maybe the reason our correspondent there didn't send us any notes this month. He maybe is mad at all of us up here. Hope they don't find out where their car is, cause it's a nice one. Almost as big as the lake at Loweth, but not inhabited like our lake. J. J. M. advised us to sit on the hi line with a shotgun and watch the local crew while they did the switching here. Maybe we will keep this car.

Mr. Murphy didn't say we could turn in a report to Mr. Bullwinkle in case we got the worst of it in that shotgun deal while protecting our water car here, so the car is gone again—now we have another one. It's a case of now you see it and now you don't, and have good many bets up as to the water car staying in town over night now. Still if it will only keep on raining—

Sted is great on the hand-holding stuff, isn't he? Did anyone notice his wife around while he was in Chicago? Yes, Sted, that was the agent at Loweth that you and Bill (whoever he is) waved at from the back porch of No. 17. Imagine me letting a chance like that get by—I guess not. I bet Mr. Charley Rader is sorry now that he told us one time every time we got in the helper engine and looked at the waterglass it broke. I have a whole dozen pictures of myself waving at different people and will send them to Sted if he wants them. Perhaps the Editor will want one of those pictures for the Magazine cover. Silence.

A test train of 2,500 tons came up the hill from Three Forks August 9th. Had quite a bit of fever when it reached the summit and stopped and hour to cool off. Mr. Beeuwkes, Mr. Peck, Mr. Cox (looks pleasanter every time we see him) and Mr. Murphy with several others came up with it. Returning to Butte on No. 15. One of the gentlemen of the party offered us a cigar. Have often wondered why they don't carry their pockets full of nice large boxes of candy on an occasion of this kind.

The only thing about the fourth and last water car we have is the fact that it leaks. There is so much water on the ground the Agent has to wear a pair of rubber boots to get a pail full to drink. Still we may get a new one soon.

Wonder if Mr. Waugh would run into the telegraph office and let us know if the day chief is as fat as he used to be and if the new chief is as good looking. (This is not a paid ad.) Also while we think of it. Almost needless to say we only had four dollars and fifteen cents in that pocketbook that was lost, but suppose no one would imagine an operator, anyway one going back home, would have anything over that amount.

Wonder if it should be considered an honor to be given the job of Editor and Associate Editor of the Spokane Terminal for a month. Remembering the time when the office boy was 'it,' and another time when Sted said no one would associate with him, we are in doubt just whether to protest or thank Sted. Would like to hear from some of the M. N. G.'s—old stuff. Kind of seems to me there has been something wished on me, but time will tell. Perhaps somebody else will be the headliner next time.

Mrs. Si Wells, wife of the second trick sub-station operator here, has been away on a visit to her mother at Townsend, Mont., returning August 14th.

Mr. Mumma and Dick Wende, both of whom we see little of now that they are on the Missoula Division so much, were recent callers, staying a few hours during the day and leaving Loweth on the very first thing they could get out on. Nobody likes the town and can't imagine why—it's a nice place after you get used to it.

Steel gang laying steel between Loweth and Bruno—99 men in the gang and the work is going along very fast. This was needed very badly and with the new motors and heavy trains, on the hill will greatly improve the track here.

Our water car has gone away and another nice—wait a minute till I take a look and see if that one is departed—well there is one down there, but it isn't new or nice, but—by this time we don't care much about the looks of it. Never knew there were so many water cars in the world. Every time we get one "Fitz" takes a look at it from the rear platform of No. 33 and if he likes it he comes back on 34 and sends it someplace. But he always gives us another one. We get along just fine with Roadmaster Fitzgerald.

"A Basket Found on My Doorstep."

Early in August it was found advisable, because of stress of business circumstances, to recall to the train service a number of such employees who have been otherwise engaged of late. Conductor (Deputy Sheriff) J. Z. Hoyt, brakeman "Ventriloquist Si" Pirie, "Crummy" Douglas, "Curly" Peters have lately registered out on the Rocky Mountain, while Conductor H. C. Wishard, who is furthering the prospects of western states in the oil (crude, not signal) line and brakeman T. E. Campbell, manager of the Panama Billiard Hall at Three Forks, have reserved their berths, expecting to line up behind the "regenerators" soon.

Signal primaries were energized at 4,400 volts, Josephine to Maudlow, August 4th; Colorado Junction to Pinlen, August 5th, and Deer Park to Maudlow, August 11th. They are in operation between Butte Yard and Piedmont on the west end and between Three Forks and Cardinal on the east end. Train delays in block signal territory are cut to a minimum nights and Sundays (when the work trains are tied up). The signal foundations are in place on the balance of the Rocky Mountain Division and signals have been erected in the territory formerly protected with automatic blocks. Excessive delay in the arrival of ordered material is responsible for the holding up of the work. We are also assured that when the necessary material arrives, the "saturated" motors will be promoted to "super-heaters." Orders in metal products are not promptly filled because of war orders.

The distant signals at the O. S. L. crossing have been removed. The automatic signals will protect this crossing, as they will the B. A. & P. crossing at Rocker and the N. P. at Sappington, and Sinclair, with respect to distant signals.

Since the Gallatin Valley Railway (subsidiary to the C. M. & St. P.) has substituted Gas Motor No. 1 for the equipment of an old-fashioned steam engine and two coaches, their freight run is all, save an occasional stray work train, that prevents terming Three Forks the "Smokeless City." Steamers on work trains will no doubt be a rarity when the new 70-foot combination sleeper, diner, tower, motors are put in service for the "trouble shooters" or emergency crews.

The water tank at Nathan has been removed by the B. & B. Department. Rumor has it that they contemplate the removal of all but the tanks fed by gravity from mountain sources.

The wyes at Loweth and Lennep have been removed. It is to be hoped that the best ventilated ends of cabooses were turned the right way previously.

On each of the two subdivisions a work train has been handling extra gang and steam shovel, lengthening sidings to train size, eighty cars at least, and cutting in much needed industry tracks. This length has been chosen as a happy medium, it would seem, for it is by no means the motor limit.

The units of Motor 10105 (A and B) have been separated and are assigned between Deer Lodge and Harlowton on Nos. 33 and 34. They have proven more than able on these runs.

"Pink" Mayo's contention that a home terminal is wherever an individual (engineers only) decides he prefers to be relieved on a layoff has been confirmed by the Local Grievance Committee, extra gang No. 7.

No one within 42-centimeter range of the Rocky Mountains had the nerve to suggest the possibility of there being any greater invention extant than the motors with their regenerative feature, until Conductor Tom Hanrahan of the Musselshell pulled one in Harlowton before an admiring throng. He has promulgated several theories with even less reasonable argument in the

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.

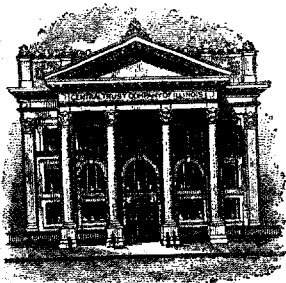
A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

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.



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For Your Savings or Checking Account For the Selection of Your Investments
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Capital, \$4,500,000 Surplus and Undivided Profits \$2,000,000

past and he got away with this: Never in history, never in the future, will an invention prove the boon to mankind that the wheelbarrow has, for it taught the Irish to walk on their hind legs.

Items From the I. & M.

Katherine McShane.

Vice President D. L. Bush, Assistant General Manager J. T. Gillick and General Superintendent J. H. Foster made a trip of inspection over the I. & M. Division last week.

Agent J. E. Ober and Auditor W. O. Craig were among those from Austin who attended the Veterans' meeting in Milwaukee this week.

Machinist Fred Lang has returned from a few days' vacation which he spent at Horton, Kansas. During the month of July occurred the death of Machinist Henry Perl of Austin. Mr. Perl had been in poor health for about a year before he died but still stayed at work. Mr. Perl leaves a family of three boys and three girls, besides his wife, to mourn his loss. The sympathy of everyone is extended to the family. Mr. Perl had served this company steadily for thirty-five years.

Chief Carpenter A. A. Kurzejka was a business caller at Austin yesterday.

C. M. Ostrom of Wabasha has been spending a few days visiting F. J. Scanlon of Northfield.

Roadmaster and Mrs. McShane are enjoying a visit from their daughters, Sister M. Alacoque and Sister M. Laurentina, of Chicago, Ill.

Mrs. P. Hogan, wife of section foreman of Decorah, is spending a few days at the McShane home in Austin.

Section Foreman Fr. Kovoleski has returned to work after a short vacation spent at the lakes near Minneapolis.

Section Foreman Harry Moorehouse and family will spend Sunday at Clear Lake, Iowa.

Conductor Alex Murphy and family are enjoying an outing at the home of Mrs. Murphy's folks at Northfield, Minn.

Shop Foreman J. Johnson and family of Austin are gone on a vacation to be spent in Lemmon, S. D.

Miss Margaret Davy, daughter of Engineer Davy, is spending a few days at the Guiney home in Austin.

Painter Foreman J. H. Murphy of Minneapolis was a business caller in Austin this week; considerable painting is being done in the passenger station at Austin by Mr. Murphy's men.

Yardmaster J. M. Plum is back at work after his annual vacation, comes back looking prosperous and ready for another year of "work."

Conductor Geo. Cross is wearing a broad smile and when asked the reason, he tells of the birth of beautiful twin girls at the home of Mr. and Mrs. Elmer Lindberg of Minneapolis. Mrs. Lindberg was formerly Miss Florence Cross of Austin.

John McShane, son of Roadmaster M. McShane, leaves September 1st to take up his school work at St. Bernard's, Rochester, New York. Misses Lola and Verna McShane leave also September 1st for their school work at St. Teresa College, at Winona, Minn.

The work at Plymouth gravel pit has been closed down and the steam shovel and crew moved to Appleton, Minn.

Malden Roundhouse Notes.

H. R. Gates.

Roundhouse Foreman F. A. Kemp is taking his annual vacation.

Agent C. H. Thompson made a trip to Rochester, Minn., during the past month. Operator Smith relieving him.

Machinist E. J. Smith and family have returned from the East, where they have been visiting with relatives.

The writer and wife spent a few days in Tacoma and Seattle during the past month taking in the sights.

Roundhouse Foreman Chubb of Harlowton, formerly of Malden and Deer Lodge, and Ray Shook of Superintendent Sawyer's office, formerly roundhouse clerk at Malden, were recent visitors at Malden.

Engineer C. M. Slightam is enjoying a sixty-day leave of absence visiting in the East.

Engine Inspector Ruhl Reed and Stationary Fireman F. Chance spent a couple of days near Ramsdell-bass fishing during the past month.

Gallatin Valley Items.

O. G. Buerkle.

H. B. Chambers, agent, Manhattan, is taking a thirty-day vacation and touring the country. He expects to take in a few towns in Texas and Mexico. Stay away from "Greasers," Chambers, or you may know what blood looks like.

King Andrew (Bulwinkler) called on the Bozeman bunch. How can they help but "lofe me with all my goot clothes."

Miss Mildred Mitchell, Superintendent Busch's stenographer, has resigned to accept another position elsewhere. Mary Callaghan will relieve her, taking back her old job. Miss Callaghan formerly held this position for nearly six years.

We have excellent dairy cattle in this country, as you will note.

A Versatile Cow.

For Sale—A full-blooded cow, giving milk, also three tons of hay, a wheelbarrow, a grindstone, two stoves, a scythe and a democrat wagon.—Adv. in Helena (Mont.) Independent.

Which Is Right?

A conductor and a brakeman on a Montana railroad differ as to the proper pronunciation of the name Eureka. Passengers are often startled at this station to hear the conductor yell:

"You're a liar! You're a liar!"

And then from the brakeman at the other end of the car:

"You really are! You really are!"

Tacoma Items.

F. J. J. Kratschmer.

Hurrah! The inventory is out! Are we sorry? Ask Phil Manley.

Messrs. Mat Beglin and Walter Johnson were doing relief work during inventory time.

I. H. Bertke has succeeded George Toplif on the material received desk. We haven't heard from George lately, but think he is "retiring" on his farm in Idaho.

Assistant Blacksmith Foreman Frank Marshall and wife spent a few weeks in California last month.

Miss Enola LaMar of Mr. Lowert's office has returned from her vacation in Milwaukee—eight pounds lighter.

Mrs. Tom Henty, wife of our good-looking boilermaker, performed the duties in the general foreman's office while Miss LaMar was away.

Mrs. Frank Maxwell of the car foreman's office spent a few weeks in Denver, Colo., last month, visiting relatives.

Miss Mary McCarthy was the new clerk in Mr. Delaney's office, during Mrs. Maxwell's absence.

George Pyette attended the Knights of Pythias convention in Portland the early part of last month.

General Master Mechanic Frank Rusch, General Car Foreman F. D. Campbell and Storekeeper A. J. Kroha, made a business and inspection trip to Port Angeles last month in Mr. Kroha's trusty Ford. While there they also journeyed to Moroa, which is a little town on the ocean front. The entire trip of over five hundred miles was made without any trouble whatever.

Assistant Signal Engineer L. W. Smith also made a business trip to Port Angeles last month in his new Dodge car.

Roy Duggar has fallen heir to the messenger job in Mr. Hamilton's office.

Mr. Bublitz informs us that the "quarantine" on the docks has been raised.

M. S. Adams is at it again. He never lets the poor fish rest.

General Foreman Fred Lowert spent a few weeks in Milwaukee last month visiting relatives.

V. B. Ross of Spirit Lake dropped into town last month and called us up one day. We made a "date" with him to go to the big auto races, but Rossy didn't show up, so he must have been "otherwise engaged."

Miss Elsie Keppler, of the blacksmith foreman's office, went to San Francisco on her vacation last month. Elsie traveled by boat, and she says the trip was so calm that the poor fish almost starved.

There was a report from the roundhouse that machinist Jack Woods was missing and could not "be located." They got the "goods" on him, however, when they found he had purchased a ticket to Frisco.

Chicago Milwaukee & St. Paul Railway.

Hotel Myers
The Best of the Best
Rates: 2.00, 2.50, 3.00
Reservations: 100-1000

Janesville Steam Laundry
High Grade Work
Satisfactory

The Empire Hotel
Steam Heat - Modern conveniences
Rates
American Plan - 2.00 - 3.00
European Plan - 2.00 - 3.00

We Pay Most for Cream
Elses Creamery Co.
Mason St. Ill.

O'Brien Fine Millinery
211 W. Milwaukee St.

Turkish Bath and Massage Parlor
122 E. Superior St.
Sole Proprietor: J. J. O'Brien
Sole Proprietor: J. J. O'Brien
Sole Proprietor: J. J. O'Brien
Sole Proprietor: J. J. O'Brien

TRAIN BULLETIN

EAST BOUND

TRAIN NO.	DUE.	WILL ARRIVE.

WEST BOUND

Hotel London
The Best of the Best
Rates: 2.00, 2.50, 3.00
Reservations: 100-1000

Buggs Garage
The Best of the Best
Auto Delivery Service
Near the B. & N. Station

Shurtoffs Ice Cream
Our Flavors Packaged in the Best

Geo. W. Yahn Hulton Market
The Best of the Best
Sole and Wholesale

The Hub Max M. Meisel & Co.
The Best of the Best
Head to Foot Outfitters

J.M. BOSTWICK & SONS
THE BIG STORE
WE KEEP THE QUALITY UP
DRY GOODS, GARMENTS, CURTAINS, CARPETS

The above is an exact reproduction of the new train bulletin that is being installed in the stations along the line by the Railroad Service & Advertising Company.

These bulletins are five feet square and black mission finish over all.

The advertisements, 6x12 inches, are under glass, hermetically sealed so that they are dust and water-proof.

This space can not only be used for advertising service but as a dignified directory as well.

For the local merchant it answers two purposes—it advertises and directs.

Mr. E. G. Bric is now on the road soliciting contracts covering space in these train bulletins. If he has not already called on you and you think the merchants in your city would appreciate space in a train bulletin in your station, drop us a line, and Mr. E. G. Bric will call on you with a view of allotting space to such merchants as you mention.

Railroad Service & Advertising Co.

Union Station, Chicago.

Al Pentecost, erecting foreman, occupied the general foreman's chair while Mr. Lowert was in Milwaukee. Perly Hoar, machinist, relieved Mr. Pentecost.

It seemed quite natural to see Mrs. Stewart back at the old stand in the blacksmith foreman's office, but we can hardly refrain from calling her "Cornie" as of old.

Miss Ollie Barret of Puyallup and Ray Fletcher of the store department, tied a "hurried knot" on August 7th. Ray asked to get off about 11 o'clock and the next morning when he reported for work he informed us of the "news." The happy couple spent their honeymoon in Spirit Lake, Idaho.

Mr. William Easter, for the past seven years night man at the store room, succumbed very suddenly on the night of August 2nd, while at work, and died before he could be rushed to the hospital. Mr. Easter had been suffering for some time with stomach trouble. There was not a more faithful employee on the payroll of the Milwaukee Railway than Mr. Easter, and, we might add that during the seven years of his services with the company the only time he was absent from duty was when he was laid up in the hospital from the effects of an operation. Our heartfelt sympathy is extended to his bereaved family and relatives.

Mr. C. L. Benjamin is the new night man in the store room.

Will someone please tell us where Ray Grummel keeps himself of late? He hasn't been out with the "gang" for some time, and report has it that he is about to drop out of the Order of Stags.

When Charley Goiny isn't feeling just right, you can depend on it he is out of stogies.

Storekeeper Kroha's mother and sister from Milwaukee spent the month of August with him. They were both very much impressed with the Great Northwest.

Machinist Andy Bligh recently got married and gave the "boys" a "slip," going to Los Angeles on his honeymoon. The fact that he "bribed" the mechanical department force, offering the boys each a cigar to keep "mum," has increased the wrath of his fellow workers, and they are all anxiously awaiting his return.

Machinist Elmer Selfberg announces daughter No. 2.

T. A. Burditt, timekeeper in the mill, is taking a much needed rest. Bill Rusch is handling the indicator during his absence.

We are all wondering why George Mason persists in wearing his new straw hat while at work. Probably he wants us to make mention of it in the magazine. With apologies to Mr. Burnsides.

A "wart curer" could make a fortune around the Tide Flats.

Earl Floberg, machinist apprentice, and Miss Minnie Williams of Tacoma, daughter of Machinist Williams, were married last month.

J. B. Hibbard, boy in the machine shop, traded his old Ford in on a new one, got married, and took a honeymoon trip in his new car to the mountains, all in a very short time.

"Dad" Marvin took a whirl at the night job in the store room, but it didn't agree with him, so Joe Smith "got busy."

The work of building 150 new log flats for the C. M. & St. P. Ry. has been completed, and the 75 being built for the P. S. & W. H. Ry. are well under way.

Car Repairer M. E. McCarthy resigned last month to look after the "hope chest."

Messrs. Pyette and Dahlquist of the store department, journeyed to Mt. Tacoma August 10th, to attend the initiatory services put on there by the Knights of Pythias.

C. F. Maass and wife visited relatives in Milwaukee this month (September).

L. Kundsman, B. Glenn, O. Swenson, W. Armstrong and H. Martin, all of the machine shop, have rented a cottage at Redondo beach, and are "summering" there. Happy Martin's store is their means of traveling to and from the shops.

"It has been rumored" about Boilermaker Steve Brown.

Clyde Cover, boilermaker, has resigned to join the navy. It is understood he will follow his trade while with the navy.

Jack Hassett and Ole Larson of the boiler shop are going East this month on vacations.

Aaron V. Albertson and a party of friends took a two-weeks' sojourn in the mountains last month. They went in Mr. Albertson's new Studebaker.

S. M. East.
One T. P.

Another month is on its way.
Nary an item to us did stray.
We worry a lot tho' naught we see
You'll always hear from "One T. P."

As above humble plea from yours truly indicates my former faithful cub reporters have deserted me entirely.

Surely there should be enough happenings on three hundred miles of railroad to cause some one to send in at least a small news letter.

The jinx is still following Chief Dispatcher Sorensen around and he is taking a prolonged vacation at Mankate. For further information read the La Crosse Leader Press of recent date.

C. M. Aughey, first trick dispatcher, is acting chief with extra dispatcher B. D. Cornell on the real job during SCS's sojourn in the infirmary.

Operator Ray Burnett has been transferred to second at Isinours during time the gravel trains are working on the Dub. Div.

Mexico Marr, from Easton, took Ray's place at Houston.

We understand that Cupid has Marr tied hand and foot and he will soon cast his lot with the newlyweds.

E. A. Bailey, who formerly held forth around Egan, has taken charge of Easton temporarily.

G. H. Nolte, formerly operator at Spring Valley, has taken charge of the station in that city for the Great Weedy Railroad.

The Northwest zephyrs hit that CGW depot pretty strong in the winter, but presume George will survive if the supply of Iowa Rock holds out.

Understand Operator Wendorf, at Spring Valley, mixed it with a Ford or a real car and as a result he is off duty until he can grow a new crop of molars.

Operator Collins from the west end worked about a week on third at Isinours, the occasion for this effusion of operators was the hauling of gravel from Norsk Pit to the Dub. Div.

Seemed like a voice from the past to hear "Is" in the wee sma' hours of the night, for its has been thirteen years since the night office at that place was derricked.

Collins has departed to Sherburne to relieve Sherlock Holmes No. 2, the Irish detective, T. J. Fogarty.

Operator Bloom faded away from Ramsey third for a few nights, relieved by C. W. Stephenson and Spike Parker on days in Charlie's place.

Conductor O'Marro, running hill engine nights, and McCoy and his crew, using same engine days in Norsk Pit, is efficiency plus.

Jim Rickard's private line, Wells to Mankato, was quite busy recently—Haselrud on pile-driver, Warnecke on the weed eradicator, and Jahren working the ditcher.

Jim says when he gets those roosters he will send them to me.

Extra Dispatcher R. E. Wood was on third at Isinours for a short time and is working at Lanesboro second until Hoff shows up again.

Send in an item for next month and let's put the S. M. on the map.

Come again Bill Shafer, we enjoyed your trip over the Lax division immensely.

"Hickory" Sampson is a very industrious official in his efforts to make the M. N. G.'s organization a success.

Likewise we attest to the ability of his better half as a provider of good things to eat on the occasion of a recent meeting of the M. N. G. representatives at the home of President Sampson.

(Josephine, Ruby and ye Editor, take due notice of what you missed by non-attendance.)

Your description of the night school was very interesting, "Boy" Waugh, but as for myself, I have been attending night school from 12 mid night until 8 before breakfast so long that I think I shall pass up the one in Chicago.

For Joe Ginet's benefit will say that Josie and Sted didn't get along, for it was my good fortune to monopolize Josie and her charming sister for a short time, at least.

(Continued on page 54.)

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The New Branch Catalog.

The Joseph G. Branch School of Engineering, of Chicago, Ill., have just issued their catalog No. 6, describing their different correspondence courses of study.

This school is one of the best known correspondence schools in the country, having been established some years ago by Joseph G. Branch, a well-known engineer and writer of practical books on engineering and electricity.

It is said that their courses of study are made so simple and plain that anyone with only a fair education can readily understand them, and that the success of this school is largely due to the fact that they teach only what the student must know to become a high-class engineer or electrician, without wasting his time and effort on superfluous matter.

In their different courses of study, each question is so arranged that it leads up to the next question, until the entire course of study is completed. The student is graded by the instructor in charge of his work, and the graded answers returned to the student with full instructions, so that he can see at all times what mistakes he may have made and the grade made by him upon each of his answers for the entire course of study.

Upon completing the course, the student is awarded a diploma, and every assistance is rendered him in obtaining a good position. With each course of study is supplied standard modern text-books which are used by

the student in his studies, these books becoming the property of the student.

Their new catalog shows a great number of splendid testimonials from students in every section of the country, and also the high-class positions obtained by their having been a student in this school. The high standing of the officers and faculty of this school is a guarantee to everyone of satisfaction and they refer to any of their students as the best of all of their recommendations.

This catalog is sent to anyone without charge, upon request, and as it contains a great deal of valuable information, it will be of special interest to engineers, electricians, machinists, firemen and applicants for engineer's license throughout the country.

The following from the Laramie (Wyo.) Republican is about a remarkable copper mine that is about to make several employees on the W. V. Division as rich as Croesus, or possibly richer,—among them Conductor W. A. Lees, who is a large shareholder:

"A specimen of covellite ore from the Rambler mine weighing 650 pounds and panning perhaps 75 per cent in copper, with an excellent content of platinum and gold, was received in this city Wednesday and taken to the Hunt-Campbell office, where it will be placed on display. Pete Johnson, the shift boss at the mine, is in the city and said the specimen was taken about 65 feet from the shaft and 100 feet below the surface, from a vein of immense richness and considerable extent. In fact, according to the men from the mine, they consider the find the best ever made and it is to be worked to the fullest extent.

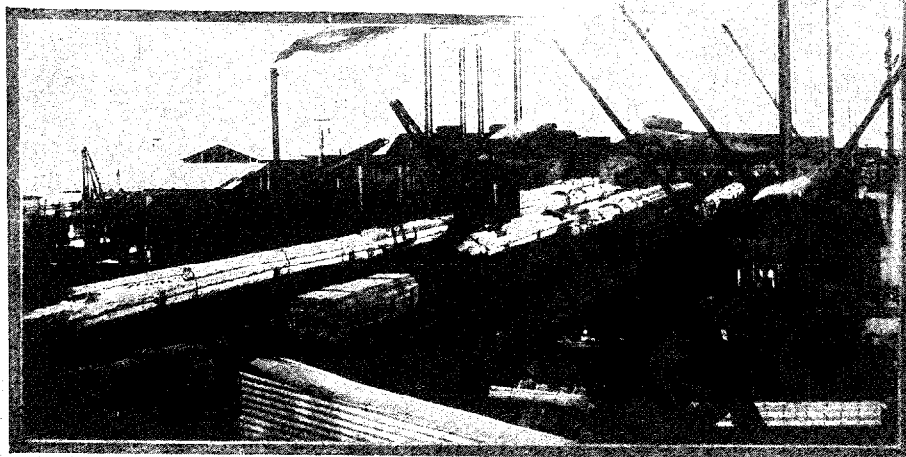
Creosoted Products For Every Purpose

Wood in almost every form is creosoted at the immense plant of the Pacific Creosoting Company, at Eagle Harbor, Wash., on Puget Sound just opposite Seattle. The plant, a view of which is shown here, is one of the largest in the world. Creosoting is the modern method for Preserving the wood against time and decay. Specialties creosoted by the company are bridge and structural timbers, ties, piling, conduit, cross arms and paving blocks.

PACIFIC CREOSOTING CO.

Northern Life Bldg.

SEATTLE, U. S. A.





"SAFETY FIRST"

has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year.

Ⓞ This strong bank invites you to avail yourself of its broad banking service—to become one of its army of more than 17,000 depositors

CALL OR WRITE FOR BOOKLET
OLD NATIONAL SERVICE

OLD NATIONAL BANK
OF SPOKANE

Resources . . . \$12,000,000

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital . . . \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

As for Sted, you note by the picture that he didn't show up very big, because he was eclipsed by "Ruby."

"Sted" isn't very big, but he is there with the fish stories.

We rise to a point of order to correct our worthy colleague at North La Crosse. H. J. B. can you imagine an Irishman working in Scotland?

E. J. W. is making meets for the Great Weedy at Stockton, Ill.

We have it on good authority that Operator Bergeron, at "BK," has a prodigy in the person of his first-born son, who has learned to say "Papa," and the glad tidings has been duly heralded to every I. W. W. passing that way.

We would respectfully call Fred Clark's attention to the well-fed appearance of B. J. Simen, of the C. & M. division. He represents the brawn of the bunch.

How do you manage to get so much news, Helga?

I. & D. Division News.

C. J. Gillette.

Brakeman H. M. Gray is recovering rapidly from the injury to his arm received at Giard, August 26th.

Ray Person, Roadmaster's clerk at Mason City, left for Detroit, Mich., August 5th. He is succeeded by Ben Stevenson.

E. A. Meyer has resumed his duties as chief dispatcher at Mason City, after a two weeks' vacation.

Brakeman W. E. Murnen is back at Mason City after spending two months on the H. & D. at Aberdeen.

Brakeman W. R. Carter was granted sixty days' leave of absence and has gone to his farm in North Dakota.

Conductor Ben Hendrickson has moved his family to Austin.

Operator P. F. Millard is working sidetable second trick at Mason City.

Conductor L. A. Goddard had the misfortune to crush two of the toes on his left foot the latter part of July. He will resume work about August 26th.

Brakeman Ray Shepherd was operated on for abscess of the knee, July 28th. Latest reports point to a speedy recovery.

Trainmaster R. H. Janes is looking after business on the West I. & D. and Black Hills division this week. He is accompanied by Mrs. Janes.

Miss Potter, clerk to General Foreman Hodges, is visiting Davenport this week.

General office at Mason City is undergoing a thorough renovating this month.

G. W. Wiltegen, ticket clerk at Mason City the past three years, has resigned, to take a position as rate clerk for E. B. Higley Company.

Ask Dispatcher Hickey the name of the best town on the Middle division.

The West I. & D. Division has been given considerable inconvenience by the influx of I. W. W.'s to the eastern part of South Dakota. Each freight train arriving at Mitchell during the week of July 24th carried from 200 to 500 harvest hands, or I. W. W., who are demanding \$8.00 per day for working in the harvest fields.

The City of Mitchell was overrun with I. W. W.'s until several cases of assault became known, which resulted in the death of one negro. Mayor Wells, of Mitchell, requested a company of militia be sent there to protect the lives and property of the citizens, but account the troops being under waiting orders at Redfield, could not be sent.

However, the residents armed themselves and have the situation well in hand at this time.

Conductors on trains bound for Mitchell carrying I. W. W.'s, notify Mayor Wells, who in turn notifies the citizens by ringing the fire bell. The people all turn out armed with every manner of weapons, from the butt-end of a billiard cue to automatic rifles. They proceed to a point about one mile outside the city limits, where the train is stopped and each man is searched for weapons. They are kept in a bunch until the next train leaves Mitchell, when they are put aboard and sent on their way.

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Kansas City Division News.

J. T. Succency.

Engineer F. M. Hobbs, of the K. C.-Seymour-Ottumwa Express, is the boss chef of the K-C line. He is authority on making a Mulligan stew; expert on boiled potatoes and burned water. Anyone wishing to know how to burn water, apply to him at Seymour, Iowa. He will gladly furnish the information.

Frank O'Neil, second trick man at Seymour, in addition to building a fine new residence in Seymour is also some poultry fancier. He had the misfortune to lose one of his old hens last week, and thinks it was stolen. Says he is thinking seriously of advertising for its return with a suitable reward, as he feels the loss very keenly. Perhaps a few feathers sent him by the fraternity would help sooth his troubled mind.

Will Cornes, agent at Moravia, Iowa, has purchased a new Overland car. Will was stationed at Dawn, Mo., so long that he became web-footed, hence the necessity of the car until his feet become normal and he gets used to walking on dry land again.

The increased track facilities at Cedar Rapids are bearing fruit in the expeditious handling of business in and out of that point.

Engineer Riley Norman, of Laredo, is spending a few days at home this week, account his engine being out of commission. Riley says because he lives at Laredo he always gets out on his rest while the other fellows that live in Ottumwa lay there from 24 to 36 hours.

Engineer Milt Leaton and family of Laredo went to Excelsior Springs this week. Milt is taking a little water for his stomach's sake and says it does not surprise his stomach, either. We presume he is in training for some good coon hunting this fall. We look for Speedy Holmes to follow suit, as Speedy is carrying too much avoirdupois to climb tall trees with a lantern and an axe.

Operator Kelsy, Laredo, and F. E. Scott, together with two young lady friends, made a sight-seeing trip to Kansas City this week.

Agent Calvert, of Mystic, Iowa, says the coal business is normal there. Though why they should need coal with the thermometer flirting with the 100 degree mark every day for a month is beyond us.

Mrs. J. W. Calvert and daughters, Sadie and Reta, wife and daughters of Agent Calvert of Mystic, are visiting at Whitewater, Wis., and the northern lakes.

Miss Florence D. Harris, bookkeeper at Mystic, is spending her vacation at Youngstown, Ohio.

Roadmasters Shea and Hobart have been getting in good licks on their respective divisions, getting the Middle and West divisions ready for the expected heavy business this fall.

We have been a granddaddy since the 5th of June, and our grandson, Maurice Richard Smith, is about to upset the traditions, and make our pass good on the limited, for every time M. R. hollers, grandma makes a run for Chillicothe and that means ask for a permit if she happens to miss the dude. M. R. has no regard for time, place or opportunity, but insists on running both Chillicothe and Kansas City.

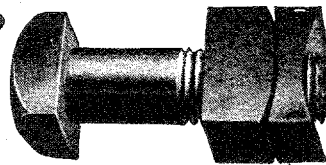
We are sorry to learn that Engineer M. L. Cord, who went West two months ago for his health, is returning not much improved in condition, but we hope to see him back at the old stand before long.

We read in our exchanges that Engineer Dan Drake was elected mayor of one of the towns out in the Wild and Woolly. We are sure he will make good, for Dan was some boss on his home grounds.

One T. P., two T. P.'s, three T. P.'s I fear. Josephine, Josephine, don't, credit all you hear; Besides, old Minnesota's clime On you would be severe.

Roundhouse Foreman J. H. Lord and family are vacating with Mr. Lord's parents at Minneapolis. We envy J. H., his opportunity of dipping in the cooling waters of the northern lakes. Nevertheless we are prepared for what you say. Why to hear of the big fish that got

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.

away. Also the canoeing record both for speed and distance that would have been broken had the canoe not swamped.

It took a crew of four men three nine-hour days to strip engine, drop main drivers, weld frame, replace all parts and get engine back in service. A-2 engine No. 3112 arrived in Coburg Wednesday night, August 2, crew went to work on her Thursday morning, completed the aforesaid work and she was ready for service Saturday p. m. at cutting time. Going some! What? This record was probably equaled on "C-5" engine 7245, when she was stripped, front drivers dropped and gotten together again in jig time. All this being done with only ordinary roundhouse facilities, as the heats for welding frames are obtained with the same burner that is used for changing tires.

Coburg roundhouse is fast making a record for itself in frame welding—if it is not already established. For twelve frames have been welded here since December 12, 1915, making an average of nearly two frames a month, and all serviceable. Coburg is very modest of their accomplishments, but the writer gained this knowledge by "nosing" in.

Machinist W. E. Perry is acting foreman during Mr. Lord's absence. Gene says, in order to keep up appearances, he had to get his hair cut, but when he takes his cap off you can't see where it is cut.

P. H. Fluck, agent North English, oldest agent on the K-C Div., is off for two months' vacation.

C. L. Sherwood, the veteran ticket agent at Cedar Rapids, is taking his vacation. His genial smile and uniform courtesy to all patrons has made him and the Company hosts of friends, who will be glad to hear of him having a good time.

Engineer S. J. Standort, veteran engineer of the K. C. Div., is visiting in Madison, Wis., and Milwaukee, with old friends and relatives and incidentally renewing his youth by foregathering with the Veterans at Milwaukee.

Engineer John Dido, K-C West Div., of the

Southwest Limited, is vacating with friends in White Pigeon, Mich.

Miss Blanch McKinley, daughter of Engineer Harry McKinley, was married recently. Every one wishes the young couple success in their new venture.

Chief Boiler Inspector Ed Young, of Dubuque, is in Coburg to-day, coming here from Ottumwa and will leave here to-night for Ottumwa, Cedar Rapids and Marion.

Miss Marie Meany, stenographer to Chief Clerk J. W. Sowder, has returned after attending the K. C. Convention at Davenport, Iowa. She was accompanied by her brother, Mr. Will Meany, Car Clerk at Ottumwa Freight House.

Mr. A. C. Daacke, timekeeper Superintendent's office, is in Chicago on business.

Mr. Thomas Richards is the latest addition to the clerical force at Ottumwa Jct., as clerk and stenographer to Trainmaster A. C. Peterson.

Train Dispatcher J. G. Upp and wife are enjoying an extended trip through Montana and Washington.

Mr. P. Riley, section foreman, Ottumwa, accompanied by Mrs. Riley, are visiting relatives in New York and Pennsylvania.

Terrance Owens, yard clerk, and Francis Owens, day caller, Ottumwa Jct., are on a vacation trip through Idaho and Washington.

Mr. E. R. Moore, Chief Dispatcher, is in Chicago on business. His place is being filled by Train Dispatcher E. J. Klahn.

Mr. M. (Dad) Skinner, veteran employee, Ottumwa Jct. roundhouse, is off, account illness. Dad's flowers and park will miss him.

The many friends of Mr. C. E. Cochran, formerly agent Seymour, Iowa, will regret to learn he has been granted a leave of absence account ill-health, and extend to him their best wishes for a speedy recovery. The agency at Seymour has been assigned to Mr. R. M. Griffing, of Gault, Mo. On Mr. Cochran's return to the division, he will take charge of Gladwin, Iowa, station.

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

Council Bluffs Notes.*Helga Hackstock.*

Chris Nelson, machinist helper, underwent an operation on his eye on July 13th, and we are very glad to say it was a success. Chris had entirely lost the sight of one eye due to an accident several weeks ago, when he was hit by a piece of flying brass. The operation was a very piece of flying brass.

"Tommy" Glynn has at last made good. He visited the office and brought with him a sack of generous proportions. It contained the coveted bananas.

Council Bluffs is represented five strong at the Veterans' convention. Car Foreman Martin P. Schmidt and three of his force, Nels Anderson, Chris Anderson and Nels Jensen, went; also our venerable old house man, old "Jens" Jensen. Messrs. Chris Anderson and Nels Jensen were accompanied by their wives. At the station were a number of friends to bid them good-bye and also sons, daughters, grandsons and granddaughters, who came to see the venerable bunch depart. They stood in line waiting for No. 6 and one could well judge from their smiles and their eyes sparkling with expectancy that they were bound on a coveted mission. One could see regret written in the faces of the veterans, who for one reason and another were not fortunate enough to go along. It inspired all who saw them to desire to achieve what these men have through their never-tiring service. Three cheers for the boys with the Blue Buttons.

Mr. and Mrs. Joe Antonius are contemplating a little recreation trip and will visit Milwaukee and Chicago. Joe has been connected with the coach cleaning department for a number of years and this is the first vacation.

Also Mr. and Mrs. Andrew Christensen left for Alden, Minn. While there they will visit with friends and relatives. They expect to be gone about two weeks. Mr. Christensen is with the car department.

And will someone please tell me, what did my father, Martin P. Schmidt, do at the convention? You know, ladies were so cordially invited, well every time I said something about accompanying him he changed the subject. He says, "I'm not a 'Vet.' Maybe, I have not seen twenty-five years' actual service, but I have seen quite a few and then my heart has always been with the 'Milwaukee,' ever since I was born. I am not telling how many years ago that was, but if that counted I could be a 'Vet,' too, and then some."

We regret so very much that our old friend Gus Anderson of Perry does not seem to show any improvement in his illness. He has our very best thoughts for his welfare. The Western Car Foremen's Association held their monthly meeting at the Union Pacific Transfer Building on the 8th of August and at that time passed appropriate resolutions and ordered a nice bouquet to be sent to Mr. Anderson. Mr. Anderson is a member and is held in great esteem by the members of this association.

And talking of old times. Quite a number of years ago, when Van Horn was just one long street, I lived there and used to know a tall boy by the name of "Dick." He was connected with the car department of the road there at that time. Just imagine my surprise when a debonaire gentleman with hair turning gray at the temples called one day not long ago, said he had known me when I was a baby, and handed me his card, Dr. Richard Walsh, Chicago. He is now a Chicago dentist and had been on an extended western trip. He has not forgotten the Milwaukee or his old time associates. He was just the same "Dick" grown a little older.

Chris Egholm and daughter, Miss Ida, have returned from the Montana trip. I am a little afraid we will lose Chris. He talks of taking up a claim.

Boilermaker Kinney and wife have returned from New York. "Dan" had to stay home a couple of days to recuperate on his return and get the kinks out of his neck.

Machinist A. J. Knowdell and wife are going to New York also. Look out, "Rabbit," you remember the trouble "Dan" had with his neck.

Lincoln Poland and wife are going to Oklahoma to visit Mr. Poland's family there.

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

The
**Railroad Man's
Company**
THE
**CONTINENTAL
CASUALTY COMPANY**

H. G. B. ALEXANDER, President
General Offices, 910 Michigan Avenue,
CHICAGO

The Continental has paid a larger amount of money to a larger number of sick or injured railroad men than any other company.

Past Performances Count

For information tear out and mail today.

Name..... Age.....

Address.....

Occupation.....

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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
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Capital \$100,000 Surplus \$250,000

Interests: } 4% in Savings Department
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CAPITAL \$1,000,000 RESOURCES \$15,000,000

Spokane & Eastern Trust Company

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Complete Financial Service

Commercial Banking
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UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000
Total Assets over - \$5,100,000

JAMES D. HOGE N. B. SOLNER
President Vice President and Trust Officer

We solicit your Northwest business
We pay 4 per cent on saving accounts

Fireman John Rain is acting engine handler while John Peterson is on his vacation in the west. Cards from John show that he is enjoying himself.

We are pleased to note that Yard Clerk Geo. Runyon is about after the long siege he had in the hospital. His arm is still in the cast, but is doing nicely.

Mr. Adolph Diwoy, cashier at the Council Bluffs freight house, will leave for a vacation in Denver and Colorado Springs in a few days.

Miss Mildred Fleming has returned from Los Angeles. She said she did not bring Los Angeles back with her, he was too heavy.

Mr. and Mrs. Wm. Graff are contemplating a trip to Birmingham, Ala.

Train Electrician Chas. Betz bid us goodbye for a few trips. He is going to take a fishing trip.

The work on the compressor has been completed and Mr. TeBrake's men have gone. Mr. Carrol's men worked on the steam pipes for some time but will return soon to install an overhead steam line in the coach yard. This will facilitate repairs being made more readily than with the present underground line.

Car Repairer Chris Anderson became overheated on August 5th and was seriously ill for a time. He was able to come down and see us for a few moments today. He looks pretty weak.

Howard Rooney, clerk for Yardmaster Gallagher is leaving August 16th for Minnesota on a vacation trip. Some folks associate the big diamond worn by Nellie with this trip.

"Heiney" Probstle is returning from a trip to Oregon. Rooney says there is a woman in the case.

The fellows around here are mighty scared of losing their girls since Operator Elder has the trick here. They do say he is death on girls.

These are a few of the interesting items that you get when you ask the yard office for news.

You should see our Cashier Adolph Diwoy tripping the light fantastic at the lake pavillon. They say he has the "grape-vine twist" down just fine, with all the trimmings.

Business car Wisconsin was in the Council Bluffs yards recently from the time No. 19 arrived in the afternoon until No. 12 left in the morning. Mr. P. C. Hart, Mr. D. L. Bush, Mr. Penfield and Supt. Marshall were the callers.

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

Machinist Frank Schultz and wife of Wausau visited relatives and friends at Harlowton and other Puget Sound points the first part of July.

Conductor F. L. Duxtader, off the first of July, relieved by P. S. McCulloch on the fish train.

Conductor Guy Past, wife and family, formerly a Wisconsin Valley division conductor, of Cle-Blum, Washington, visited his people at New Lisbon in July.

H. F. Heath, operator at Merrill, left for a trip through Montana August 1st. We acknowledge a call from the gentleman.

Brakeman Henry Dernbeck and wife from Moberge visited their relatives and friends at Merrill the last of the month.

Conductor J. H. Krueger and wife left for a trip to Vancouver, B. C., July 30th.

Train Baggage man Fred Kerr enjoyed a vacation and outing at Lake VanKuren, near Necedah, in August.

The cornerstone laying for the new Masonic temple at Necedah occurred Tuesday afternoon, August 8th. A number of the W. V. Division employees were present, including the correspondent. Train Baggage man F. L. Kerr took a prominent part in the ceremonies. The Necedah business people have made wonderful progress in rebuilding the burnt district, which was swept by fire last winter.

Conductor F. H. Scheffelbein, off in August on account of sickness, relieved by Leo. St. Mary, on 65 and 72.

So sorry to hear that Josephine has left our midst so soon. Well, we won't have to scrap over who will sit next to her at the next annual banquet anyhow.

Conductor E. Boyer and wife of Miles City, a former popular Wisconsin Valley employee, and one of the first to go to the coast extension of the "Milwaukee," is spending his vacation at Wausau and other W. V. division points.

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Conductor Thomas Moran, laying off the latter part of August, relieved by C. A. Dunn.

Operator W. M. Wilcox, New Lisbon, first trick, and family spent a two weeks' vacation at their cottage at Clear Lake, north of Tomahawk, the latter part of August.

Call Boy Eldred Bunker of New Lisbon, off in August account of an operation on his back, relieved by "Tubby" Scott.

Brakeman Herb Kallies returned from the Sanitarium at Waukesha, where he has been treating for nearly three months, on August 12th. We are all glad to see "Hub" out and around again.

Mrs. C. Mauritson and little daughter, family of carsmith at New Lisbon, departed for a visit at Gary, Minn., August 14th.

W. M. Wilcox, wife and daughter, motored to Green Bay, Wis., August 3rd to attend the wedding of Mrs. Wilcox's brother, August 5th.

A night baggageman has been put on at New Lisbon to relieve some of the carsmiths and roundhouse force from interrupting their work. C. Franks secured the job.

Conductor P. Hollinshead, Engineer T. J. Tierney, Fireman B. Nelson and Train Baggage-man A. G. Shrake contributed their services gratis on August 14th and took five cars of sand and gravel out to the cemetery crossing at New Lisbon and unloaded it. A new cement sidewalk is to be built from the cemetery to the city from funds raised by subscription.

C. & C. B. Illinois Division News.

W. C. Head.

Operator R. B. Hayes, Fox River, announces his marriage to pretty Miss Loraine Blair of Elgin, Ill., July 15th. After a three weeks' visit with relatives at Monroe Center, they will reside in Elgin.

Baggageman R. E. Aldrich, also of Elgin, was married to Miss Ethel Gill of Lanark, Ill., July 5th.

The steam shovel at Hammond pit, after an idleness of one month, is again working, the stripping and filling being used on the K. C. and C. & M. Divisions. Conductors Geo. Deards and Engineer Salisbury again on that job.

J. M. Euhus, operator, Fox River, off for two weeks, weather and levers not being a good combination.

Fireman Walter Gifford and several others were to be set up as engineers at Milwaukee August 14th.

Herman Dierschow, clerk at Elgin freight house, is back from an extended trip through the west and reports a fine time.

Conductor Abel, while taking car numbers at Spaulding, was struck by lever sticking out of car on siding, received very bad cut under his eye, attended by Dr. O. L. Pelton of Elgin. Conductor Dee called from Galewood to relieve him.

Conductor Chas. Snell has taken the Savanna 61 regularly.

Business is rushing at Elgin, both in freight and passenger traffic; very good business on this division this month.

O. H. Berg was an Elgin caller August 5th, inspecting loading at the freight house.

Brakeman R. T. Fisher while working on the spotting job in Hammond pit, was overcome with the heat. He was in a very serious condition for a few days.

Mrs. Geo. Abbas, wife of section foreman at Forreston, and daughter are making an extended visit at Little Rock, Ia.

The milk situation at Elgin has been solved, an extra baggage car being put on to handle the full cans, Savanna to Chicago, and the empties back in same car on No. 23.

Conductor Pulford, who has been working out of Savanna on way freights for past two or three years, is back in the ring at Galewood. Careful, Bott, don't get off at some way freight station.

Mr. H. W. Brown, dispatcher, Savanna, was off on his annual vacation August 14th to 27th.

Night Operator taken off at Albany account time card meeting point with 26 and 3 changed to Fulton.

Operator J. A. Hoyer from Davis Junction was a Savanna visitor, and informed us that it was around 100 in the shade at Davis Junction, but the worst of it was that it was 100 miles from Davis Junction to any shade.

E. Erickson, clerk in G. H. Wescott's office,

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Largest State Bank in South Dakota

off for a few days account blood poisoning in his foot.

Mr. C. H. Kuntz was a Chicago visitor August 10th.

Brakeman Frank Cronkelton, who has been bedridden for past three months, is again on his feet and on the way to recovery.

Operator Buzzell, Leaf River, off for few days. Operator Pingree relieving him.

A record stock run was made Sunday, July 23rd. Extra Fritz had 49 cars, 43 of them due to feed at 1:00 a. m. Left Savanna 5:03 p. m. arrived U. S. yards 12:30 a. m., with 30 minutes to spare on feeding time.

Brakeman Gordon Parker, who has spent several months at Hot Springs, Ark., is back on the list again, he having gone there for a cure for rheumatism.

"The Master Baker Special" left Chicago enroute to Salt Lake City at 10 p. m., August 4th, going the MILWAUKEE route to Omaha and UP. Evidently these bakers can make something good to eat, for they certainly showed their taste when they selected this route.

Carpenter Foreman Keeny and men have finished putting the roof on Savanna roundhouse, and are now building a retaining wall near Leaf River to prevent the land from washing away.

Conductors Billie Dee, Fiedler and Cook have purchased new automobiles. With the price of gasoline at 26 and 27 cents a gallon how can they do it?

If any of you happen to meet up with Conductor John Ryan, you will probably need another introduction to him, as he has had that muchly nourished mustache cut clean off.

Engineer C. Parker partly rebuilt an L-2 engine at Elgin the other day with the help of a few brakeman and firemen. He finally got it so it would hold together.

We had Mr. A. J. Earling with his special train over the division August 7th on the way west.

Account of so many cars to ice at Savanna August 9th, Mr. W. H. Kofmehl was called to Savanna to superintend the job.

Jack Burns, from the claim department, was an Elgin caller on business.

We had a cloud burst at Leaf River August 10th. All wires were down for several hours.

Items From the S. C. & D. Division.

Blanche A. Manley.

Ben Bowen dropped in on us for a chat the other day. Ben used to be one of our best conductors, but is now making his home in Milwaukee and devoting his entire time to committee work.

District Master Mechanic M. F. Smith was up from Dubuque for a few days, and so was J. J. Connors. They are frequent visitors but we are always glad to see them.

G. M. Burkhead, assistant chief clerk, and wife were away for four whole days on a vacation. They spent their whole time in Chicago, and they tell us it is some town. We always said so.

Lucile and Forest Akers, children of the agent at Delmont, are spending a week or so at Plainview, Nebr.

Mrs. J. D. Butler has gone to Des Moines and Marengo for a visit.

Mrs. A. R. Moroney and daughter have returned from Edgemont, S. D.

Mrs. W. H. Gardner, wife of Engineer Gardner, expects to be away for some time taking in Hot Springs, S. D., and afterwards going to the coast.

Operator John Gilbo from the Sioux City yard office, has been away on a vacation, going to Cleveland and Mineral City, Ohio.

Dispatcher H. L. Hoskin expects to take his vacation directly, and will go to the coast, returning over the Great Northern and visiting friends enroute. His wife has already gone on to look things over.

Ruth Morrison, stenographer at the Soo City freight office, now signs the agent's letter with a "G" instead of an "M," so we think she changed her name while away for that week.

Wm. Gremmert, section foreman at Delmont, and his daughter Ella have gone to Minneapolis for a spell.

Dwight Searls, son of the agent at Akron, is visiting in Lake Preston.

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Brakeman M. G. Meacham and wife went to Madison recently for a visit.

Engineer D. Butcher's wife and son Clyde are away.

Train Baggage-man McKenna took a trip to Pipestone and Bemis, S. D.

Dispatcher Givens is wearing a smile so broad there is nothing to which it can be compared. It is a ten-pound boy, and we had a box of candy and all the boys are smoking. Congratulations!

Switchman Clem Broderick has gone to Lake Preston again. This time he says he is going to build a hunting shack; it is a wonder it isn't fishing again.

F. T. Purvis, agent at Westfield, has returned from his vacation. E. F. Zirbel was relieving.

H. A. Polzein, agent at Morningside, visited at Troy, S. D., while on his vacation. A. G. Christopherson relieved.

C. A. Johnson, agent at Dimock, is at present on his vacation, and Mr. Zirbel is relieving him.

Thos. McGuire, wife and two children, are making an extended trip, both east and west. While absent they will go to New York City and returning go to the western coast returning via the southern route.

Roadmaster O. J. Carlson is in charge of the graveling between Elk Point and Yankton. J. Murphy is acting in Mr. Carlson's place on the eastern division.

Fireman H. E. White is visiting in Minneapolis.

Engineer H. S. Rowland and wife made a flying trip to Omaha on account of the death of a brother-in-law.

Messrs. Bush, Hart and Penfield made an inspection trip over the division recently. Supt. Beardsley went to Mitchell, where he met them and accompanied them to Manilla.

President A. J. Earling went over the division the other day in special train consisting of five cars. Supt. Beardsley accompanied him to Mitchell.

Car Inspector Olson has returned from a visit to Wisconsin, where he went to visit his folks that he had not seen for a good many years. From the smile he is wearing, we feel he had a mighty good time.

Conductor A. E. Bryan has gone to Chicago to bring his daughter back in time for school. She has been studying music there during the summer.

Everybody seems to be having vacations except us, and we are almost too busy to think. Didn't even get to Chicago for the big luncheon although we nearly cried because we couldn't get there. Maybe next time, then?

North La Crosse News.

H. J. Bullock.

Mr. G. G. Scott has been appointed acting ticket agent here in Mr. Hartwell's place, while he is in the west seeking rest and better health.

Mr. Matt Larkin, general yardmaster for the Northern Pacific Railway at Spokane, was here August 3rd visiting relatives and exhibiting a new patent frog for re-railing cars which he invented. Matt received his early training as a switchman in the yards here.

Claim Agent M. Monaghan of Minneapolis transacted business here August 9th.

Conductor John Wheldon of the S. M. Division has resumed work after a protracted layoff.

Assistant Ticket Agent J. H. Jamison is visiting his parents at Arlington, Wis.

Switchman W. T. Summers suffered painful injuries to his right leg and ankle August 11th, caused by a warehouseman running into him with a loaded truck, unknowingly.

Telegrapher C. L. Alleman of Black River Draw office has departed for Conrad, Mont., to look after his claim.

Mr. F. E. Burke and crew are repairing the track scales in the east yard.

The gentlemanly steamfitters, E. J. McGrath and Leonard Elliott, have furnished the piping for steam heat in the depot here and departed for Wabasha on a similar job.

Mr. M. Canar, assistant station master at Milwaukee visited with friends in La Crosse in August.

Geo. Taylor, formerly brakeman on the La-Crosse Division, has returned from a trip over the coast line. While in the west he met Mr. Ralph Muncy, who was formerly a conductor on the Dubuque Division.

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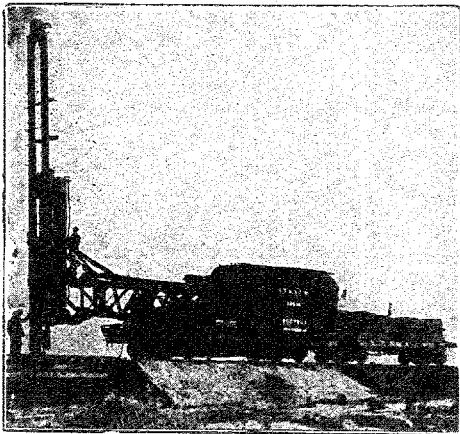
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