

# THE MILWAUKEE EMPLOYEES MAGAZINE



***October 1921***

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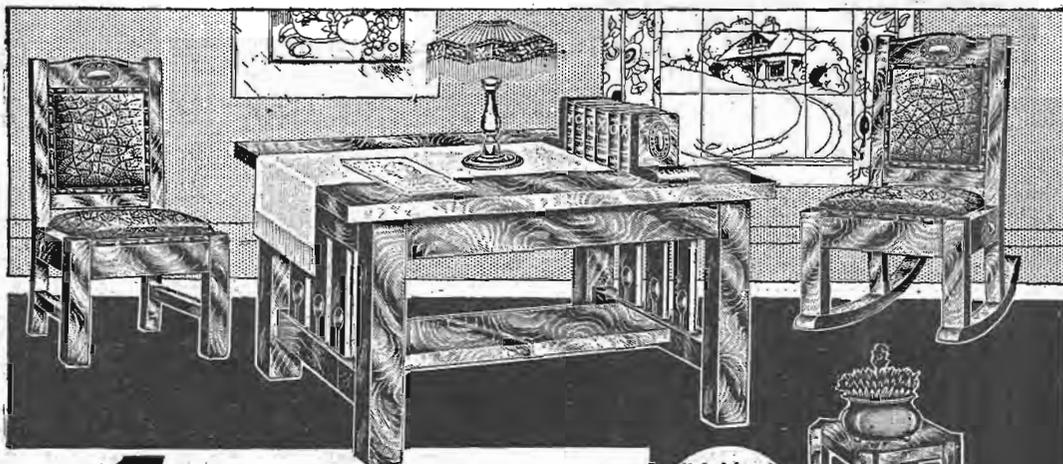
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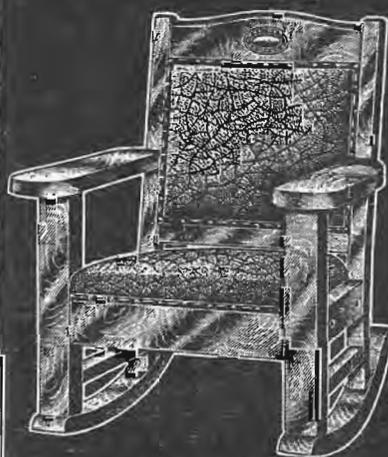
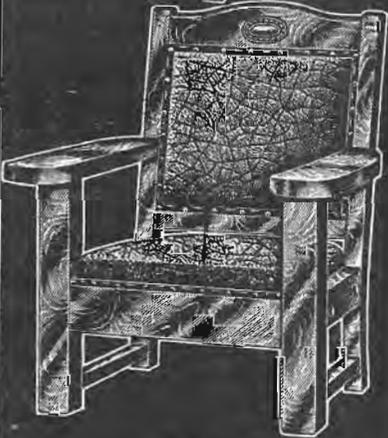
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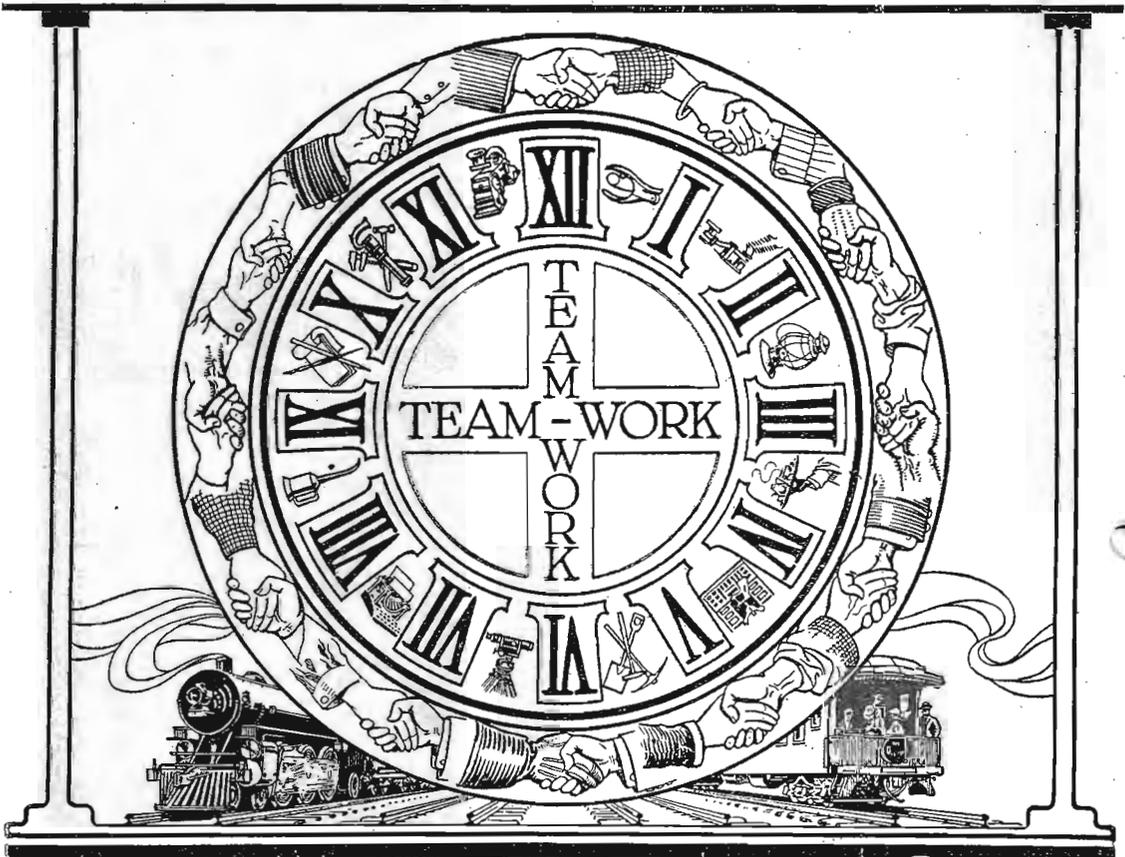
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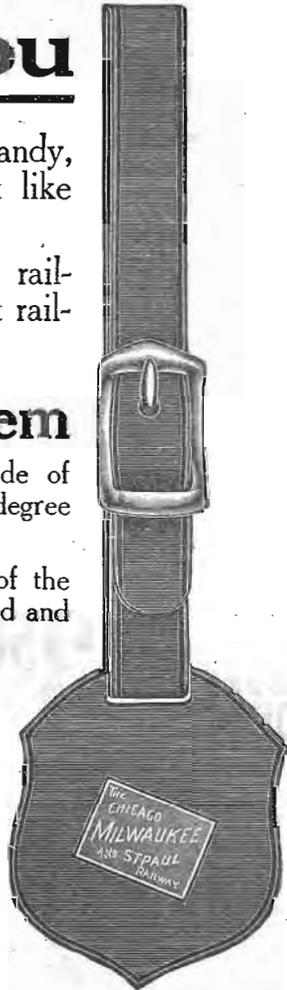
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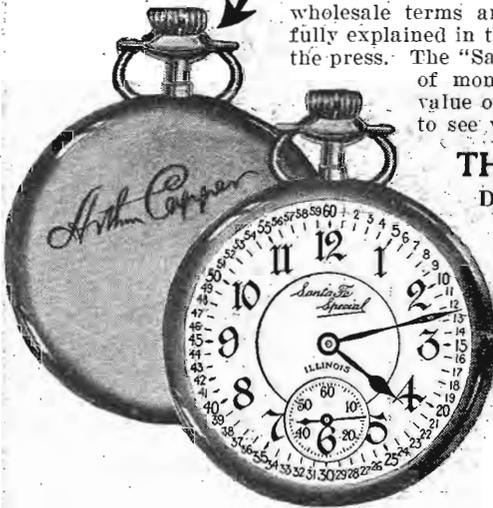
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# THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

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## The Veterans at Minneapolis

The annual get-together of the "Vets" has established itself among the Old Guard as the vacation event of the year, and the expression "I've never been to one of the meetings before but I'll never miss another one" is commonly heard at every one held, so far.

The Minneapolis meeting of September 15th and 16th, according to the verdict, was "the best one yet," if it were possible to say that a better one than the 1920 and the 1919 meetings could be held. It is "best" only in that it is freshest in the memory, and in that as the years go by, these reunions count for more and more, because old ties are cemented and old friendships renewed. Men who have together borne the burden and the heat of a day gone by, and whose duties have taken them far apart in the ensuing years, have in the Veteran Association and its yearly reunions that link with old times that is dear to the human heart. So it is that the meetings of the "Vets" are always going to be the best ever, and when a man has attended one he is "never going to miss another."

About a thousand members of the V. E. A. with their "women-folk" reported at Minneapolis, September 15th, a large proportion of whom came from distant points. A special train of fourteen cars from Milwaukee brought a full load from the southern and middle districts, and special coaches and sleepers on regular trains were provided by the management, and as heretofore, all who could be spared from the duties of "running the railroad" were given the necessary leave. General Superintendent J. H. Foster, who was chairman of the Committee on Arrangements, and his "staff" had provided an attractive program which was carried out with great success and to the general satisfaction and enjoyment.

The grand send-off of the good time was, of course, the annual banquet held in the great ballroom of the Curtis Hotel, the evening of the 15th, where approximately one thou-

sand of the Milwaukee's bone and sinew were present. Unfortunately for many who came at the last moment, the banquet hall was crowded, and those who had neglected to provide themselves with dinner tickets, or otherwise signified their intention to the committee of attending, were compelled to await an eleventh hour provision for their comfort. This is mentioned in order to emphasize to members of the association the desirability of complying with the committee's requests on these occasions, that they send their acceptances in at the earliest possible date. Such notice gives the committee opportunity to arrange for a sufficient number of plates to accommodate all.

A fine musical program was rendered during the dinner, after which the hall was cleared of tables, enabling the guests to draw around the platform to hear the speakers and the vocal selections. Miss Gertrude Skarolid, daughter of Dispatcher Skarolid of Minneapolis, was the soprano soloist and John Hendry gave some Scotch character songs in Harry Lauder's very best style. Miss Skarolid has a clear, high soprano of splendid volume for concert work, and although but sixteen years of age, she sings with the confidence and charm of a trained mind as well as a carefully developed voice. She is a singer of wonderful promise and her presence among the Veterans was a real treat. She was accompanied on the piano by Mrs. J. H. Foster, who has been much interested in bringing out this young singer and giving her all the advantages of voice culture that her remarkable talent justifies.

Vice-President R. M. Calkins, a veteran of more than forty years' service, acted as toastmaster and as Mr. Calkins is a veritable "live wire" wherever he is, there was "pep" a-plenty, from the moment he rapped for order.

The speakers of the evening were listened to with great interest, appreciation and fre-

quent applause. Hon. George E. Leach, mayor of Minneapolis, spoke briefly in the early part of the evening, as he was obliged to excuse himself because of an engagement with Minneapolis business men and the heads of the municipality. Mayor Leach said he was always glad to welcome the railroad men to Minneapolis, that he was raised beside the tracks of the Milwaukee road, and at one time entertained a hope that when he became a man he might be an engineer on this road. He said he always admired the interest railroad men took in their work, and that he did not know any class of men who "talked shop" as continuously and consistently as the railroad men, to illustrate which he told of being in Aberdeen, S. D., one winter's night, snowed up in a hotel where several Milwaukee crews were biding their time to get out after the blizzard should be over. They talked pretty loud, and of course talked shop, until finally the proprietor put his head inside the office door, and said "You boys get the h— out o' here with those cars. You make so much noise switching them in and out that the other guests can't sleep."

He closed by wishing the Vets a royal good time in the city and inviting them to come again.

In presenting the Hon. L. C. Hodgson, mayor of St. Paul, Mr. Calkins referred to him as "a young man." Mayor Hodgson was present at the 1919 meeting in Minneapolis, and his stirring patriotism and splendid thought was well remembered by all who were fortunate enough to have heard him at that time. He was greeted with much applause when he rose to speak. He said he always liked to attend the Milwaukee Veterans' meetings because "us Milwaukee people always have such a good time." He then acknowledged his being introduced as a young man, but said he could hardly claim to be a very young man, for he could remember back to the time when children were brought up to have respect for their parents.

After disclaiming any intention of making a speech, and after telling a few funny stories to illustrate the points he made, Mayor Hodgson launched into a fine and eloquent appeal for a return to old-fashioned patriotism, old-fashioned loyalty in the conduct of business, old-fashioned Americanism, the Americanism of the sturdy forefathers of this country; to decency in national living and honesty and uprightness in our dealings with our fellow men. He said that all of the things most worth while are the old-fashioned things, and spoke of this meeting as a truly family gathering of the old-fashioned type.

The Mayor reverted to his boyhood in Hastings, Minn., and to his acquaintance with many of the old River Division men as he went back and forth to school. He named many of them, now passed to their reward, among them Engineer Homer Williams, who always raced the Burlington into St. Paul, and he said he was not sure that Homer had not saved the company a great deal of money in wear and tear because the train was only on the rails about one-third of the time. In

this pleasant way he reminisced while he paid tribute to the early pioneers of the Milwaukee who lived out the hardships of the western wilderness—"sentinels at the outposts of civilization," giving their whole time and energy in the work of subduing primeval conditions. "Truly heroic men," he named them.

Then he gave a little attention to what he termed "cheap, half-baked philosophers with their propaganda of atheism, anarchy, I. W. Wism"—things to which no decent American would give ear or attention to and which had no place in true American patriotism, and he cited the famous slogan of Verdun, "They shall not pass," as a watchword against the foes of the old-fashioned Americanism, foes that sought to impose a false Americanism built on the bolshevism of Europe and subvert all that the pioneer founders and fighters of this country sacrificed their lives to establish. And he closed with an appeal to all to go away with an enlarged human vision, that encompassed brotherly love and humanity in its broadest fields of endeavor.

At the conclusion, Mayor Hodgson was given three cheers and a tiger, led by Vice-President Calkins.

President Byram followed. In the four years that Mr. Byram has been with the Milwaukee Road he has grown steadily into the affections of the great organization, and when he rose to speak he met the welcome of an old friend.

#### Mr. Byram on the Pension

Mr. Byram's talk covered the pension question, mainly, but prefacing this, he said that he never attended one of these gatherings without experiencing an overwhelming sense of his responsibility in the guiding as best he might the great corporation and its splendid personnel, which he and all present represented. He spoke of his hope to at some time be eligible to real membership in the V. E. A. and thanked them for their co-operation in the trying times through which we are passing.

The full text of his address follows:

"Fellow Employes:

"Another year has passed since we met in Milwaukee, and it is a great pleasure to meet with you again and to bring you the greetings of those of our officers and employes whose duties prevent them from being here tonight.

"During the year that has passed our railroad has been released from Government control and support and we are now 'on our own,' as the slang phrase goes.

"Unfortunately, almost at the same time that the railroads were released from Government control a world-wide depression in business began and still continues, so that it has been necessary for the company to make the most stringent reduction in expenses to at least partially offset the tremendous shrinkage in earnings due to the prevailing business depression, and in spite of our efforts there have been months when we did not even make operating expenses.

In other words, we paid out more money than we took in, which, if it kept up long enough, would ruin any business concern.

"In order to meet this extraordinary situation it has been necessary to reduce forces, to reduce hours of work, and to call upon employes to perform extra service beyond their usual assignments.

"I am glad to say that from the first our needs have been appreciated by our employes and they have accepted reduced forces, reduced working hours, and additional duties cheerfully and have co-operated with our officers in saving material and supplies and in effecting economies in various ways that have been very gratifying and helpful.

"We are not out of the woods yet by a long way, but the rigid economy which we have been practicing is beginning to produce results and during July and August we have found it possible to increase the working hours of our shops and roundhouses and other departments, which ought to have a good effect on some of the pay checks.

"We all hope that the time will come when business will be so good that we can work full time again in all departments.

"So much for the business situation and the affairs of the company in which I am sure you are all interested. But this business situation is not confined to this country. I have recently returned from a vacation in Europe, and we found the same conditions prevailing in all the countries we visited. Only their condition is worse than ours because they suffered more from the terrible war. But the people in those countries are working hard and saving everything in order to recover from their condition as soon as possible.

"We are learning to save in this country since the war but we still have not gone the limit.

"Did any of you ever see the gleaners in the fields that we read about in the Bible? Well, we saw them in France. After the harvesters have cut and bound the grain (and, by the way, we saw many American harvesting machines), the old men, the women and the children go through the fields gathering each straw that has been left, so that nothing shall be wasted. Sometimes for an entire afternoon's work a gleaner may have only a handful of straws. This shows how frugal those people are—in fact, have to be on account of the war conditions.

"And now I will speak of a subject which has been discussed more or less in these meetings, and in which you all are interested—the subject of pensions for our old employes.

"To start with I will say without hesitation that I think a pension plan on a large railroad like ours is a good thing. But normally we have about 60,000 employes and many of them remain in our service a lifetime, so that to provide pensions for the large number who reach the age of retirement requires the setting aside of a large sum of money.

"The railroad belongs to something over 25,000 stockholders, whose names are on our books. Many of them have invested their savings and many have depended upon their dividends for living expenses. For nearly forty years they were not disappointed and the returns came regularly, but since 1917 no dividends have been earned by the company and our stockholders are anxious to know when they will begin again.

"I am telling you all this because it is the stockholders who will have to determine when we can consider establishing a pension system, and until our company is prosperous and paying dividends again to its stockholders I do not believe they are likely to look with favor on incurring the large expense of a pension plan.

"I have no doubt this will be a disappointment to many of you who hoped we might be able to do something in that direction in the near future. But I think it is better to deal frankly in a matter of this kind so there may be no misunderstanding.

"Therefore, it seems to me that the answer to this question rests primarily with ourselves to make the business of running the C., M. & St. P. Railway such a success that our stockholders will be so well satisfied with the results of our efforts that they will gladly authorize a suitable pension plan in recognition of our work in conducting the affairs of the property they have intrusted to our care. When that time will be, I, of course, cannot say, and I can only ask you to be patient. Be sure it is close to my heart, and that I shall not forget.

"In closing, let me express my appreciation for the kindness with which you have received me, and the hope of meeting with you again. I shall keep close watch of the gates and shall not fail to accept your invitation whenever it is extended to me. I find in these meetings an inspiration manifested in the feeling of loyalty and affection for the institution which you represent that is not like any other railroad in this country; and I hope we may be permitted to work together under this kindly spirit for many years to come."

Mr. Calkins supplemented President Byram's suggestion that it was up to the organization to pitch in and help increase this company's revenues, by an appeal to all hands to join in the campaign for business regardless of their department connections in the daily work. He said the Traffic Department wanted and needed their help and all might be assured that each one who in this way extended his help would be given full credit by the Traffic Department. He also said suggestions would be welcomed and given proper attention, with credit to those making such suggestions.

He spoke of the widespread favor in which Milwaukee service is held, and gave the credit for this to the employes who so loyally uphold the Milwaukee tradition. He quoted a letter from a man who had traveled over the Milwaukee with the purpose in view of finding out just why this road stood so high

in the favor of the traveling public; and his findings were because of the personal attitude of its employes toward the company's patrons and their genuine desire to give helpful and acceptable service.

General Manager J. T. Gillick was then presented, and he rose to his feet amid the usual unequivocal demonstration of affection that he always receives whenever he makes his appearance at a gathering of employes. Mr. Gillick's theme was the conservation campaign which had been in progress on this railroad since November, 1920. "Last October," he said, "when business dropped off so fast it became necessary to reduce expenses. November did not improve the situation and December was worse, and we found we had to do more than we had been doing if we were going to take in enough to pay our wages. Our president suggested that we let you fellows try to help out in the emergency. Our superintendents were called in and the picture as we saw it was drawn for them, and they were told to go home and tell you about it. Next the general chairmen were invited in and the same picture presented to them, with the same suggestion. Something had to be done, and then and there was commenced the greatest campaign ever known for saving material, picking up old stuff and making good use of it again. This was continued to such an extent that the Purchasing Department did not make a single purchase of many of the articles reclaimed for several months.

"But still we were not doing enough, and in March it was decided that we would have to close enough of the railroad shops so that the expense of maintaining the others would be eleven days a month. Now the veterans of the shop crafts would have a perfect right to claim the eleven days due them, but they suggested that they should work one-half the force eleven full days, which would distribute the time so that every man in the service would get a part of the eleven days' pay. The same thing is true in other branches of the service—in the station forces, the freight house and the train and engine men. Any man should be proud to be associated with a body of men who will voluntarily cut their earning power in two in order that the younger fellows may have something to do; and I am glad to say that I am one of you."

L. C. Boyle, the chairman of the Veterans' Committee on Pensions, spoke on that subject, telling of the proceedings of the committee during the year, and of the result of their conference with the executives of the company, reciting the same reasons as given by Mr. Byram why it is impossible at the present time for the company to join in a pension fund.

Vice-President E. D. Sewall spoke of men who did great things after the meridian of life. He said:

"The register of those in attendance at this meeting is full of interest, showing as it does the residence and years of service of our members. I took the time this afternoon to average the years of service on two of the

pages and found it to be 37 and 39 years, respectively, which would indicate that the average for all of our members is at least 35 years. If this figure is correct, what does this Association with its 3,600 members represent? What has it contributed to the upbuilding of the great property to which we owe allegiance? Not less than 125,000 years of work—faithful, energetic, loyal work. And if our membership alone has made such a vast contribution to the property, who can name the figures which shall appropriately cover the sum total of human energy represented in the 10,000 miles of main track, the 70,000 cars, the 2,000 locomotives, the great shops and bridges, and the thousand and one other items entering into a first-class railway system? Truly, there is nothing to which a great railway can be fittingly compared, except another great railway, so vast are its ramifications, its needs, its obligations and its performances. Contemplating this, may we not feel a pardonable pride when we say, in the words of another, 'All of which I saw and part of which I was': not only was, but am, and hope to continue to be?

"But your and my connection with this property entails peculiar obligations because we are Veterans. Just in proportion as our opportunities have been greater than the opportunities of those who have not as yet attained the Veteran's rank, we are our brother's keeper, and should extend to him the helping hand wherever and whenever possible. The word veteran means one skilled by years of practice, proficient, dependable. If this definition fits our membership, as I believe it does, have we not a right to be regarded as the wheel horses of the institution whose duty and whose privilege it is to hold in check others, equally indispensable, whose youth and enthusiasm and courage might lead them over the precipice of inexperience, if not restrained? That our place in the organization is appreciated and recognized is evidenced by the presence here tonight of our President, who was obliged to leave New York in the midst of an important meeting with other railway presidents in order that he might keep his date with us.

"At rare intervals a man appears who combines the experience and good judgment of the Veteran with the vigor, enthusiasm and courage of youth, and fortunate indeed was our Company in finding such a man to pilot the ship through the stormy waters of the last four years. None but those privileged to be closely associated with Mr. Byram can appreciate his never-failing capacity for work, for counsel and for direction, and his inexhaustible fund of courage and of optimism, as demonstrated from day to day during that hectic period of unusual demands and privations. Our Association honored itself in electing him to membership, and owes him constant, steadfast allegiance in fullest measure!

"I trust none of you think of the word Veteran in the title of our Association as indicative of reduced speed or old age; that would be profanation indeed. Barring acci-

dents, illness and dissipation, a man should do his best work at sixty. Should your mind dwell on the subject, let it turn to Gladstone, prime minister at 85; to Clemenceau, the French "Tiger," who knew by personal inspection the battle front in the late war despite his nearly 80 years; to Elihu Root, 76, whose services are being eagerly sought by other nations as Chief Justice of the World Court; to Edison, who at 74 is still ambitious for greater discoveries than even his wonderful record includes; or coming closer home, to Marvin Hughitt, who at 84 still guides the course of one of our great competitors; to James J. Hill, who up to the day of his death at 78 was a dominant figure in the northwestern railroad world; to E. P. Ripley, who built from the salvage of predecessor properties the great Santa Fe system and controlled it until his summons came at the age of 75; and last, but not least, to our own President Emeritus, A. J. Earling, who, after serving this Company with rare devotion, singleness of purpose and accomplishment for over fifty years, is now enjoying the rewards of rest and recreation with physical and mental faculties unimpaired. With these in mind, shall not our slogan be—

**'Not the milestones, but the outlook; not the age, but the man.'**

"And so I say to you tonight:

Mere years count less than nothing  
With the man whose heart is true  
And young, and all responsive  
To the best, both old and new.

'And if, in the fullness of service,  
He yields to another his right,  
Then all of his grades will be level  
And all of his signals show white.'

A letter of regret because of inability to be present was read from John M. Egan, one time superintendent of the Southern Minnesota Division, and veteran agent J. C. Cawley of Pipestone, Minn., was called to respond with some reminiscences of Mr. Egan's days with the company when the winters of Minnesota took the young railroad in its grip and held it there for months, ice-bound and snow-bound; days when railroad men toiled through drifts as high as the telegraph poles and even had to leave their sweethearts in distant homes in doubt and despair until the coming of spring, when they could dig out of the drifts and attend their own delayed weddings.

At the end of the program there was informal dancing and the Vets fox-trotted and waltzed and schottisches until "the wee sma' hours ayant the twal."

### The Annual Business Meeting

The regular business meeting of the association was called to order at 2:30, September 15th, with about 500 members present. The secretary-treasurer's report of the last meeting and the financial status of the society was read and reports accepted.

J. C. Boyle, chairman of the Committee on Pension, made his report, stating that his committee had been in conference

with President Byram, who had frankly laid before them the financial condition of this railroad and its inability at the present time to appropriate a sum sufficient to create a fund for the payment of a pension. Nor could the company under present conditions join the plan known as a co-operative pension. Mr. Boyle had also been in correspondence with an actuary in reference to both the co-operative plan and a pension, the fund for which was contributed wholly by the employees, and as the latter seemed to be the only one possible to consider, just now, debate was confined to that plan.

The following interesting paper upon old-age pensions and insurance benefits was read by Mr. Lindquist, insurance commissioner of the state of Minnesota, after which, and some further debate, it was voted to continue the present committee, and to send out a questionnaire to all employees asking them to vote "yes" or "no," upon their willingness or otherwise, to be assessed a small percentage of their monthly pay, for a pension fund. This questionnaire, it is expected, will reach employees prior to January 1st, and upon the vote will depend the matter of a pension on this railroad; pending the time when financial conditions will admit of the company assuming at least a part of the obligation.

### Mr. Lindquist's Address

Mr. President and Members of the Veteran Employees' Association of the Chicago & Milwaukee Railroad System:

There is a well-defined feeling among the majority of intelligent people who have reached maturity that some provision for an assured income in old age is desirable. This is not so much prompted by fear as by a desire to be independent when the earning capacity shall be reduced, or shall cease entirely, owing to the infirmity of advancing age.

Even where the individual has developed reasonable thrift and has exercised the restraint essential to the accumulation of some private means, there is still the desire to have some source of income to look forward to, which shall be administered in such a way that it is independent of the fluctuations and circumstances which may affect one's personal fortunes.

When a man has devoted the most productive years of his life to the service of an institution or corporation, it cannot fail to increase his interest and devotion to the work which he does, or to the service which he renders, if he feels that, as a result of such service, he can count upon the support of the institution which he serves when he shall have become incapacitated through old age.

It is possible, under the present development of life insurance, to provide for an annuity, but practically all of the contracts of this character offer a certain stipulated income after the insured has reached a certain age, and also offer to the dependents of the insured the payment of an income, or the remainder of the face value of the policy, in case of the death of the insured. In other words, the obligation of the contract is for the payment of the stipulated sum which is payable either to the insured or to his heirs.

Undoubtedly, protection could be offered by life insurance companies at a much lower rate if, after a certain age was reached, it provided only for the payment of a yearly income to the insured during the course of his life.

Where a sufficient number of people, held together by a common bond of interest, desire to associate themselves for the purpose of undertaking certain forms of self-insurance, such as the payment of pensions, for various reasons, it should be possible to obtain this special form of insurance at a lower rate than it can be procured from companies doing a general business with the public.

For example: The officers of such an association usually serve without compensation. The field being restricted and presumably not open to competition along this particular line, all expense for the acquisition of new business is eliminated by reason of the fact that those concerned automatically become members of the self-insuring group, or they are solicited by other members to join with them. Business of this character is largely of a routine nature, which permits its transaction at a minimum overhead expense. These considerations, joined with the primary fact that the insurance is of a specifically restricted nature, make possible and frequently desirable the formation of such associations as the one which you have under consideration.

It should be borne in mind at all times, however, that the most important feature of any form of insurance is assurance. The accumulation of sufficient funds to meet all possible obligations promptly and in full, and the safety of funds invested for this purpose, are the two important factors in building up an association which is positive and dependable in its operation.

The laws relating to insurance in general have been strengthened and are being made more stringent for the proper protection of the public. The people of this country have, approximately, thirty-eight billion dollars of life insurance outstanding on over fifty million policy contracts. The reserve held by life insurance companies for this amount is seven billion dollars, exclusive of capital stock. The life insurance companies of the United States have paid in the past seventy-five years over eleven billion dollars to policyholders and their beneficiaries.

Considering these enormous amounts involved in the life insurance business, it is interesting to note that during the period between 1904 and 1914 but fifty-five companies closed their doors, with \$139,564,000 of insurance in force. Of this amount, \$138,538,500 was reinsured at no loss or expense to the insured, leaving only \$1,033,500 which was terminated, and this one million dollars was in a few companies having money left with which to pay the small number of policyholders their reserve in full.

I quote these figures to give you an example of how remarkably successful the effort has been to stabilize this form of insurance.

The law exempts such groups of self-insurers as you contemplate forming from the rigor of supervision of the State Insurance Department. I believe that the purpose of such exemption was to permit the free development of what our legislators believed to be a desirable form of protection. You, I understand, contemplate organizing for the sole purpose of creating a mutually supported pension system. There should be little complication in bringing about such an organization, and there are but two major factors to be considered: the age of the individual member and his period of service. It should be free from frills. It should not contain any provision for health and accident benefits, or indemnities for loss of life, as that would seriously complicate the entire method of doing business, and you would then be subject to the various laws regulating that particular form of insurance.

The fact that you would be exempt from any restriction and supervision which hedge the activities of private corporations doing an insurance business to my mind carries with it a double burden of responsibility. The moral responsibility is increased by reason of the fact that in the stability of your basic plan and in the conduct of every detail for its operation you would be free agents, answerable directly and wholly to the membership of your association.

For this reason, and bearing ever in mind that stability must be the chief factor in any enduring institution, I would urge that you settle upon a plan which shall utilize the best practices of those pension and benefit associations which, by many years of service, have proved beyond all reasonable doubt their value as a protective agency.

I would respectfully urge that you exercise great care in what you offer in the way of benefits. The first requirement to insure stability will be the building of a substantial reserve. Until this has been done the greatest caution should be exercised. I do not believe it would

be wise to pay benefits until the second assessment year has begun and until a sufficient number of your fellow employees have become members of the association to insure satisfactory operation.

There are, obviously, many legal questions which must be given consideration and settled before you adopt your constitution and by-laws. You contemplate entering upon a form of mutual action which must cover a considerable period of years and which must meet the requirements of a particular class of employees. There must be foresight used in covering the contingencies of the business in which your members are engaged in order that the administration shall be just and equitable.

The conditions which the transportation companies in this country face at the present time are not sufficiently stable to make definite forecasts possible. We know that they must continue and that they must develop, but along what lines and under what conditions it is difficult for the most able students of the situation to say.

It is entirely possible that before many years pass we will again try some form of government ownership or intensive control, or it may be that we shall have an amalgamation of systems as they exist at present into larger systems covering certain districts, as has been suggested. Your association will be formed among the employees of a present existing system. It is possible that in the course of a few years, while following their regular occupation, those who have joined will be transferred to other roads or groups of roads. This should be considered and provision made, so that in following their regular occupation, though transferred, they will not lose their pension rights.

Another question will arise which must be carefully considered to avoid legal action on the part of former members who leave the association, which might tie up the funds. I refer to the question of what proportion of the amounts paid into the association treasury shall be returned to those who may withdraw from membership.

There can be no contractual relation among the members of such an association, except that set forth in the constitution and by-laws and the member's certificate. For this reason they should be drawn up with great care and deliberation to avoid in every possible way complex administration.

If further developments make possible the ultimate co-operation of the employing company, upon a basis satisfactory to the membership of the association and the company, this would seem desirable. The purpose of the association is one that is unquestionably of no small importance to the broad development of the corporation which you serve. If, in the course of time, it becomes possible for them to give aid, either directly in the way of contributions, or indirectly, by aiding in obtaining the largest possible membership among those employed, the way should be left open.

In a matter of such importance, involving an economic problem and directly affecting the mental attitude of so great a body of men, it would seem the better part of wisdom to approach it upon a plane where every reasonable degree of benefit can be obtained.

One of the most desirable things which we can secure in life is freedom of thought. When a man has completed his life's work, if it has been well and honestly done, it is a fulfillment of genuine benefit if he can be assured an income for his old age, which shall remain inviolate, giving him the privilege of holding his own honest convictions, unswayed by any group of employers or employees.

These are but a few of the matters which will have to be worked out by the committee selected to formulate plans and draw up a constitution and by-laws.

I wish to assure you that the State Insurance Department will co-operate with such a committee, whenever it may be appointed, and I will be glad to place at its disposal all of the facilities of the Department to aid it in its work.

Mr. Boyle stated to the meeting that President Byram had consented to allowing the Accounting Department to make the deductions from the pay checks and the expense of

distributing the fund, as directed by the committee having it in charge. Future and more detailed explanation of the plan will be printed in the Magazine as soon as these have been worked out.

The election of officers resulted in the return of the old board, president, vice-president and secretary-treasurer, by unanimous vote.

**The Second Day of the Reunion**

Promptly at 9 a. m., the 16th, a large fleet of touring cars and three sight-seeing busses assembled at the Curtis Hotel, and were soon filled with veterans and sent on the trip around the boulevards, the lake district and the suburbs of Minneapolis and St. Paul, making a trip of approximately fifty miles, then returning to the hotel for another load, so that altogether about one thousand visitors enjoyed the morning outing.

After lunch the Vets were escorted to nine waiting chartered street cars and were taken to Excelsior, a distance of twenty-five miles from the city, where four large steamboats were awaiting them: and in battle formation these steamed out on the grand tour

of Lake Minnetonka, the original "sky-blue water" of Minnesota. The outing lasted until 4:45 p. m., when the guests again boarded the cars, arriving back in Minneapolis at 6 o'clock.

About six hundred went on the boat trip, and the general verdict was "enjoyed every minute of it."

Vice-President Earling of Seattle arrived in Minneapolis in time to take part in the program of the 16th; and his presence added no little to the very great pleasure of the day. Another veteran from the Coast who was present on the second day of the reunion was Ezra Clemmons, formerly superintendent of the S. M. Division and now a resident of Seattle, Wash.

The splendid program and its successful accomplishment was due to the untiring efforts and attention of General Superintendent Foster and his corps of assistants, who worked day and night to make the affair one long to be pleasurable remembered, and to them is accorded the gratitude and thanks of the entire veteran corps in unstinted measure.

**TREASURER'S REPORT**  
As of September 15, 1921

Receipts—		
Cash balance, September 24, 1920.....		\$ 4,918.09
Milwaukee meeting, September 24, 1920 (for dinner tickets).....		1,964.58
Fees and dues.....		4,075.04
Interest.....		170.00
Buttons.....		17.80
		<hr/>
		\$11,145.51
Disbursements—		
Milwaukee meeting, September 24, 1920.....		\$ 4,268.46
Buttons.....		388.50
Overpayments refunded.....		23.50
Clerical services.....		182.00
Postage.....		102.50
Printing and stationery.....		254.70
Expense of executive committee.....		98.43
Exchange.....		2.65
Secretary's salary.....		400.00
Cash on hand.....		5,424.77
		<hr/>
		\$11,145.51
Assets—		
Third Liberty Loan Bonds.....		\$ 2,000.00
Fourth Liberty Loan Bonds.....		2,000.00
Typewriter.....		45.00
Cash.....		5,424.77
		<hr/>
		\$ 9,469.77
Liabilities—		
None.....		

**SECRETARY'S STATISTICS**

Total active members.....	3,575
Honorary.....	27
Total membership.....	3,602
Deceased since last meeting.....	32
Prior to last meeting.....	133
Resigned.....	6

**The Operator**  
C. P. R.

Working in his little office  
Through the long and dreary hours,  
Sits this brave and patient tiller  
In the depots and the towers;  
You will always find him ready,  
Sitting closely by his key,  
With a helping hand he's waiting  
To protect you out at sea.

When the grain and coal is moving—  
In the summer or the fall—  
You will find him there and ready  
For to answer quick his call;  
And when they are rushing business,  
And he's skillful at the key,  
When it's vacant in high office,  
Filled by him 'twill surely be.

Perhaps an order he's forgotten  
For some train that he should hold,  
And he overlooked some message  
Or something he left untold;  
Or, mayhap, the train dispatcher  
Can't disturb his slumbers deep—  
Then the chief is going to write him:  
"Thirty days for going to sleep."

That is why this Op. must always  
Watch his orders, board and key—  
With his clip and stylus ready  
When he's told to copy three;  
For the trains with crew and cargo  
Are protected by his hand—  
From the train dispatcher's office  
He gives orders to command.

### The Human Heart-Beat

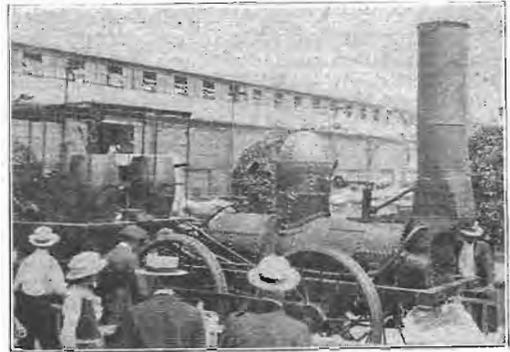
"It is not the great 100,000-horse-power locomotives, or the still more powerful electrical motors, or the endless chains of freight and passenger cars, or the well-appointed terminals, or the solidly laid tracks, or the intricate signal systems—it is not all this elaborate network of equipment that makes the railroad wheels go round twenty-four hours every day of the year. It is the human heart-beat," declared Mr. A. H. Smith, President of the New York Central Railroad.

"Whether you are running a railroad or any other kind of business, 95 per cent depends upon the human beings in it. Unless the great majority of those constituting the organization are working in harmony and working heartily, the results can only be disappointing. Success comes from the human heart, not from materials or machinery.

"On the New York Central it is never a question of 'I'; it is always 'we.' No executive can accomplish much unless the heart-beats of the force are in unison with his own. In most establishments it is possible to oversee the actions of the force. On a railroad this is a physical impossibility, for they are scattered over thousands of miles, many of them working in very small groups where there can be no constant official supervision. You must have employees who can be trusted to do their duty without perpetual watching.

"If I have had any success with men, it is, first, because I know their difficulties, their ambitions, their trials, their joys and the line of life they travel along—I've traveled it myself. And, second, because I haven't gone in for continually criticizing them, but have always tried to co-operate with them."

"The really great man is the simple man; the one true element of greatness in any individual, be he king, statesman, or prince of industry, is to make the ordinary person feel at home in his presence."



The Dewitt Clinton at Municipal Pier, Chicago

### "The Dewitt Clinton"

H. W. Griggs

We took in the Pageant of Progress in Chicago the other day which happened to be the 9th of August, exactly 90 years from the date of the first passenger train hauled in the state of New York, August 9, 1831. The old locomotive "Dewitt Clinton" and its three stage coach train being a most prominent feature of the big show.

This old railway exhibit to anyone interested in early railway history goes way back of a whole lot of political history of our country. Andrew Jackson was president of the United States then.

Not all of the original Dewitt Clinton is there but quite enough for interesting history. The engine was named after New York's seventh governor and the promoter of the Erie Canal, an undertaking started in 1817 and finished in 1825.

One hardly realizes in gazing on the rivet heads of this boiler that this machine was made nearly a century ago and was in service for fourteen years. We need a great deal of reminiscent events to fairly impress upon our minds how much of history this locomotive preceded. Of course, the Stourbridge Lyon locomotive on the old Hones Dale coal road in Pennsylvania was tried out in 1829 under the throttle hand of Horatio Allen, the first engineer on the Western Hemisphere, but this was short lived—the upright English engine came near tipping over and the performance was a failure.

When the Dewitt Clinton hauled that first passenger train August 9, 1831, our venerable John C. Fox was a four-year-old child in England. This was six years before Samuel Morse, the inventor of the telegraph, flashed his famous message from Washington to Baltimore: "What hath God wrought." About this time the Daguerreotype came out from France, the forerunner of modern photography, and about this time Howe's sewing machine appeared and McCormick's reaper early in the next decade, during the old hard cider campaign. This Albany-Schenectady event was 18 years before the California gold rush of 1849—the "49rs"—and 20 years before the Milwaukee Road started its first train.

The Dewitt Clinton was in its third year at the time of the awful meteoric shower of November, 1833, when "the world was coming to an end." When Fremont blazed the path across the continent in 1843-44 this locomotive had been in service thirteen years, almost the end of its career. General Scott leading our armies in Mexico was an event

three years after this locomotive was out of commission.

Suffice to say we are all mighty glad to have seen you, Dewitt, and may you be preserved for future generations as you have been in the past, and like the Liberty Bell, may you return to your new abiding place and never again be disturbed.



General Counsel, Burton Hanson

### At "The Seven Barred Gate"

Mr. Burton Hanson, our general counsel, reached his seventieth birthday on Saturday, the 27th day of August. In celebration of the occasion, and to demonstrate their esteem and affection, his office associates presented him with a basket of seventy roses, which was placed on his desk to greet him on his arrival at the office. Mr. Hanson received many congratulatory letters, among which was one from Mr. John A. Stewart, a member of our board of directors for half a century

and who himself had celebrated a birthday the day before that of Mr. Hanson—Mr. Stewart being ninety-nine years August 26th. We hope Mr. Hanson may live to be congratulated on his ninety-ninth birthday. President Byram, in a very beautiful letter, expressed his appreciation of the services which Mr. Hanson has rendered the company, and particularly of the assistance he has given to Mr. Byram personally in many important matters, during the past four years.

### BOONE THE BOOMER

What a life he must live.

Perhaps he has no home,  
Often good service he does give,  
But why that eagerness to roam.

One "Boomer" allow me to recall,  
Hard worker, honest and smart,  
He pounded a key for roads large and small,  
Yet the feeling to roam burned in his heart.

When he had mastered Morse code,  
He started on the CM&STP,  
And then he thought more of another road,  
Which I think was the TH&SE.

Then he thought the work a bit terrific,  
And hired out to the UNION PACIFIC,  
On the U. P. there was indeed too much to do,  
So he accepted a trick on the SOO.

After all this roaming much had he learned,  
And now let me tell you, "and I'll be durned,"  
Just as sure as you live I saw him at Mosinee,  
Pounding the brass for the CM&STP.

His roaming is over he stated,  
After all his experiences he had related,  
Finally he added in voice convincingly,  
"I reckon I better stay on the CM&STP."

—KENO.

# Yard Organization

## Duties of General Yardmaster, Yardmaster and Assistant Yardmaster; and Importance of Intensive Yard Supervision.

*(Paper Read by Superintendent G. A. Vandyke at General Staff Meeting in Chicago)*

### Yard Organization

In the organization of a large terminal, the first and most important feature is that of co-operation of all departments comprising the different units which are affected by general operation—the train dispatcher, roundhouse foremen and general yardmaster to be given first consideration.

There must be absolutely no friction; departments must practice teamwork with each other, which is easily brought about by frequent conferences as to what assistance can be given by the terminal operating forces. By following this plan, much money can be saved and a satisfactory, economical operation and condition result.

With regard to the personnel of the organization, I may say that I have a personal acquaintance and know every yard conductor and yard brakeman in the Twin City District, by name, and when a new man enters the service, I make it a practice, before he is placed on the list, to have a conference with him in my office, questioning him about his past record and service, and I instruct him as to our conditions and just what will be expected of him as a yardman. By keeping up this personal acquaintance, I am able to secure much valuable information and many suggestions from the men who are employed in the switching district. I seldom make a trip through any of the terminal yards without receiving these valuable suggestions, and my attention is frequently called to conditions which should be corrected, because I have it thoroughly understood among my terminal forces that they are at all times invited to discuss such matters with me, and also to come to my office for that purpose. I am glad to say that the men generally take advantage of this, and are frequent callers. This serves to keep the men interested in their work, and as before stated, I am greatly assisted in my work by their suggestions.

Another practice I deem very helpful in maintaining a spirit of co-operation is, that when a yardman is injured and taken to a hospital or to his home, I personally and immediately call on him, ascertain how seriously he is injured and then make inquiries as to his financial condition in reference to the care of his family, offering whatever assistance possible. If the man is seriously injured and in need, I call on the Claim Department to advance a reasonable sum of money to take care of the family; and try to have the man feel that the company is

interested in knowing that he is to be properly taken care of, as well as to see to it that his family is properly provided for during the period of his disability. The injured man invariably greatly appreciates this attention and it, practically in all cases, eliminates litigation, which is very expensive.

### Yard Power

Large terminals should have a regular assignment of power necessary to handle the work properly and the superintendent and master mechanic should be held responsible for its condition. In arranging work we figure on capacity of engine to handle cars, and if the power furnished is only fifty percent, the work is delayed. The prompt furnishing of yard power when ordered is also very essential to economical and efficient operation.

### Yard Clerks

A competent and sufficient force of yard clerks is necessary for efficient operation. They should check carefully all incoming 105 reports to know that credit is being given for all tonnage handled, secure numbers and pull waybills for all outgoing trains—this to be done by or before the time the train is ordered, to avoid terminal expense and delay, chief yard clerk to be held responsible. I favor yard clerks being under the supervision of the yardmaster.

### Handling Passenger Equipment

I have one man in my office, the greater part of whose time is taken arranging and handling passenger equipment. He also keeps in close touch with the local railway mail service officials and representatives of the express company. This is very convenient for them, and in connection with our good train service, we secure much mail and express and many full carloads of express and storage mail that would probably move via other lines. This man is also very helpful to the Passenger Department and to our patrons.

### Handling and Distributing Freight Equipment

I have another man whose duty it is to handle and distribute freight equipment, dealing with our industries and the public. He prepares the 32 and 37 reports, both of which are very important and require time and care in compiling, so that the superintendent of transportation may always know just what we have and are doing in the way of loading. It is my belief that a correct terminal 37 report is very helpful to the

Transportation Department. By having a car distributor in my office, the shippers and public are not slow to take advantage of this arrangement, and we are in constant touch with them, which results in securing much tonnage and is of material assistance to the Traffic Department in solicitation.

The car distributor works very closely with the general yardmaster and the Traffic Department, with regard to placing empty equipment on orders, and by knowing where the cars are located, he is able to reduce switching and extra handling to a minimum. We have found, by actual experience, that an operating office, conveniently located, and easy of access, is very desirable to shippers, and the business moving from the industries.

It is our practice to have the assistant yardmaster make up a list each day of loaded cars over forty-eight hours old, on which he has no disposition or billing. A copy of this list is turned in to the general yardmaster and to the local agent. The general yardmaster, after taking action on the list, sends it by messenger to my office, and I am able many times to assist the agent and Traffic Department in securing disposition and movement of the cars.

#### Intensive Supervision

I am thoroughly convinced that the successful handling of a large terminal requires very close and intensive supervision. This is necessary in order that a close line may be kept on the prompt handling of traffic, which the public now demand, and it must be given close attention in order that the carrier may hold its patronage and secure additional business. Practically all of the large shippers have a regular system of tracing cars and shipments and unless they are started with reasonable promptness from the terminals, there is liable to be criticism and danger of diversion to other lines. That is one of the prime reasons why the districts assigned to assistant yardmasters should be compact and closely supervised, as practically all of the tonnage originates in the outlying districts, or from connecting lines which pass through the assigned territory of the assistant yardmaster before reaching the main yard. If this is moved and handled promptly, the results are usually satisfactory to the shipper as well as to the carrier, and we are able to maintain our standing with the shipping public; and the Traffic and Operating departments are then in position to do intensive solicitation.

#### Traffic Department

If we have met with success in the operation of the Twin City terminal, it is due to the co-operation of the Operating Department plus the loyal support of the Traffic Department. We have found the officers of the Traffic Department willing at all times to fully assist in the matter of prompt unloading and loading of cars, the checking of delayed cars and bringing to my personal attention conditions which they find in the terminals that they feel are working to the company's disadvantage giving me an opportunity to correct immediately.

#### Car Department

By working closely with the Car Department, we are able to effect a substantial saving in labor by setting of the heavy repair tracks under the following plan: When a heavy repair car arrives in the terminal district the Car Department either marks or boards it, showing which track in the heavy yard they wish it placed; and if the car is in need of unusually heavy repairs, we are requested to place it on the rear of the track, so that it will not block the balance of the track when the other cars are repaired. The Car Department employs certain men assigned to certain classes of work, and by using the same track and placing the cars as directed, the men become more proficient in that kind of work, and it eliminates the necessity of their moving their tools from one track to another, thus consuming unnecessary time of high priced labor. We perform all of the switching in the heavy repair yard during the night, avoiding any delay to the working forces. The only exception to this rule is that, occasionally, it is found necessary to place a loaded car first out, but when repairs are made, the track is unlocked while the car is being moved away. This does not, in any way, interfere with the forces.

In handling the light repair yard, the car men usually repair the track which they can release quickly and conveniently, after which the men are transferred to adjoining tracks, and we are allowed to pull and fill the released track. Our light repair yards are in service, practically, twenty-four hours each day, and by keeping in touch with the foremen, the switching is not allowed in any way to interfere with the efficiency of the men.

#### Loyalty.

It is an old saying that an ounce of loyalty is worth a pound of brains. Whether or not this is true, I do not know, but I do know that most successful employers feel that way. Hence, be loyal. Cultivate loyalty. Stick by the ladder by which you climbed up. Never kick it down.

Don't gossip about your employer or any of his associates. Say nothing that you would be unwilling to have him hear. He will forgive you for making mistakes, but he will not forgive disloyalty. Loyalty bears the same relation to a successful organization that mortar bears to a brick building. Most men have secured their present positions of trust and power by being loyal to their employers. Loyalty can be developed or lost like any other trait. You can train yourself to say and do only loyal things, or you can become careless and indifferent about what you say. By all means, don't try to ride two horses at the same time. Cut out all office politics. Trust your employer absolutely or else resign and go elsewhere.

**"Hatred is a sour pasturage from which no nourishment is derived."**—  
Lloyd George.

### The Cost of Pensions

During the first six months of 1921 the Pennsylvania Railroad paid out \$1,354,692.03 in pension allowances to retired employees.

From January 1 to June 30, according to a report just compiled by Eden B. Hunt, Superintendent of Pension Department, Pennsylvania System, 696 new names were placed on the pension list. During that period, however, 287 retired employees died, leaving a net increase of 409 for the first six months of this year.

The total number of former employes on the Pennsylvania's "Roll of Honor," and now receiving pensions, was 6,406 on August 1. It is estimated that the average term of service of these men is 40 years. The average age of all employes on the "Roll of Honor" is 73 years and 1 month.

Since the Pension Department was instituted, January 1, 1900, the Pennsylvania Railroad has paid a total of \$23,911,257.22 in pension allowances. These funds are taken entirely from the Company's treasury, without any contribution on the part of the employes.

The total number of former employes placed on the "Roll of Honor" to August 1, 1921, was 13,882. Of this number 7,476 have died.

All officers and employes who attain the age of 70 years are automatically retired. Officers and employes from 65 to 69 years of age, inclusive, who after thirty or more years in the service become disqualified for active duty, are also eligible for pensions.

The pension allowances for both officers and employes are authorized on the following basis: For each year of service one per cent of the average regular monthly pay for the ten years immediately preceding retirement, provided that no pension shall be less than \$15.00 per month.

If an employe has worked for the Pennsylvania Railroad for 45 years, and if his average monthly pay for the last ten years has been \$125.00, his pension allowance on retirement will be 45 times \$1.25, or \$56.25 a month. The acceptance of a pension allowance does not debar any former officer or employe from engaging in other business, but he cannot re-enter the service of the Pennsylvania Railroad.

### Pebbles from the Musselshell

George Searce, formerly ticket clerk at the passenger station, has arrived, and is visiting with relatives in Miles City.

O. E. Bradford, traveling inspector, was a recent Chicago visitor, seeing the burg and visiting friends.

Conductor Pennewell was a recent visitor to Seattle on business.

M. E. Randall, T.F.P.A., had a very narrow escape from losing his car while taking in the sights at Broadus during the fair. Carter Snell had parked his car next to Randall's, and during the night some one stole Snell's car.

B. N. Nelson, night ticket clerk, is visiting his sister in Bowman. From that point he expects to visit La Crosse and Milwaukee before his return to work. He anticipates being gone about three weeks.

Joseph Strassman, formerly chief clerk to Superintendent Bowen, was a recent Miles City visitor. Joe is now in the auditor of expenditure's office.

O. S. Porter, division accountant, spent a two weeks' vacation in Chicago.

Miss Agnes Hanrahan has resumed work in the superintendent's office after a vacation of six weeks.

Mrs. G. R. Tanners has returned after visiting relatives in Iowa for several weeks.

Trainmaster E. M. Grobel of Moberge purchased a new auto in Miles some weeks ago, drove same to Moberge, and a few nights later thieves broke in the garage and after moving several cars, stole his car. So far same has not been located.

Roadmaster Mathieson and wife returned recently after a two weeks' vacation spent in Spokane and vicinity.

Mr. and Mrs. John Guinotte have returned after a brief vacation out on the coast.

Mr. and Mrs. Joe Myers spent several days visiting friends and relatives in Chicago.

Miss Marie Fagan, who worked in the superintendent's office during the round of vacations, has returned to her home in Butte.

Agent J. E. Nesbit and wife of Vananda were recent Miles City visitors.

Winter has commenced already, as we have had our usual September snow.

Mr. and Mrs. Frank Wolfe returned to Miles City, after a brief vacation, spent with relatives in Minnesota.

Former Dispatcher S. J. Alexander of Miles City, but now located at Harlowton, was a recent Miles City visitor.

### Milwaukee Night at Medinah Temple

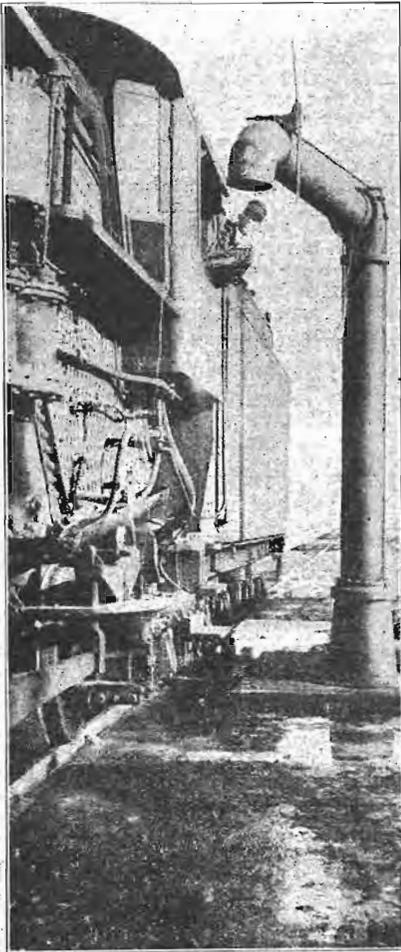
It was Milwaukee Night, Saturday, September 24th, at Medinah Temple, when that sacred Shrine entertained under its hospitable roof, a notable gathering of Nobles, who in the profaner walks of life are numbered among the Milwaukee's employes. The occasion was the initiation of General Superintendent of Motive Power Sillcox into the Temple Mysteries. He crossed the hot sands in safety, made the usual speech of the initiate, (and the word got beyond the sacred walls, that the speech was indeed a wonder) and otherwise acquitted himself in a manner sufficiently "noble" to get himself into the mystic circle.

At the close of the ceremonies, Mr. Sillcox was tendered a banquet and was presented with a handsome fez and diamond ring by his associates of the Milwaukee Family. Songs, written for the occasion, were sung and orations, entirely extempore (but prepared with meticulous nicety weeks in advance), were delivered by various members of the Order—among whom were Major T. P. Horton, Trainmaster, Kansas City Division, who spoke on "The Flag." The singing was led by Wm. Barlow Ross—a second John McCormack—and those of the Milwaukee Family who escorted and supported Mr. Sillcox were: R. W. Anderson; G. W. Breckenridge; W. H. Gardner; L. B. Jenson, Frank C. Stubbs, Milwaukee; Ezra B. Curry, St. Paul; C. M. Dukes, W. L. Eunis, Frank W. Halligan, Chas. R. Hoge, Chas. T. Jackson, N. A. Meyer, Geo. T. Martin, F. W. Murphy, Jas. T. Needham, O. A. O'Neill, V. W. Reed, N. J. VanSchoick, H. L. Whitney, H. A. Wicke, W. M. Weidenhamer, Chicago; F. E. Devlin, Beloit, Wis.; E. J. Fuller, Clinton, Ia.; A. J. Hasenbalg, Dubuque, Ia.; Carl V. Hammer, Elgin, Ill.; Thos. P. Horton, Ottumwa, Ia.; G. Lamber, Minneapolis; E. W. Lollis, Savanna, Ill.; R. F. Scoffern, Franklin Park, Ill.; Henry J. Wandberg, Minneapolis.

## SAFETY FIRST

No. R. 148

# A FIREMAN



of a fast passenger train was recently struck by a water crane and instantly killed. The story is as sad as it is easily told; the "brother" fireman who last used this crane, gave it a shove but not a thought, it stopped in the position shown and so remained until it struck the passenger fireman, who properly was on lookout going through town.

There is here a greater moral than a legal liability and we would be remiss in our duty to each other did we fail to remind every engine man, everywhere, of *his* moral responsibility in matters of this kind. The fact that the fireman responsible "did not try" to set a trap for his friend is immaterial; the fact remains he did not try *not* to do so!



# Notes on Reclamation

Interesting Excerpts on Reclamation Work in Locomotive Department—From a Report  
by L. K. Silcox, General Superintendent of Motive Power

## Milwaukee Terminals

During June the following materials were reclaimed: 400 shovels, 80 lanterns, 70 water buckets, 75 one-gallon cans, 40 torches, 16 tallow pots, 16 drinking cans, 25 oilers, 25 monkey wrenches.

Fire boxes are sprayed with oil in place of painting, thus avoiding not only the possibility of stopping up tell-tale holes but also saving the expense of brushes and paint materials.

Broken main wheels on three engines were welded up showing a saving of over \$1,500.

Driving brake shoes from road engines are saved and applied to switch engines.

## Southern Minnesota Division

At Madison the welding of tires instead of using new ones is a new feature of reclamation that is being developed.

At Albert Lea an interesting economy is developed by using a road engine with the same fire in it as employed on the road for pumping water instead of having to fire up the pumping boiler.

At various places on the division hot water arrangements have been rigged up at roundhouses to heat feed water for boiler plants.

## S. C. & D. Division

Drop pans have been placed in power plant and well houses so as to take up waste oil which would otherwise be lost. The oil is collected in cans each day by oilers as they go about and later it is strained through woven cloth and cleansed in two baths of hot water.

## I. & D. Division

After much study it has been determined that crude oil is more desirable than wood for firing up locomotives, it having been found that one-half gallon of crude oil is all that is required to fire an engine.

## Illinois Division

The saving in lighting fires with oil in place of wood indicates that this system be adopted everywhere.

The cost of handling coal has been reduced from 8 cents to 6½ cents per ton.

## H. & D. Division

At various stations boxes 3 feet long, 1½ feet wide and 6 inches deep have been fastened to roundhouse walls at every third stall and are used as containers for bolts, nuts, rod liners, etc., taken from locomotives. Heretofore this material was thrown in the scrap pile, but now it is picked up and put in these boxes and used as a reserve to draw upon instead of ordering new material.

## Kansas City Division

The roundhouse yard cleaner at Ottumwa Junction in a very few days picked up over 100 pounds of nuts and bolts of various sizes from what has heretofore been thrown out as scrap material.

In cleaning out oil supply tanks at Ottumwa, about 55 gallons of crude oil not suitable for its usual purpose was mixed with lamp black and used for spraying fire boxes.

Cylinders are being built up with oxy-acetylene torch, thus keeping engines in service locally instead of applying new cylinders at considerable expense.

## Dubuque Division

At the shops a saving of over \$2,000 was made in the electric bill by being careful to turn out lights when not required.

One hundred and six tons of coal were saved at the power house at Dubuque by running with one boiler for nearly the entire month and giving close attention to the handling of the coal.

Worn brooms that cannot be used any more for regular sweeping have their handles cut short and are used in blacksmith shop for brushing off hot iron until the broom is entirely used up.

At the power plant at Marquette four tons of coal were saved each day in June compared with May by greater care in firing, and the number of scoops required per hour was reduced to 86. By side firing and cleaning the fires twice a day the number of scoops required was reduced later in the month to 78. Later on a hose was fitted up to blow the flues when the fires were cleaned and the number of scoops has now been reduced to 60 per hour. In other words, the total saving brought about at roundhouse at this point amounted to \$30 per day.

## Aberdeen Division

Engines are being fired up with oil at cost of 9 cents as compared to wood at \$1.80, which was formerly employed.

## Coast Division

Spring plank safety hangers are being manufactured from ajax brake beams instead of using new material.

## Idaho Division

At Malden sand is being dried in the sun, thus avoiding the necessity of burning 200 to 300 tons of coal daily.

At Spirit Lake an asbestos grinder was provided at a cost of \$20 and the first time used saved 40 cents per hundred pounds over the hand method.

## Rocky Mountain & Missoula Divisions

At Deer Lodge Shops a messenger and telephone system has been instituted between Store Department and shops with considerable saving in time for mechanics.

All motors are shut down during lunch period to save power.

## Musselshell Division

In the machine shop at Miles City tool boxes have been made by machinists so they can be taken to the shop and at night all

that is necessary is to close same and considerable time is saved in the morning, as all tools are right on the job.

Arrangements were made to sink a barrel in the ground with coils so ice could be placed around drinking water. This requires about 400 pounds of ice each day, where heretofore it was necessary to draw 300 pounds for each different point where the water was cooled. This idea of centralizing ice water should appeal to all divisions.

## Ideas

J. T. R.

While you are working for the Milwaukee in your sincere, mediocre, or heedless way, as the case may be, do not let those elusive bits of intangible thought, commonly known as ideas, get away from you. Grab onto them with hooks of steel. I refer to ideas that will benefit the company in a way that will make for greater economy, more efficient operation, a reduction in claims and less accidents.

Many ideas that tend to center the employe's interest in the affairs of the company have been tried and proven; many have been tried and proven failures. I believe and know for certain that many, and, in fact, all of the employes have some little helpful thoughts tucked away in their brain buckets that should be taken out and aired, and dusted, and refined and handed to some one who can materialize them.

We all think we can improve the current forms; we all think we can prevent a lot of unreasonable waste; we all think we could do things better than they are at present being done. It is merely a human tendency. There's nothing intrinsically wrong about entertaining thoughts of this nature, for we may be right after all, and there's no harm done in trying out our ideas.

Hank Binswanger, who earns his bread by the sweat of his brow, toiling for this company, conceived the idea of elongating the life of carbon paper. His plan is to take a brush, and when the carbon paper has seemingly ceased to be of any earthly use, to brush the unused carbon around the edges into the center of the paper with firm, even strokes. By this process the carbon paper is renovated and good for further service. Simple, isn't it? Yes, and so was the egg Columbus broke on the King's head, or wherever he broke it. This man's idea may or may not be original, but whether or not, he certainly deserves some credit for saving, for instead of letting his information mildew in his cerebral cavity, he immediately transmitted the glad word to the general manager, who in turn passed it on to the superintendents. When you count up the carbon paper item of this great company, the idea doesn't seem such an ant-hill, after all.

An idea is marketable at any time, if it is a good idea. Then submit your ideas. If the market does not pay on a pecuniary basis, or even on a good-will basis, it does pay in the coin of satisfaction one derives

from knowledge of having done something laudable and noteworthy.

This is not supposed to be a safety-first bulletin or a save-material campaign (for it little behooves one of the tender and succulent age of twenty summers with a few winters thrown in for good measure) to tell a bunch of hardened veterans the why and the wherefore of railroading. It is merely an item of this "Idea" campaign of which I am speaking. This is my idea: No matter how age old and hackneyed it may be, it is new to me, for no ideas are really new. They're merely the old ones rehashed and reserved. Innovation is nothing more than renovation.

I once thought I had an idea. It was to me an original idea. I prided myself on my marvelous ingenuity in thinking of it. I cherished it and hid it in the darkest and dustiest cell of my brain. I gloated over it and thought of the wealth and fame it would bring me when once materialized. One day when reading the Bible for the solace it afforded, I ran across my original idea. Moses had beat me to it. And so it is the world over from Alfalfa to Omaha.

I believe the company through the agency of this magazine should campaign an idea canvass, and garner in the stray ideas that are lying about. A page or two would suffice, and it would bear fruit and bring satisfaction in more ways than one. Prizes might even be offered as an additional incentive. The only trouble is to bring these ideas to the surface.

I do not know how the powers that be will countenance this brainstorm of mine, but as I said before, the satisfaction lies in your own heart, and while I am sealing mail, or typewriting passes, or sweeping streets, or engaged in pursuit of happiness in any line of endeavor, if this idea materializes and bears fruit, it shall continue to satisfy, like a Chesterfield cigaret.

### Ready to Oblige

Husband (angrily)—What! no supper ready? This is the limit! I'm going to a restaurant.

Wife—Wait just five minutes.

Husband—Will it be ready then?

Wife—No, but then I'll go with you.—Houston Post.

### For Practical Purposes

"Bobby, I see your music teacher coming. Have you washed your face and hands?"

"Yes'm."

"And your ears?"

"Well, ma, I washed the one that will be next to her."—Boston Transcript.

### Santa's Slip

Mother—Who ever taught you to use that dreadful word?

Tommy—Santa Claus, mamma.

Mother—Santa Claus?

Tommy—Yes, mamma, when he fell over a chair in my bedroom on Christmas eve.—Life.

"Conductor!" shouted a passenger on the back-country train, "that was my station, sir! Why don't you stop?"

"We don't stop there any longer," said the conductor. "You see, the engineer is mad at the station agent."—Saturday Night.



The Australasian Rugby League

Above is the Australasian Rugby League, Football Champions of the South Seas Empires, arriving in Chicago on the Pacific Limited August 26, 1921, on their way to Montreal and en route to the European Continent to take part in the International Games throughout the Winter. They will return in March, 1922. They are all Milwaukee Boosters.

#### A Sermon In a Story

To the Editor:

The following anecdote seems in line with the old adage that there is many a truth told in jest.

**The Short Cut.**—An ambitious young man went to a university professor and said: "Sir, I desire a course of training which will fit me to become the superintendent of a great railway system. How much will such a course cost, and how long will it take?"

"Young man," replied the professor, "such a course would cost you \$20,000 and require twenty years of your time. But, on the other hand, by spending \$300 of your money and three months of your time you may be elected to Congress. Once there you will feel yourself competent to

direct not one but all the great railroad systems of our country."—New York Evening Post.

While it may be considered a good story there is also a sermon in it.

Some tribute to the railroad man who understands relativity so far as his business goes. It is part of his every-day life, and to arrive at that understanding he has given years of his life, and even then is fully alert and on the job the greater part of each 24 hours the year round. If Prof. Einstein wishes to see a practical application of that mysterious theory of relativity he might well spend some time with the American railroad man.

However, as the conditions call for caution and not overconfidence the foremost question each day for all might well be, what else can be done to convince the public the railroads cannot by legislation be run better than by the men who have put in these years of time.

Oscar Beecham  
Demurrage Inspector

## Getting Results at the Station

By Warren E. Beck, Geddes, S. D.

If your first impressions came from life on a farm, as mine did, you will know all about double-trees, three-horse eveners and equalizers. These contrivances were used for the purpose of giving each horse in a team an equal share of the load. The principle on which they worked was correct and they did their part so long as a team was hitched to them, that pulled together, and that had been properly trained and organized, but get a balky horse, a lazy horse, or a kicker on the team and it meant "good-night" to the job, the driver's patience and sometimes the whole equipment.

Regardless of our present degree of efficiency in general, there will ever be room for improvement. The new day that is upon us is one of advancement and rapid changes. In the twinkling of an eye, the methods and ideas of yesterday become obsolete and ineffective, and there is little hope for the man or organization that will not recognize this fact. We must advance with the times if we are to be efficient.

There is no greater element in American business today than the transportation system, consequently there is no better field for real organization than on the railroads. It is my belief that real "honest-to-God" organization and co-operation among railroad men in general, and that alone, will handle the job that is ahead of us.

It is my desire to deal with organization among station forces at this time. I have spent all my life since I was sixteen years old in a station and am most familiar with an agent's problems.

Of course, the station agent who has a small station with no assistants has only himself to organize and his problem is a personal one, and one of personal ability only, but the agent who has assistants on whom he must depend to perform a part of the work, regardless of whether they be one or a hundred, has a real problem of organization on his hands. It is here where team work enters in and where only the process of every member of the force holding up his end of the "double-tree" will spell success and efficiency. If there are balky, lazy or habitual kicking members on your team, you are going to have trouble until you succeed in correcting the habits of these individuals, or unhitch them and try substitutes. Every other member of the team and the general efficiency will suffer until some action is taken or some change is made.

Every one of us is human and subject to human limitations. However, we should not object to being measured by the "Golden Rule," which has stood the test of time and was devised to fit said human limitations. An employe who has been dealt with according to this rule and will not then come through with his end of a fifty-fifty deal for which this rule provides, is not square, and has no case.

Bossism and egotism will not get by in this day and age. It may appear to, while you are looking, but wait until your back is turned and then learn what happens. The sooner we recognize this fact the sooner we will make progress.

Leadership and real leadership alone will get results now and in the future. Leadership, whether used in connection with the army, a baseball team or a station force, means that the team must have faith in its leader. To create this faith a real leader will meet the members of his team on the level, and by "laying all of the cards face up," make the first move and show that he is prepared to come half way. By following this course and coming half way, he immediately obligates those on whom he is to depend to play the various positions to make good on their half.

There is nothing that will destroy morale quicker than mystery or doubt. A practice of settling all things in the open and immediately, regardless of how unpleasant, clears the atmosphere and ends the suspense, if any there be.

I have said that egotism should have no part in the make-up of a leader. Nothing will turn the team against you as quickly as an air of assumed importance on your part. Those about you will readily judge you by the results you obtain, and if you are "getting by" you may rest assured that you will not suffer by this judgment. In this day men are judged by their works, and the egotistic man might just as well try to raise himself by his bootstraps as to try to elevate himself by any other method than that of actual accomplishment.

It is at this point that I wish to apply the principle of the equalizer, or the double-tree.

Having established a given point, as the surveyor does, or laid a foundation, as the builder does, it is possible for a station agent to chart and lay out his work on the trestle-board in like manner. To the station agent the given point is the proper point of contact with those who are to assist him, and the foundation is that of right understanding, well based on the principle of a square deal to all.

It has been demonstrated beyond doubt that the work at a station can be charted and then sub-divided into portions on paper. If it is so charted and sub-divided so that each employe has his particular duties assigned on paper, it gives him a specific office by himself, the same as if he were located at some other point, and he can be held accountable for the performance of his duties as easily as the agent at a one-man station.

These assignments can be checked up from time to time and added to or subtracted from as conditions warrant. Work can readily be

shifted from one employe to another by simply changing the assignment lists, and there is no question about who covers the various duties at any time. Should an employe complain of too heavy an assignment, it is very easy to sit in on that assignment, or shift employes for a day or two, and demonstrate beyond question whether it is too heavy or not, and in case of sickness or absence of an employe, a substitute can much easily step in and handle the position temporarily if the work is properly charted and listed.

A general understanding can be had that should an employe have short work on a given assignment for a day, he shall turn in and assist some other employe who has a heavy one for that day, with the end in view that each employe shall give a full period of honest effort each day. If the proper spirit is generated, suggestions along this line will not be necessary.

I have used this plan for years and know of many other agents who are using it successfully. It is the application of the principle of the "farm equalizer" or "double-tree" to station work. It has the advantage of the organized military unit over the mob. It prevents misunderstandings among employes and puts it all up to the captain, where it belongs and where he can settle any difficulty before it becomes serious.

It puts each employe on his own feet, where he must rise or fall by his own ability and willingness or unwillingness to hit the ball, as the case may be. It gets results, and that is what we are after.



An Old Atlantic Type

### Modernizing Old Locomotives

To meet demands for modern equipment the Chicago, Milwaukee & St. Paul Railway Company has undertaken the conversion of its high-wheeled light passenger Atlantic type locomotives. At present these engines are of the compound type and under full pressure exert a tractive effort of 15,577 pounds at the draw-bar.

These locomotives, of which there are eighteen in number, were bought by the Milwaukee road from the Baldwin Locomotive Works between the years 1896 and 1903. They were, because of their high 78-inch diameter driving wheels, especially adapted for passenger service and to which they were assigned after delivery. Some of them have been in operation in this class of service for twenty-five years.

A program that will eventually eliminate the compound engine from the service of this company has been decided upon. This because of the further economies that can be effected by the application of simple, single expansion cylinders and Walschaert valve gear. The former will permit of the application of up-to-date draft appliances that will effect a considerable saving in fuel, and, the latter feature bringing the principal repair or reciprocating machinery parts to the outside of the driving wheels, thus locating all parts of same in a position where they become easily accessible to a mechanic desiring to make repairs. This brings about not only a considerable saving in labor time but also a saving in that it can be more readily maintained, lubricated, inspected, etc.

Tractive effort pounds being the unit standard of measurement by which all locomotives are compared and all costs computed, denoting the ability or physical strength of a locomotive to lift a certain number of pounds, mention should be made of the fact that in the process of conversion the new unit of equipment attains a tractive effort of 20,199 pounds. For the eighteen locomotives an increase of 83,196 tractive effort pounds is attained—or the physical equivalent of four additional new locomotives of the same type.

In its final analysis the conversion represents a net gain in hauling capacity of 29.6 per cent and a capital gain of approximately \$140,000. This is based on the assumption that if new engines were purchased to the extent of the increase in tractive effort pounds affected which will be available when the remaining engines of this type are all finally converted.

All work performed in connection with the rebuilding of these engines has been by Milwaukee road employes, and from pilot to tender the finished product typically depicts the progress and development of locomotive design in one of its latest achievements.

### Things to Talk About

Much of the agitation for lower rates has been coming from the granger section, and rates on grain especially are being subjected to attack. Statistics just compiled by the Bureau of Railway Economics show that the heavy export movement of domestic wheat begun in July, 1920, had, up to May 1 this year, exceeded the export in any twelve months' period for the last six years. It was greater, with one exception, than any like period since 1911.

The export movement of domestic wheat for the first four months of 1920 far exceeded that of any other like period for the last six years.

Exports of all other leading domestic grains, except oats, also were greater in the first four months of 1921 than for any other like period in the last three years. The export of oats during the war exceeded the exports of the last year.—Illinois Central Magazine.

# SAFETY FIRST

No. 990

# I'm the Guy

who used  
a circular  
saw like  
this →



Two fingers gone  
proves that it's  
best to

# Use the Guard

*Prepared by Automotive Section*

National Safety Council



Woodworking Series

Additional Copies of This Bulletin May Be Secured at Cost

## At Home

Hazel M. Merrill, Editor



Frances and Fred, Children of Northern Montana Division Engineer, Fred Burgoyne

### Notes of the 1921 Paris Fashion Show

In August, Paris commences to put out its ideas and new creations of feminine apparel, and thither go the American dressmakers in squads, platoons and companies, to garner ideas and buy novelties for their clientele.

Now, these fashion "occasions" are very exclusive, and unless you have the password or a pull, you, a mere tourist or visitor in the style center, may not hope to enter in. However, a correspondent who procured the password or secured the pull, got into the inner holy of holies, and the following are the impressions she brought away. These are strictly the latest and are authentic, girls, so read and note well.

"Suit skirts are ten or twelve inches from the floor, and straight and narrow. Coats come either just over the hips or to the bottom of the skirt. Collars on coats are large, and either of fur or cloth. Sleeves on coats and gowns are large and bell-shaped, especially on the coats and the dark wool gowns. Often these dark wool gowns have very brilliantly embroidered or beaded sleeves, with a bright girdle to match. Many day-time dresses have high collars and look very stunning on thin people.

Afternoon gowns are longer than street costumes, with very low waist lines and an uneven hem line—longer in front than the back, or longer on one side than the other. Some of them have sleeves that reach only half way to the elbow, while others are very long—even over the hand. If they are made of chiffon they hang quite full. These afternoon gowns are much embroidered and beaded, but are cut on straight, simple lines.

Evening gowns seemed to be of all sorts as to material, style and color. Many had two or three trailing ends of chiffon, lace or the material of which the gown was made.

Changeable taffeta is very popular and there are many evening dresses in brilliant red, green, purple, and rust color, but not many in the lighter evening shades. The colors are brilliant and startling, rather than dainty and delicate.

Rust, or what we have hitherto called henna, is also very popular for daytime wear, as well as for the evening. Black, however, still seems to be the most popular for the street, in Paris, and it is worn with a bright-colored hat and a bright handbag of some sort is carried.

I saw very few of the old-time, very low-necked evening gowns. Most of them are rather high in the front and lower in the back."

### The School Dresses

After a girl has outgrown the period of gingham frocks for school wear all year around, it is a problem to keep her presentably dressed and yet not overdo it. Nothing is in poorer taste than a high school girl parading around in some of her last year's finery—old party frocks fixed over a bit so they will "do for school."

The plaid pleated skirts, with a middy blouse, are simple and the blouses are warm enough for steam-heated schoolrooms, while the checks and plaids make a pretty note of color, with bright hair ribbons, unless "sister" has bobbed hair, in which case "Miss Bobby" has to add her touch of brightness in some other way.

The simple, straight-line frocks of serge, or other serviceable wool material, with a bright sash, also do splendidly throughout the entire winter, and the sash or bright-colored leather belt may be varied with a metal or bead belt, which give a brilliant change. One pretty frock, seen recently, was of navy-blue cashmere, made with straight, long-waisted blouse and straight skirt, fulled on the sides, the side pieces hanging a few inches lower than the back and front, making the uneven hem line, so popular just now. The blouse was fastened at one side with a row of little red buttons set closely, and three rows of red braid running down straight, and on to the skirt, beside the buttons, which also reached a few inches down on the skirt. The neck was cut in the new line—that is, straight across the front, on the line of the collar bone, and also to the shoulders, while the back sloped up somewhat higher and had a square collar trimmed with the red braid. The sleeves were bell-shaped, faced with red and trimmed with the braid, three rows of which turned up at the back and reached half way to the elbow.

### Putting the Garden Into Winter Dress

The flowers of 1921 are gone and it is time to put the garden into winter dress. The old, dried stalks should be uprooted, or cut off,

so that the roots may be spaded in: and the entire surface cleaned up. Some well-rotted manure may be spread this Fall, or held in a pile close by until spring, when it may be put on the ground. Perennials, bulbs and shrubbery should be bedded down and climbers wrapped in straw.

Now, also, is the time to plan the arrangement of your garden for next summer. Perhaps you have learned by experience that walks should be changed, and that certain plants will do better in different parts of the garden. Make a diagram and then set your stakes for new walks—if possible, make those this Fall, and rearrange your space for annuals, if you think you can do better by them in that way. Never leave a garden in dilapidated and neglected condition to stand in the battered ruins of former beauty, an eyesore and a heartsore, too. Anyone who really loves growing things will set the home they have occupied in order against the time of blossoming again.

### Memory

Let us think of the Past as roses

And live for the Future to be,

As thoughts of the Past repose

Neath the mould, the grass, or the sea.

While ofttimes we stop and linger,

In the twilight of passing days,

As time with unseen finger

Turns the hour of the ways.

Oh, the memories of loved ones we cherish,

With lonely hearts of despair,

Yet we know the loveliest must perish

At an hour when all pleasure seems theirs.

As the mused hour is turning,

Let us live for the Future to be.

Tho' sometimes the hot tears are burning

And misfortune seems turning to thee.

In the Future are crimson glories,

For I ofttimes think of thee;

Oh, the Memory, and Past repose—

Let us live for the Future to be.

—A Bent Rail.

### GOOD THINGS TO EAT

**How to Make Sponge Cake.** Few people, perhaps, realize the virtue of sponge cake, especially where there are children. The kiddies, of course, want sweets, but rich butter cakes are not often permitted. Sponge cakes, on the other hand, have all the nourishment of eggs, the tastiness of sugar and flavoring, and the lightness of good, sweet air beaten into them. "Can't make sponge cake?" Well, you do hear that frequently, and the reason why is that you don't go at it right. The secret of good sponge cake is to get lots of air into both the yolks and whites of the eggs. Take this recipe: The whites and yolks of three eggs beaten separately, one cup of sugar, one tablespoon of lemon juice and one tablespoon of ice water, and one scant cup of flour, or three-quarters cup of flour and one-quarter (scant) cup of corn starch. Use one of the new variations of the Dover beater—one with double action, instead of the single Dover, is best. Turn the beater carefully at first in the yolk and beat gently for five or six minutes. Then add the lemon juice and water and beat again. You will find this gets a much greater amount of air into the yolks than

where you add the liquid either to the whites or after they are combined. Now, after cleansing the beater, turn carefully in the whites for six minutes, or until they are dry and "point up" when you take the beater out. Then add the sugar carefully so as not to break down the air cells, and beat very carefully a little longer. Now combine yolks and whites and add the flour, which has been sifted two or three times, by sifting it into the eggs and sugar. This lightens the process of mixture and holds all the air cells up. Turn into a lightly flowered pan (a Van Dusen is best) and put into a hot oven, turning down the heat immediately, so that the cake rises on decreasing heat. It will come up quickly, settle back the merest trifle and bake to a lovely golden brown. Take out of oven and invert until cold.

**San Francisco Chocolate Frosting.** One cup of powdered sugar blended with one large tablespoon of butter; three teaspoons of cocoa moistened with two tablespoons of hot coffee; one tablespoon of vanilla and a pinch of salt.

Add the cocoa and coffee to the sugar and butter and then the vanilla and salt. Stir together until perfectly smooth. This makes delicious filling, also.

**Brisket Beef Broth.** Two pounds of beef brisket, two quarts of water, or a little more; one onion; one sprig of parsley; one teaspoon of salt. Put over a slow fire, so that the water will not come to a boil short of an hour, and skim as needed. Simmer four or five hours. Cool quickly by setting kettle in cold water and changing water frequently. When thoroughly cold, remove the caked fat, the bones and meat, strain through a cloth and serve in cups. To make stronger reduce by cooking down one-half.—Chicago Tribune.

### HOUSEHOLD HELPS

Apple pie or dumplings may be made "tasty" by rolling a few sprinkles of grated cheese into the crust.

To prevent a rug from curling at the edge, or to correct the curling after it has commenced, take a strong twine, preferably carpet warp, overcast the edge, and pull tight until edge lies flat.

When articles are put away for safekeeping, if you write in a small notebook exactly where you put it, it may be easily located without waste of time in looking for it.

In putting ironed clothes away, such as napkins, handkerchiefs, towels, washcloths, etc., put the fresh ones on the bottom of the pile. In this way they all get used.

A strawberry huller is just the thing to use when picking pin feathers out of fowl.

It is a great saving of time and electricity to iron napkins, handkerchiefs, pillow-cases, and any small pieces, on top of sheets and everyday tablecloths.

Meat fried in rolled toasted corn flakes, instead of in flour, has a pleasing, "nutty" flavor.

Add two tablespoons of honey to whipped cream instead of sugar for sweetening.

If baking plain and raisin bread at the same time, put a tiny ball of raisin dough and one of the plain in each muffin tin. When baked, the raisin ball will be dark brown, and the plain a golden brown. This gives a pleasing effect both in appearance and taste.

### THE PATTERNS

3746. **Ladies' Dress**—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 4¾ yards of 44-inch material. The width of the skirt at the foot is about 2¼ yards. Price 10 cents.

3312-2939. **An "Up-to-Date" Frock**—Waist 3312 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Over Dress 2939 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the waist will require 2½ yards of 36-inch material. The Over Dress requires 3½ yards of 40-inch material. TWO separate patterns—10 cents FOR EACH pattern.

3753. **Junior's Dress**—Cut in 3 sizes: 12, 14 and 16 years. A 14-year size requires 2¾ yards of 36-inch material for the dress, and 2¼ yards of 32-inch material for the gumpie. Price 10 cents.

3717. **Misses' Dress**—Cut in 4 sizes: 14, 16, 18 and 20 years. A 20-year size requires 5¼ yards of 36-inch material. The width of the skirt at the foot is 2 yards. Price 10 cents.

3718. **Ladies' House or Day Dress**—Cut in 7 sizes: 36, 38,



40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires 6 yards of 36-inch material. If made as illustrated it will require 4 $\frac{3}{4}$  yards of plaid and 1 $\frac{1}{2}$  yards of plain material 36 inches wide. The width of the skirt at the foot is about 2 $\frac{1}{2}$  yards. Price 10 cents.

3737. Ladies' Undergarment—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 3 yards of 36-inch material. Price 10 cents.

3719. Ladies' Apron—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 5 $\frac{1}{4}$  yards of 27-inch material. Price 10 cents.

3722. Girl's Dress—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require 4 yards of 38-inch material. Price 10 cents.

3726. Girl's Dress—Cut in 4 sizes: 4, 6, 8 and 10 years. An 8-year size will require 2 $\frac{3}{4}$  yards of 36-inch material. Price 10 cents.

3720. A Smart Wrap—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size will require 4 $\frac{3}{4}$  yards of 34-inch material. Price 10 cents.

3743. Child's Coat and Cap—Cut in 4 sizes: 6 months, 1 year, 2 and 4 years. A 2-year size will require 2 $\frac{1}{2}$  yards of 27-inch material for the coat and  $\frac{3}{4}$  yard for the cap. Price 10 cents.

3752. Boy's Suit—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires 3 $\frac{3}{4}$  yards of 36-inch material. Price 10 cents.

### CATALOGUE NOTICE

Send 15c in silver or stamps for our UP-TO-DATE FALL & WINTER 1921-1922 CATALOGUE, containing over 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (Illustrating 30 of the various simple stitches), all valuable to the home dressmaker. Address Miss Hazel M. Merrill, 1241 Railway Exchange, Chicago, Ill.

### Not For Her

An old dame at a railway station asked a porter where she could get her ticket. The man pointed in the direction of the ticket office. "You can get it there," he said, "through the pigeon-hole."

"Get away with you, idiot!" she exclaimed. "How can I get through that little hole? I ain't no pigeon!"—Houston Post.

### Life's Program

By S. A. Matter,  
Store Department, Dubuque Shops, Iowa

Follies are your debts, my friends,  
And they must be paid some day.  
For 'tis decreed in the book of Fate  
That for all misdeeds you'll have to pay.

So be up and doing like a "Trojan."  
Let your efforts by men be praised,  
Keep your banners proudly waving,  
Let your name in gold be raised.

Let no idle thoughts beguile you  
In this rushing world of gain:  
Let your efforts bring you sunshine.  
Push your work with might and main.

There's many a pitfall before you  
In this greedy world of strife.  
But always keep a smiling face  
And you will live a happy life.

Yesterday is dead. Today is living.  
But tomorrow is veiled, my boy—

No one knows what it will bring you;  
But 'tis best to await with joy.

If you would advance in this mighty world,  
Why, then show it what you can do.  
Useless bragging by the fireside  
Will not help the world or you.

If you've got the goods we'll help you.  
He or she will do their share.  
No need to fret or grumble,  
For the world is really fair.

Charming manners will bring you gladness.  
Let no harsh words come from you.  
For you can't tell when your turn may come.  
When you'll need a friend when you're  
feeling blue.

So keep on striving for your future,  
Picture grey skies as if blue,  
For there's a silver lining somewhere—  
Look for it—it's up to you.

## Loss and Damage on Household Goods

C. H. Dietrich

The American Railway Association, in their Freight Claim Bulletin No. 53, has the following to say with respect to loss and damage claims on household goods, which is of interest to every line handling this commodity:

The railroads pay \$1,500,000 per year on household goods, divided as follows:

83 per cent	damage
17 per cent	shortage
65 per cent	less carload
35 per cent	carload

Every ton of household goods we haul costs about 85 cents in claims; all other freight costs about 5 cents per ton.

### A FEW SUGGESTIONS

Renew instructions to see that household goods are marked, packed and stowed to ride safely.

See that shipper declares valuation as per classification.

Do not use term "O. R. Rel."

Shipper must declare the value and should sign the declaration as well as the bill of lading itself.

Weigh damaged pieces—it helps the claim department to determine the value under the tariff.

Try to have shipper consecutively number each piece.

If he can place an identifying slip of paper in each box, so much the better.

Docket household goods for discussion at prevention meetings—good ideas will result.

A wonderful Winnipeg auction fur sale took place on July 5th, when 250,000 pelts were disposed of to 500 buyers from various large United States cities. The fur was sold in 413 lots, and a low estimate of the aggregate values over \$500,000.

### Pronunciation

Sunday School Teacher—Johnny, can you tell me who built the ark?  
Johnny—Naw.  
Teacher—Correct.—The Right Way Magazine.

## Special Commendation

### POST CARD SOLICITATION OF PASSENGER BUSINESS

Name	Occupation	Residence	Report Made
T. A. Briggs.....	Conductor	Sioux City, Ia.	Three Sioux City to Des Moines
T. A. Briggs.....	Conductor	Sioux City, Ia.	One Sioux City to Whamac, Ind.
T. A. Cline.....	Engineer	Sioux City, Ia.	One Sioux City to Chicago
T. A. Cline.....	Engineer	Sioux City, Ia.	One Sioux City to New York
H. W. Hurlbut.....	Clerk	Sioux City, Ia.	One R. T. Sioux City to Los Angeles via Seattle
H. W. Hurlbut.....	Clerk	Sioux City, Ia.	One Sioux City to New York
O. G. Mars.....	Demurrage Inspt.	Marion, Ia.	Two Iowa City to Kansas City
A. Woodward.....	Demurrage Inspt.	Aud. Sta. Accts.	One Minneapolis to Chicago
J. E. Lockwood.....	Operator	Office	One pros. Los Angeles passenger
J. E. Lockwood.....	Operator	Webster, S. D.	Two Webster to New York via our line to Chicago
J. E. Lockwood.....	Operator	Webster, S. D.	One pros. R. T. Webster to Vancouver via Seattle
Harold Nelson.....	Cashier	Rockford, Ill.	Three Rockford to Omaha
Jan. S. Tigerman.....	Accountant	Dubuque Shops.	One Dubuque to Wisconsin via Chicago
F. S. Pooler.....	Tie Agent	Chicago, Ill.	Two Chicago to Wausau, Wis.
Jesse Gray.....	Traveling Aud.	Aberdeen, S. D.	One Redfield to Terry, Mont. en route Sidney, Mont.
E. C. Hall.....	Dining Car Steward	Chicago, Ill.	Party contemplating trip west
Henry Bond.....	Conductor	Milwaukee, Wis.	Five R. T. Milwaukee to St. Paul
Henry Bond.....	Conductor	Milwaukee, Wis.	Seven Milwaukee to Omaha
W. A. Snure.....	Chief Clerk, Local	Spokane, Wash.	One Foster Russell trip to Ohio
W. A. Snure.....	Freight Office	Spokane, Wash.	One prosp. trip east
Henry McGinnis.....	Car Repairer	Spokane, Wash.	Party contemplating trip
M. F. Hogan.....	Inspt. Safety First Dept.	Spokane, Wash.	Party Spokane to Thornburg, Ia.
W. A. Sprinkel.....	Agent	Clarkia, Idaho.	One Spokane to New York City
W. A. Snure.....	Chief Clerk, Local Freight Office	Spokane, Wash.	One prosp. trip to Michigan
F. M. Ackler.....	Index Clerk. AEE Bureau	Chicago, Ill.	Two prosp. to Chicago
A. W. Kuhn.....	Index Clerk	Brokaw, Wis.	Four Brokaw to Portland via Seattle
A. W. Kuhn.....	Index Clerk	Brokaw, Wis.	One Brokaw to Olympia, Wash.
A. O. Burton.....	Agent	Hillsdale	One Hillsdale to Chicago
Frank C. Ziel.....	Conductor	Willapa Harbor	Line
H. H. Richardson.....	S. C. Conductor	Sioux City, Ia.	Party Meskill to Covington, Va.
T. A. Biggs.....	Conductor	Sioux City, Ia.	One Sioux City to Chicago
T. A. Biggs.....	Conductor	Sioux City, Ia.	Three Sioux City to Chicago
T. A. Biggs.....	Conductor	Sioux City, Ia.	One Sioux City to Des Moines
T. A. Biggs.....	Conductor	Sioux City, Ia.	One Sioux City to Broadhead, Wis.
J. E. Lockwood.....	Operator	Webster, S. D.	One Palmer, Mass., to Webster, S. D.
Mr. Carlson.....	Clerk, Off. of Track Elev. Eng.	Chicago, Ill.	One prosp. Chicago to Mpls.
Irvie Rahn.....	Night Baggage Man	Ced. Rapids, Ia.	Three Cedar Rapids to Olean, N. Y.
Stewart Sale.....	Operator	Seattle, Wash.	One Portland to Baker, Mont.
			One Eugene, Ore., to Denton, Mont.
			One Little Rock, Ark., to Kent, Wash.
			Vancouver, B. C., ball team to Aberdeen, Wash.
S. N. Belanger.....	Operator	Seattle, Wash.	One Geraldine, Mont., to Monroe, Wash.
R. P. Rozell.....	Agent	Auburn, Wash.	One Alcona, Wash., to Lake View, Mich.
Maude French.....	Timekeeper	Des Moines, Ia.	Two return tickets from Seattle to St. Paul.
P. A. Gifford.....	Conductor	Des Moines, Ia.	Two Rockwell City to Omaha
Leslie Steele.....	Clerk	Panora, Ia.	One to California via Seattle
J. H. Hamaker.....	Clerk	Ottumwa, Ia.	One Cleveland, Ohio, and nineteen to points beyond.

#### S. M. West A. B. C.

George Brown, section foreman at Forestburg, S. D., paid the roadmaster's office a pleasant visit a few days ago and reports everything in tip-top shape.

Louie Kircher, dispatcher from the Aberdeen office, is at present doing relief work on the S. M. West while Mr. Starks and Mr. Moore are taking their well earned vacations. Louie is a very pleasing young man and can be relied on to deliver the goods. Mr. Kircher is also a baseball fan and when on duty can be found at the baseball park rooting for Madison, the best team in the league.

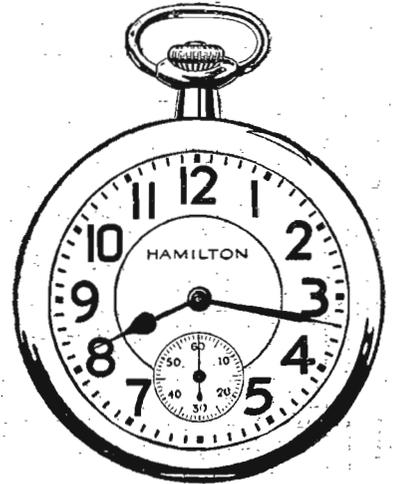
Both Road Masters W. H. Crabbs and T.

McGee have been working hard over their divisions and as a result, all tie renewals for the season are practically completed, all ballast renewed where needed and the track is now in first class condition. To any one planning a trip out west, we extend to them an invitation to travel by the way of the S. M. West, which will assure them a comfortable, and on time, trip.

C. J. Fulnecky, assistant engineer and tie inspector from Mr. Daniels' office, while at Bryant on the M. & B. line, volunteered to fire engine on No. 216 Passenger when Engineer Crow was suddenly taken sick at Bryant. Fulnecky heaved coal in great shape and No. 211 reported in on time at Madison. Good work, say we.

# Hamilton Watch

"The Railroad Timekeeper of America"



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Keep to your schedules by a watch whose accuracy is proved by the thousands of railroad men who have tested it. Hamilton Watches are the timekeepers most popular with American railroad men. Their experience points the way for you.

Conductor Dan Mandaville, shown here, has been in Erie Service 45 years. His run is between Jersey City and Binghamton—out on No. 5, back on No. 6. He has been carrying for 14 years that Hamilton he holds in his hand.

When you buy, look first at the Hamilton models which are the favorites with railroad men, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$25) and up. Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.



HAMILTON WATCH COMPANY, Lancaster, Pa.

# SAFETY FIRST

No. R. 146

## BAGGAGEMAN

Didn't  
Look

She Receives  
a Painful  
Injury

# LOOK FIRST



National Safety Council  Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

**Milwaukee Road Employes Stage Big Community Picnic at Copeland Park, Saturday.**  
North La Crosse, Aug. 30, 1921.

By C. W. Velsor

A big community picnic was given by the La Crosse terminal employes of the Milwaukee road, Saturday afternoon at Copeland Park. An enthusiastic crowd watched the ball game between the C. M. & St. P. team and Knebe's Pool Room, which ended in a tie, 14 to 14, at the end of nine innings. There were too many other events scheduled to admit of playing off the tie.

Portage was supposed to oppose the Milwaukee team, but it was rumored that they were "scared out," and well they might have been to see the heavy slugging and the ruination of baseballs accomplished by the railroad men. They got eighteen hits off Moore, the Knebes' pitcher, but the Knebes went them three better with twenty-one hits off the two railroad pitchers, Gogin and Kaveney.

The game went along smoothly until the fifth inning, when with the score 3 and 3, Gogin blew up and allowed the pool sharks to collect seven runs. The railroaders came back in the sixth, however, and got six runs themselves, and at the beginning of the last half of the ninth they were ahead by a score of 14 to 11. The Knebes spoiled their victory by batting out a few balls which gained them three runs and tied the score. In order that the lengthy racing and contest program might be concluded while it was still daylight the game was called and the honors declared even.

The most unique contest of the day was won by Dominic Devine. He won the prize for having the largest family on the grounds, by having nine children present. At that, he didn't have to bring them all to win it, for he had three more at home. The prize was a real one, too—half a ton of coal.

The tug of war between the carmen and the roundhousemen was won by the carmen with nine men to the roundhousemen's eleven. There was also a long list of other races and contests—some exciting, some humorous.

The prize winners of the contests are as follows:

Married ladies' race—Mrs. C. Lockman, first; Mrs. H. Brinkman, second.

100 yard dash for men—William French, first; Fred Shumway, second.

Girls under 8 race—Dorothy Lehrke, first; Irma Parmenter, second.

Girls under 16 race—Anna Lehrke, first; Gertrude Lehrke, second.

Boys under 12 race—Fred Devine, first; Otto Miller, second.

Ladies' race—Hortense Robare, first; Dahnua Robare, second.

Boys under 15 race—Frank Rendler, first; William Hoggenhouse, second.

Fat men's race, 180 pounds or over—John Webster, first; Frank Lubinsky, second.

Girls under 12 race—Maurie Reed, first; Henrietta Finn, second.

Men's 100-yard dash—Arthur Brinkman, first; Patrick Kaveney, second.

Sack race for boys—Fred Devine, first; Charles Schultz, second.

Ladies' nail-driving contest—Mrs. W. Hafner, first; Mrs. C. Lockman, second.

Largest family on grounds—Dominic Devine with nine children.

The ball team representing the Milwaukee employes lined up as follows: Blank, lf; Shumway, 2b; Kaveney, ss; Scholberg, c; Lafore, 1b; Burns, 3b; Falk, rf; Webber, cf; and Gogin, p.

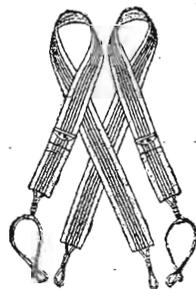
The out-of-town visitors were C. G. Juneau, master car builder, and M. J. LaCourt, G. C. F., who came from Milwaukee; and F. P. Miller, D. M. M., Portage, Wis.

Looking Forward.—Another thing we are looking forward to with happy anticipation is apple-blossom time in Normalcy.—Ohio State Journal.

Reducing the Noise.—Rubber-paved streets are to be given a trial in London. And, with silent motor-engines, our only traffic noises soon should be the shrieks of injured pedestrians.—London Opinion.

**"Most Comfortable Ever Worn"**

—is what millions say about



**NU-WAY or EXCELLO**  
KUBBERLESS SUSPENDERS

"A Full Year's Wear Guaranteed in Every Pair."

No rubber to rot. Plenty of Stretch from Phosphor Bronze Springs. Slip-loop back gives Solid Comfort. Price 75c.

NU-WAY Spring Stretch Garters. Easy and comfortable—don't bind the leg. Guaranteed. Price 50c.

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Ask Your Dealer. If he hasn't them, send direct, giving Dealer's name. Accept no substitute. Insist on NU-WAY or EXCELLO. Our Guarantee Label attached to each pair.

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## On the Steel Trail

### Idaho Division R. C. P.

What's the matter with you fellows? Why don't you send in the dope? How do you expect me to get all this news that you are expecting to find in this column? When I took it upon myself to look after the correspondence end for this division, I had assurance from certain parties that they would help me by sending in the news. I will not mention any names this time; but—look out. When I get mad I wield a very nasty pen. How would you like to see printed in these columns a true story of your life? This doing it alone makes me feel like I was talking to myself, which is an awful lonesome feeling. Just slip me a note about the doings in your old town and—we'll tell the world.

The recent cool weather is a reminder of a summer about gone and of our nearness to Fall. No doubt many of the boys are eagerly looking forward to the fishing and hunting season.

Those of you who have any real success in the big game line might do well to get on the good side of Charlie Biggs. Especially if you should bag any bear. He's an expert at skinning and dressing bear. If you have had no experience in that line, he may help you. Charlie is mighty obliging, thataway.

Charles Davis has been laid up for some time now with an injured knee.

Chief Clerk J. T. Slevin is the proud father of a nine-pound boy.

Freddie Washburn has returned from St. Martins Springs, Ore. I haven't had a talk with him since he returned, so I cannot tell you anything about his trip. Don't you think he ought to come across with a little story about it?

Don't anybody accuse us of being slackers. Agent Frank Hayes of Rosalia talked himself blue in the face in an effort to secure four far-eastern passengers for our line. The reason it was necessary to do so much talking was because we have only No. 28, a short run through Rosalia, connecting with No. 18 at Plummer Junction. The parties whose patronage he solicited were doubtful about this train making connection with No. 18, fearing it might be late. Frank persuaded them to take the chance, pointing out that it hadn't missed connections for many months. It happened, however, that on the date they were to leave No. 28 was held up by a freight train derailed ahead and must miss connection with No. 18. When Frank learned of this he immediately asked the train dispatcher to hold an extra east, then at Topeka, for about forty minutes at that point for his passengers and to permit them to ride said freight train from Tekoa to Plummer Junction, and he would rush them from Rosalia to Tekoa in his auto. Dispatcher Riley Beal was there with bells on that arrangement and just forty minutes later Det Parker at Tekoa reported the arrival of Mr. Hayes with his passengers. After loading his passengers, Conductor George Stiltz, with Engineer Marre, on the extra east, lit out for Plummer Junction, arriving there at 9:09 a. m. No. 18 arrived there at 9:09 a. m. I'll bet those four passengers are boosters for the Milwaukee.

The force in the superintendent's office is looking natural again. "Billie" Geerlings has returned from a two months' vacation, during which time she motored over about all of the western half of the United States and a part of Canada. You know, Billie is the only ray of sunshine they have in that office. Yes, sir—sure looks natural-like in there now.

Timekeeper Murray had his vacation, too. He came back all smiles. Gertrude said his grin reminded her of a kid caught stealing jam. He spent two weeks in the country. You see, he was raised in the country. Didn't move to the city until he was quite a lad. That couldn't have been so long ago, because he is still so young. But, then, to me, as I look back to the time when such an experience as he told me of was possible, it seems like it's been years and

years. He told me how, when he first came to the city, he was alone. No friends or enemies to seek out. So he took himself to an hotel. After being shown to his room and he had washed and disposed of his carpetbag, he decided to take in the town. Stepping out onto the sidewalk, it occurred to him to get the name of his hotel, carry it in his mind while rubbernecking, so that he could return to the right place when he came into the mood. Glancing up at the big plate-glass window, he read, "Hotel Bar." Fine, he thought, that's easy to remember, so on he goes. After dodging traffic for a while and falling over backwards a few times in an attempt to take in the tall buildings, he decided to return to his hotel, where he could dig into that old carpetbag and get his sweetheart's picture, that he might gaze at it so as to dispel the terrible feeling of homesickness that had come over him. Turning back, he hurried along with an eye out for said hotel. He hadn't taken twenty steps until he found it. "Strange," he thought: "so close—must have been walking in a circle." On going inside he noticed the place seemed very different. Everything turned around. Being in doubt, he asked the clerk, "Is this the Hotel Bar?" "No, go through that door in the back," the polite clerk told him. Stepping through this door, he was more bewildered than ever. Addressing the "clerk" there, who was dressed all in white, like a barber, he again inquired, "Is this Hotel Bar?" "You betcha," came the prompt reply. "What'll you have?" "I'd like to go to my room." "Go through that door there and see the clerk at the desk. He'll fix you out." "I just came from there, and he sent me in here," our young friend stated. "Do you see anything here that looks like a bed?" the man in white asked in a sarcastic tone. Mr. Murray became greatly confused at this and decided to step outside and think it over.

Looking across the street, he saw another Hotel Bar. A few doors farther on he saw another, and still another. He wondered what all this meant—so many hotels of the same name. How was he to find his? Seeing a humble looking chap standing in the corner, he approached him for an explanation of the terrible state of affairs. "Why so many Hotel Bars?" he asked. "I don't know," the stranger replied, "unless as how each hotel figes it ought to have a bar." "What do you mean, bar?" "Why, a place to lick up, of course," the stranger said.

He then told the stranger of the sad predicament he was in, having that name only in mind to direct him to his bed and all his worldly possessions. This stranger proved to be a good scout, no doubt took a liking to the boy, and together they set out to have a look into all the hotels in the city, until our young man found the one at which he had parked. This took him three days. He got the real name of the dump at once and wrote it on his hat band. Had he waited until these times to move into town he would have been saved such a terrible experience. I have heard of young men moving to the city and going astray when such places as bars existed, but I never really knew just how it happened. It is plain to me now, however, since Mr. Murray explained it.

Do you remember, old-timer,

When Vassej last had a shave?  
When McCormick lost interest in prizefights,  
And McAuley knew how to behave?

The time Jim Murphy got excited?  
And when Patterson really could sing?  
Fred Washburn wasn't working at Malden?  
And Biggs was a vain young thing?

When "George Washington" really got angry?  
Chas. Koepfer had a wasp-like girth?  
Jake Shook couldn't handle an engine?  
And Gus Rossbach was not on this earth?

- When Bill Peters didn't savvy a local?  
 And "Mike" could not hit the ball?  
 When McBride was afraid of machinery?  
 And Perry got out on his call?
- When Kelly could tell a true story?  
 Ben Casey flew up in the air?  
 Chas. Donovan wasn't good-natured?  
 And the barber cut Frank Quimby's hair?
- When John Smaby could not stop talking?  
 When Bill Graham was not on the rip?  
 When Chas. Davis was a rotten bag-puncher?  
 And when Felton laid off for a trip?
- When Spike was a hard-hearted divil?  
 And when Murcar wasn't Irish all through?  
 When McCarthy was a most wicked villain?  
 And when Staeger wasn't looking real blue?
- When Frank Beal didn't have any "whiskers"?  
 When Doc Mead turned down all his friends?  
 When Bill Russell could not talk English?  
 And when you could read the stuff Carl Thompson sends?
- When Bill Nelson was not a square shooter?  
 When "Slim" Chizer laid down on the job?  
 When Chas. Hankins first learned how to "toot" her?  
 And when Elliott's first name was not Bob?
- When Pat Murnane had a sweet disposition?  
 When Pete Colwell forgot how to cuss?  
 When "Rube" was a fleet-footed caller?  
 And when Lombard hunted round for a fuss?
- If you do, then your memory's a wonder  
 To recall all the things I have told;  
 But I'm willing to bet you, by thunder,  
 You're at least over ninety years old.

The following is from R. S.:  
 The employees of this office were very much wrought up over the fact that they were to receive no pay checks payday, due to the fact that the Idaho Division payrolls for the last half were lost between Spokane and Chicago, so we were informed by a pink wire from Chicago office, but Chicago must have been trying to play a joke on us, for we were later advised that the pay checks were on the way to Spokane, which made everybody happy again.

It was awful quiet around the Union station for a couple of days this week. Reason? Gertrude had a cold.  
 Fitz is winning all the money in the toddle top games.

**Minneapolis Shop Happenings**  
*James Nellins*

We failed to make mention in the last issue of the departure of Frank W. Drew and his associate, Mr. Cleveland, of the accounting department, who had both been doing some accounting here for a time. They were most agreeable men to work with and the smiling manner in which they did their business surely commanded cooperation, and if there is any similar work to be done by the accounting department, it is hoped that Mr. Drew and Mr. Cleveland will again be selected to do it. Mr. Drew is an old-time partner in joy and misery of this correspondent.

Sylvester J. O'Gar, reclamation department representative, did business here on August 22, and received the glad hand from all his associates at these shops, and was joined later by his associates, Patrick Madden and T. R. Morris, both of whom gave some instructions in reclamation matters. It was "our" pleasure to have a handshake with Messrs. O'Gar, Madden and Morris.

Blacksmith William Knapps received the condolence and sympathy of his fellow workers on account of the death of his wife, this sad event occurring on August 24. Mr. Knapps is a most agreeable shop mate and a careful and painstaking employe and all are sorry to hear of his sad bereavement.

Head Boilermaker John Goodrich, roundhouse, recently transferred here from Prairie-du-Chien, has now moved his family and furnishings to Minneapolis and is a full-fledged citizen of this place. Glad to know that he likes it here and

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trust he will find the change pleasant and congenial.

Machinist Clarence Busterud, roundhouse, has resumed work after an enforced vacation due to personal injury.

Edward Lilledahl, shift clerk at roundhouse, is receiving congratulations from his friends on account of a fine girl being sent to his house recently, and the little Miss insists on remaining. Success to the young lady and may she be as loyal to her friends as he is to his.

Gossip has it that Fireman Axel Udéen is about to join the benedicts, and can only hope the rumor is true. In any event, congratulations, whether or no.

Miss Clara Knudson has returned from her vacation all smiles and reports having a good time.

Benjamin Benson, chief clerk, locomotive department, is enjoying a brief vacation and has gone to the country where the potatoes are big and the chickens are always fat. This correspondent is holding down the job during Mr. Benson's absence and it seems like the old days to be on a job; but we rather question as to whether or not we would like to be a presumptive heir for the position again.

By the time these items appear in the Magazine, the Veterans will have held their convention, rehearsed old times and departed for their homes. Those that come will no doubt have a good time.

The September issue of the Magazine came today (September 10) and again has a nice view on the cover, and as usual "the hills look good far away," and that appears to be a fine trio of Holsteins. Those views improve with every issue.

There is a nice article in the September issue by Mr. Nicholson that sounds good and to the point. Let all Pioneers and Veterans read and commit this to memory, and the coming generation will do well to read and heed the words and other suggestions.

The article written by General Superintendent J. H. Foster sounds well and should receive the attention of all readers of the Magazine, and it must be said that he has the old-time agent well sized up; and let everybody take notice of what

he says concerning the man with a grouch. Yes, that article surely describes the old-time station agent.

Our news will be brief this time (somebody says "Amen") due to being somewhat otherwise engaged on Veterans' Convention matters, but hope to do better next time.

#### Notes from the Docks, Tacoma.

The great event of last month at the docks was the marriage of Mrs. Maude B. Wells to John A. Dolle, the well-known traveling auditor in this district, which took place on the evening of August 15 at the First Presbyterian Church, Tacoma. Virtually the entire Milwaukee family of the local office and the docks was present at the church and lavished congratulations and rice on the newlyweds. In the rice-throwing Emmett Maloney, our vivacious wharfage clerk, was to the front as usual, beginning firing before the ceremony was over. After an enthusiastic neighborhood sendoff at Mrs. Dolle's home on Yakima avenue, the bridal pair left the same evening on an extended wedding trip over the Canadian Pacific, going east to Mrs. Dolle's old home in Ohio and stopping on the return at Mr. Dolle's ranch in North Dakota. They will be at home to their friends in this city after October 1. We join in the good wishes of their many friends and only regret that owing to a trip to The Mountain we were unable to be present at the ceremony.

Bernie Bartels went on a week's vacation in the early part of August, spending it at his summer home at Dash Point, on the Sound. The silence which pervaded the office during his absence was positively uncanny. On September 1 the Bartels family moved back to the city, as Master Brandt Bartels is about to enter on his first year of school. At his personal request, we shall hereafter make it a point to refer to Bernie as our handsome chief bill clerk, which is an entirely truthful description of him.

Ed. Collins, our popular chief clerk, and Mrs. Collins went on a week's vacation trip to the Collins fruit farm at Yakima the first of September. He promised to send the office force a

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Fay and Dorothy Clover moved to their new home at Summit, a suburb of Tacoma, early in August and Fay now occasionally brings in a bag of plums from his own trees to regale the office force. Thanks, very much.

August 12, as the Arabia Maru was discharging cargo at dock two, there was considerable scrambling among the stevedores down in the hold at hatch six when some real live snakes were discovered among the cargo which had got aboard in the Orient in some unaccountable manner. No, they were not due to any of the whisky on board—they were quite real!

Miss Margaret Bolander, who has been staying with the Barreis family at Dash Point, across the bay from Tacoma, this summer, came in third in the 100-yard dash for girls at the Dash Point celebration known as the Whoop-di-doo, held in honor of the completion of the East Shore drive. We who have often admired Miss Margaret's speedy and graceful movements in indoor baseball at dock one were somewhat disappointed at her not winning first place.

Alvin Stenso, formerly electrician at the docks, went through a long spell at the Naval Hospital at Bellingham recently, incidentally undergoing an operation for the removal of the appendix and other trifles which the doctors thought he would not need. We were very glad to see him return about the end of August in very good condition. Alvin claims that he suggested to the doctor that he insert a pane in the opening to facilitate future inspections, but that the doctor thought he had had pains enough and declined to do so. Ouch! help!

Mort Campbell, chief car inspector at the docks, recently bought one of Henry Ford's justly popular Lizzies and therewith acquired more troubles than he ever had before. The first time he took it out of his garage he successfully dodged two telephone poles, only to run into the side of his own house. It was a long time after that before he could induce his family to go out with him in the car. The flivver, according to Mort's account, has more ailments than a human being. Some days it stutters on one cylinder; sometimes it has hicoughs in two cylinders; one day it broke a wishbone, and on one occasion it deliberately committed suicide right out in the open street at Auburn. Mort now has an intimate knowledge of car repairing in more than one sense.

The method of loading tea in carloads devised at these docks by our own Mr. Alleman has so greatly decreased damage in transit and consequent claim payments, that it is now considered as a model and has been adopted at other terminals also. The other day Mr. Alleman, at the request of the claim department, had some photographs taken at dock two showing the details of this loading method; these pictures are to be distributed by the claim department in this country and in Japan to illustrate this improved method. One of the pictures shows four of the electric trucks (popularly known as jitneys) loaded with tea, with Agent Alleman, General Foreman Hennessey and Assistant Foreman Waldron, with a number of the checkers and warehouse men, gracefully grouped around them. Mr. Alleman has promised to send this picture to the Magazine, to show the rest of this railroad family what a handsome warehouse force we have at these docks.

Tacoma methods are not as slumbrous as our friends in our neighboring village of Seattle make believe. The pouch system of handling the records on export freight at dock two, Tacoma, devised here, has proved so efficacious that the other day Mr. Whaley of pier six, Seattle, came over here to inspect the system with a view to installing a similar one there.

James Hennessey, our tall and handsome general foreman, now has his office in the room at dock two formerly occupied by Special Agents Braund and Washburn. Mr. Washburn, who is even taller than Mr. Hennessey and can look into the second story windows of the office at dock two without any trouble, now has to chase back and forth between Tacoma and Seattle, and does not often delight us with his calls.

Christian Ebbesen, chief accountant at these docks, again took a day or two of vacation last week for the purpose of moving the well at his suburban home near American Lake. At last accounts the well was still in the old location.

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Raymond Fink, our messenger boy, is again back on the job after a month's vacation, which he spent visiting and fishing at Centralia, Kelso and Portland. We were all pleased to see our faithful and speedy Mercury again.

The wonderful trip to The Mountain has been very popular with our force here this summer. Mr. Allman, our agent, was at Paradise Valley for a day or two with a party; Miss Margaret Bolander also went up and slid down the snow-fields; Ray Powels and Mrs. Minnie Powels chaperoned our own Duchess. Her Grace Miss Erickson, and a member of the Department of Public Safety, on a two days' trip along the Sky Line Trail; Fay and Dorothy Clover, with Fay's grandfather, Mr. Crawford of Chicago, and Mrs. Dorothy's parents, Mr. and Mrs. Rau, spent part of Fay's vacation on The Mountain and brought back some wonderful pictures of the sublime scenery up there; your humble correspondent was one of a party of four who were on a three days' hike along the trails between Longmire Springs and McClure Rocks, camping in the open; but Sam Harris, formerly of the docks, but now in exile at the yard office, lords it over all of us, as he has actually been to the top, 14,408 feet above the sea. His face was badly snowburnt, but he wouldn't take bags of money for the sensation of thus being able to look down upon poor groveling humanity below.

F. E. Bement, who was for a long time repairman at dock two, has just returned from a month's auto trip to Southern California, including a side trip to Tia Juana, just across the frontier in Mexico. He was noncommittal as to his purpose in going there, but we have our suspicions. Mr. Bement avows that there were only four autos on the trip which he wasn't able to pass, which is certainly going some.

Captain Kirby, the famous truck oiler at these docks, insists that he was grossly wronged in a recent correspondence by having his name misspelled Kearby. The latter spelling, it appears, is the way in which the hated Briton spells it, while a loyal Irishman (born in Liverpool) prides himself on the Irish spelling Kirby. Mr. Kirby also informs us that it was a Jugo-Slav, and not an Italian, who lost out on the cow-pasture argument. We apologize for the error, as we have no desire to involve the Irish Republic in any international complications.

**Iowa Division**  
*Ruby Eckman*

Mr. and Mrs. Fred Vodenick are the parents of a son, born on August 5. Fred is a conductor on the Middle Division.

Engineer Ben Moore was off duty several trips in September account of sickness.

Guy Emerick, who has been firing one of the through passenger runs between Perry and Savannah, has given up the job for a switch-engine job in Perry yard.

Engineer M. O'Loughlin is home from a trip to Seattle and other points west. His wife accompanied him and they were absent about six weeks.

Fireman Earl Holdridge was off duty some time in September on account of sickness.

Fireman Herbert Christensen took a couple of weeks' vacation in August.

Mr. and Mrs. Bert Cline are the parents of a daughter born the latter part of August.

Anfin Anfinson has taken a leave of absence and has gone to Montana to look after some land interests.

C. E. Eritts and Edward Fitzgerald took their vacations from work on the roundhouse office force in August and September.

Engineer Morgan Hildrith was on a two weeks' leave in September and with his wife took a trip to New York. E. Stoner relieved him on 14 and 3.

Conductor E. A. Rumley resumed work the fore part of September, following a several weeks' layoff on account of an injured foot.

Dave Wasson, who has worked for the Milwaukee in train and yard service for a number of years, died at the Iowa City Hospital, September 10, following an illness of several months. Burial was made at Perry. Dave had been a member of Perry yard switching force since 1916.

Jesse Moore of the Perry roundhouse force, who has been off duty for several weeks, expects to resume work about the first of October. He had a hand mashed when a jack slipped on an engine on which he was working as a machinist helper.

Switchman and Mrs. Frank Upton are the parents of a new son born the latter part of August. He has been named Frank, Jr.

Switchman Henry Hall of the Perry yard force has recently purchased a new home in Perry.

Fireman George Becker, who has been working out of Savannah for some months, has returned to Perry and is working as swing fireman on the passenger runs.

Thomas Beatty has resumed work in the roundhouse following a several weeks' layoff. He was compelled to be off duty during the sickness and death of his daughter Cleo, and later took his wife to Missouri for a rest.

Conductor Ralph Van Horne and family spent a couple weeks of August visiting with relatives at Lisbon, N. D.

Train Dispatcher Harry Buswell has been at his parents' home in Phillip, S. D., for a few weeks on account of an attack of hay fever.

Conductor Greeley Burnham, who has been off duty about three months on account of a sore eye, was able to resume work the middle of September. He got a hot cinder in it and infection set in.

Conductor C. M. Craig and wife spent a couple weeks of August and September with relatives in Ohio.

Conductors M. B. and W. J. Moran were off duty during the Iowa State Fair, entertaining their father and brother, who were up from Milan, Mo., to visit and attend the fair.

Conductor William Stevenson has recently moved into his new home which he has purchased on West Second street in Perry.

Mr. and Mrs. Frank Wagner are the parents of a son born the fore part of September.

Blaine Dollarhide, son of Fred Dollarhide, assistant foreman of the roundhouse force at Perry, returned the fore part of September from a several weeks' visit with his grandparents in Dennison, Texas.

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As the train displaced the stage-coach and the steamboat the sailing ship, so in turn electricity is driving steam from both land and sea as a motive power.

One of the important phases of this change is the electrification of railroads. Electric locomotives are being used today on 5,000 miles of railroads and trolley lines over which freight is hauled in the United States—a mileage nearly equal to that of Belgium's entire railroad mileage, and practically twice that of Denmark. More than 700 electric locomotives are being operated. The number of miles of electrified railroad in all other countries is said to be about 1,200, and the number of electric locomotives in use less than 500.

It is approximately a quarter of a century since the change began in the United States. Reduction in operating expenses was not the principal motive in the earlier stages of the transition, but rather a desire to do away with the smoke and gas in tunnels and at city terminals. Gradually some of the leading railroad systems of the country adopted electricity as the motive power for stretches of track where these conditions prevailed, the number including the New York Central, the Pennsylvania, the Baltimore & Ohio, the New York, New Haven & Hartford, the Boston & Maine, the Great Northern, and the Grand Trunk, a Canadian line.

In 1913, however, the Butte, Anaconda & Pacific a 30-mile line, reaching some of the richest copper mining sections of the western part of the country—a railroad with steep grades and many curves—changed from steam to electricity to lessen its operating costs. It was the first American railroad to use water power instead of steam for the generating of electric current. At the end of the first year it was shown that electricity had effected a 35 per cent increase in tonnage per train, a 25 per cent decrease in the number of trainmen. The net saving for a year, due to change, was placed at \$258,000. At this rate the railroad could save enough in five years to pay for the cost of electrification.

In 1916 the Chicago, Milwaukee & St. Paul Railroad, one of the largest systems of the country began the electrification of six of its main line divisions over the Rocky, Bitter Root and Cascade Mountains. This railroad now operates 660 miles of electrified lines, including 208 miles opened to traffic last spring, all the current being generated by water power. The use of electric locomotives has, according to the company's estimates, released 162 steam locomotives for use elsewhere, with an annual saving in fuel of about 300,000 tons of coal and 40,000,000 gallons of oil. Through the trying winter of 1917-18, the electric locomotives brought both freight and passenger trains over the electrified tracks in schedule time or better; in fact, it was quite customary to make up on the 440-mile electric run fully two hours of the time lost by passenger trains on adjoining steam engine

divisions. The company has saved enough, it is claimed, to make an attractive return in the amount invested in electrification, to say nothing of 112 locomotives released for work elsewhere.

One of the strongest points in favor of the electric locomotive is the saving in coal which its use effects. Practically one-fourth of the coal mined in the United States is used by the railroads. In 1918 the coal production was 679,200,000 tons, of which the railroads used 163,000,000 tons. A. H. Armstrong, chairman of the electrification committee of the General Electric Company, recently declared that approximately 122,500,000 tons of coal, or more than two-thirds the coal now being burned by the 63,000 steam locomotives of the United States, would have been saved during the year 1918 were the railroads completely electrified. "This vast amount of fuel," he said, "is 50 per cent greater than the pre-war exports of England, and twice the total amount consumed by France for all its railways and industries." Not only do steam locomotives burn a vast quantity of coal, but a considerable amount of energy and railroad equipment are required for hauling the fuel they use. It is estimated that electric motive power can be maintained for one-third cost of steam for same train tonnage.

The electric locomotive can cover a much longer distance without repairs than the steam engine. It can haul much greater loads and thus effect a great saving in time. This means that in various cases the necessity of additional trackage to take care of increasing business is rendered unnecessary, postponing the immediate need of building additional tracks on congested divisions. It is not subject, as is the steam locomotive, to climatic conditions and is more reliable. It is more efficient on grades, and the down-grade dangers are reduced by the "regenerative braking," a process by which the motors are not only made to act as brakes, but are converted with generators, which return power to the power stations. In addition, water power may be used to generate the current for driving the electric locomotive; and, when that is not available, coal may be used with far greater economy than in the individual steam locomotive. Its power may be judged from the fact that in a tug-of-war adjacent to the Erie Works of the General Electric Company last fall, one electric locomotive conquered two big modern steam locomotives.

The trend toward economizing in the use of coal foreshadows increasing adoption of electricity as the motive power for railroads.

France has appointed a commission to study the feasibility of the general electrification of all its railways with special reference to immediate construction in districts adjacent to its three large water power groups, the Alps, the Pyrenees and the Dordogne or Central Plateau region. It is proposed to electrify 5,200 miles of its total of 26,000 miles of railways during a period covering twenty years. Italy, which is compelled to import most of its coal, and Switzerland have extensive plans for railroad electrification, as has also Belgium.

Conductor E. E. Banyard, who has been on leave of absence several months selling Ford autos, has resumed work on the road.

Britt Staber, telephone lineman at Perry, has taken a six weeks' leave and with his family made a trip to Minnesota in their car, expecting to camp along the route and then assist with his harvesting on his farm.

Mrs. Charles Robertson, wife of the telephone and telegraph lineman at Perry, returned home the first of September from Wabasha, Minn., where she and her children have been spending the summer. It was necessary for Mrs. Robertson to go to the hospital for two operations during the summer. Her health is somewhat improved, but it will be some time before she has fully recovered.

Mason Hildrith, of the store department force, spent part of his vacation in Indianola in August.

Conductor A. C. Hann resumed work on the short run between Perry and Manilla the fore part of September, following a several weeks' layoff on account of sickness.

Paul Cushman, of the Perry repair track force, is building a new home on North Second street in Perry.

Engineer L. F. Johnson returned September 1 from a six weeks' trip to New York, Boston and other points east.

Engineer D. Young spent some time in August and September making a trip to New York.

Charles Lurze and wife went to Rockford, Ill., the latter part of August to visit with relatives for a few days.

Engineer Mickey Conners and family spent the last week of August visiting with relatives in Yankton, S. D.

Engineer George Saucer and his sister Mary attended the Minnesota State Fair the fore part of September.

Conductor Francis Cummings was in the Washington Boulevard Hospital, Chicago, in August for an operation.

O. H. Hasse and family spent several days in August in Madison, Wis., attending to business matters. They had the pleasure of a visit with Trainmaster Maxwell during their absence.

Boilermaker Edward Burns of the Perry round-house force has been seriously ill for several weeks.

Machinist Levi Swanson was seriously injured August 19, when his motorcycle bumped a rail while he was riding along the right of way. He was thrown off the car. Jerry Heinzeleman, who was riding with him, escaped injury.

Engineer Grover Patterson has been working on the Dubuque Division for several weeks.

Kenneth McLuen, son of Engineer Carl McLuen, has been sick with typhoid fever for several weeks.

Engineer Hiram Colburn returned to work August 15 after a four or five months' layoff on account of a sore eye. He had the pink eye early in the summer.

William Oney of the Perry platform force had to take his wife to a Des Moines hospital in July.

Fay Marsh of the Perry yard force has taken a leave of absence and has taken temporary work in passenger service as a brakeman. On account of there being a couple engines pulled off in Perry yard there was no work for him.

Conductor A. N. Drake and wife went to Chicago and Milwaukee the fore part of August to visit friends and relatives.

O. J. Franklin, rail inspector, was out from Chicago August 13, inspecting the track between Bouton and Perry where a cracked wheel nicked several hundred rails.

Brakeman C. D. Milnes was called to his home in Breymer, Mo., August 13, by a message telling him that his wife was very sick. Mrs. Milnes had been visiting her parents for a few weeks.

An item which was missed last month was the arrival of a daughter at the home of Conductor John McCurdy of the West Iowa Division. The little one came July 5.

Misses Helen, Cleo, Irene and Marian Voss, daughters of Agent Voss of Mazomanie, Wis., spent a couple weeks of July visiting in Perry at the home of their sister, Mrs. Herbert L. Adams.



Splinters from the Wooden Shoe  
"Red"

The above are Foreman Tom McClean and Checker John Milheiser of the freight house. Tom, on the left of the picture, started work for this company March 1, 1887, and has advanced from the various positions up to the foremanship, which he has held and filled with great efficiency. On the right, John is seen having accepted a few orders to be taken care of.

Haven't heard of Machinist A. Johnson falling through any more manhole covers. The city must have taken some action in the case of the one on the corner of Broadway and Mason Street. Engineer Ebbe Johnson and wife of Channing paid us a week-end visit.

Firemen R. Blahnik, R. Van Holten and Caller A. Proctor did some talking to the owner of a gasoline launch for a little fishing party. Well, they finally got the launch, after telling said owner that they knew all about running a boat. Between cranking and swearing the boat refused to go any further than one of the fish docks. They sure enjoyed their fishing trip, with the exception of "Beany Lynn"—he was not along.

Miss Alice Jacobson of the car department surprised us all by getting married while on her vacation. Hearty congratulations.

Miss Grace Blindauer, also of the car department, has followed suit and has taken the solemn oath to OBEY and of course she said yes to Honor. Congratulations, Grace.

#### Car Accountants' Notes

##### "The Maggie"

Have you seen the smiling countenance beside Miss Howard? Sure, it's Miss Wood.

Has anyone noticed the way Joe Crowley and Carl Denz run up and down steps the last few days? They are in training for their bowling match on November 31.

Say, Nolan, stick your head out of the window and save dictating.

Miss Salter is still looking for "boiled dinners" since spending her vacation "down east."

No, Charley, you're out of it this time. We'll forget about the bucket of paint.

It's about time that Dave Ramsay and Clarence Becker went to La Crosse again. It seems to cheer them up.

#### Twain City Terminals

##### "Molly O"

Superintendent G. A. Van Dyke and wife made a trip to Duluth and the "Soo" last week. This is Mr. Van Dyke's first vacation since "befoh de Wah," and he reports a very pleasant trip.

Signal Supervisor A. F. Alexander answered the call of the wild and went to Hayward, Wis., for a week's fishing. We hope he catches fish in proportion to the amount of fishing tackle he took with him in his new Willys-Knight.

Chief Accountant S. J. Farley spent Labor Day with his parents at Green Bay, Wis., and incidentally did justice to mother's home cooking—especially the pie.

Judson L. Cook, our genial stationmaster, announces the arrival of a baby girl at his house.

Chief Clerk F. E. Quirk is visiting friends in Galena, Ill.

We notice Edith Arnold, of the superintendent's office, is wearing a new sparkler on the third finger of her left hand. It is probably serious, although it didn't "take" the first time. One can hardly get into or out of the passenger station without stumbling over a new Ford. The latest is a touring car driven by Irene Hughes, and a sedan piloted by Katherine Wright.

It is with deep regret we learn of the death of Donald Joe McDonald at his home in Minneapolis after a two weeks' illness. The sympathy of all is extended to his bereaved parents.

Sam Salter, who has been on the sick list for some time with blood poisoning in one of his feet, is very much better and has returned to work.

Margaret McGrath is with us once more as clerk in trainmaster's office.

Frances Leonard spent a few days in Sioux Falls, S. D., visiting Lucille Woodruff. The rest of her vacation was spent at Ellsworth, Minn. I understand she plans on making another trip to Ellsworth in the near future. What is the attraction, Frances?

Clarence Croner is back on the job. He spent ten days up in the "wilds" of North Dakota.

Florence McCauley has returned from a three weeks' leave. Spent two weeks at Eagle Lake, Mich. On her return she stopped at Chicago, South Bend and Goshen, Ind., visiting friends.

Josephine Wagner has returned from her vacation. She visited at Des Moines and returned by the way of Milwaukee, Wis., and spent a few days with a sister who resides there. A pleasant time was spent at both places.

Archie Benolkin spent ten days visiting relatives in Seattle.

Mrs. Taylor is back to help out for two weeks. She reports liking Denver, where she is now residing, very much.

The Veteran Employees' Association held its annual meeting in Minneapolis beginning September 15, and we were all ready to extend the glad hand and welcoming smile to them. Speaking of Veterans, there is C. R. Lewis, city ticket agent, Minneapolis, with a record of 45 years' continuous service with the Milwaukee.

**Illinois Division**  
*Mabel Johnson*

Mrs. Harry Shannon of Kansas City, Mo., visited at the home of Roundhouse Foreman J. R. Slater, at Savanna, recently. Mrs. Slater and Mrs. Shannon are sisters.

Dispatcher Harry Brown and wife and Engineer G. Watson and wife have returned from a two weeks' camping trip which was spent in Minnesota.

Mrs. F. L. Murphy, wife of Conductor Murphy, spent a few days in Savanna recently, visiting relatives and friends.

Chief Clerk L. Donald of Mr. Bradshaw's office and wife spent their vacation visiting relatives at Savanna, also making a call at the superintendent's office.

In response to a message received by Mrs. Anna Bahne, timekeeper, superintendent's office, Savanna, telling her of the death of her brother-in-law, L. E. Sizer, of Milwaukee, who passed away at Madison, Wis. Mrs. Bahne and children went to Miles, Iowa, where the funeral was held.

Miss Lola Lynn, stenographer to Chief Clerk Hansen in superintendent's office, and Miss Helen Patton, stenographer to Chief Clerk Miller in general superintendent's office, spent their vacations in Huron, S. D., visiting friends and relatives.

Conductor E. S. Fiedler, who moved his family to Savanna a short time ago, has again gone to Bensenville to live, where his new home has been completed.

Conductor A. C. Kramp has moved his family to Elgin, where they will make their future home. The son Albert will enter the Armour Institute of Technology at Chicago.

We were pleasantly surprised when Brake-man F. L. Deering called at the superintendent's office a few days ago. He is now at his home in Polo, Ill., and with the use of crutches gets around very well.

Miss Mary Schunder, stenographer in Dis-



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You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

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### Radiophone Should Link the Farmer with Latest World-wide News and Events

Once upon a time the farmer was isolated from the world. He lived almost in solitude. The latest newspaper he received was often weeks old before the postman placed it in his letter box. The farmer's house contained none of the comforts of his city cousin's flat or apartment. There was neither hot nor cold running water. It was just one temperature—cold and didn't run. It had to be pumped. These are only two discomforts common to the old-time farm. Hundreds of others are familiar enough to old-timers and are directly responsible for the great exodus to the city from the homestead.

The modern farm is vastly different from the farms of former times. Electricity does hundreds of chores. There is hot and cold running water, which is not hand-pumped. There are electric household appliances to lighten the burden of the women. The automobile and tractor are supplanting the horse and mule. In short, practically all the disadvantages have been wiped out. There is still one remaining, however, and that is the isolation. Of course, the mail service has been improved and there is the telephone, but still the farmer often has to wait too long for news of importance.

This disadvantage, practically the only one remaining, may be overcome with the installation of a radio receiving set and by this means being in a position to take advantage of such sending stations as that at KDKA, the Westinghouse Electric & Manufacturing Company's station at East Pittsburgh, Penna. From this station to all parts of the country are broadcasted by radiophone the latest news, market reports, a resume of the stock market and in addition a musical concert. This is done each evening of the week and is interspersed with concerts by opera singers, vaudeville artists, speeches and lectures by prominent men and many other special features. In short, a complete program of entertainment is put on each night. Sundays there is the church service from one of Pittsburgh's best congregations, actually taking religion right into the home.

It can easily be seen therefore that the farmer owning a radio set which permits him to hear KDKA has no cause to feel isolated out on the farm. On the contrary, he receives as much news and is placed in as good a position to take advantage of various occurrences in the business world as his city brother.

## The Massachusetts Bonding and Insurance Company

will contract with four ex-railroad employes who can devote their full time and several who can devote part time to soliciting applications for our "Paramount" Accident and Health Policies from the C.M. & St. P. Employes

All of our representatives are making a good income selling our "Paramount" Policies. If you are a "salesman" you can do the same.

General Offices

Accident and Health Department  
Saginaw, Michigan

patcher Elder's office, and Charles Kieeman, chief timekeeper in superintendent's office, Savanna, were married August 23rd at St. John's Catholic Church at Savanna. They departed on the morning Davenport passenger train for a brief wedding trip and will reside at Savanna. Heartiest congratulations are extended to Charles and Mary. They were presented with a mahogany gateleg table as a wedding gift from the Savanna office force.

### From Davenport

#### To See Ourselves as Others See Us

An office like ours is hard to find,  
Perhaps you will it—but never mind,  
I'll tell you some facts you can't deny,  
And then you will see that I do not lie.

To start, there's at the head of the line,  
Mr. Hull, the agent, who's mighty fine.  
It's hard to equal his pleasant look,  
But, by this cover, you can judge the book.

And every night when you leave the shack,  
There's Mr. Flannigan's "Hurry back."  
And if 'tis a record you can't find,  
Taftwell will get it—so never mind.

Between you and me, I think it a crime,  
That Henrietta is never on time.  
But Margaret Hassellman is no shirk,  
With nothing to do, she still can work.

Mae made errors but Ann never would,  
She hates to brag but she knows she's good.  
They say it's human to make mistakes,  
And this ancient rule Ann never breaks.

John Pierce has asked for the simple life,  
Away from the noise, the toil and strife,  
But if from our midst he ever did roam,  
I'm sure he'd hunger for "Home Sweet Home."

If you ever wish for something new,  
Just ask Carthy how they used to do.  
And then our yard checker's name is Ray,  
In a Buick car he rides away.

In the latest jokes Art does delight,  
But thinks no one else can tell them right.  
If checkers you ever wish to play,  
Suggest it to Parkins any old day.

Our operator is slow and steady,  
But for a joke he is ever ready,  
Whenever kidding is being done,  
He's always leader of the fun.

Jack Linehan ought to have a wife,  
So he could leave the speedy life,  
The bright lights at times are very nice,  
But after a while they lose their spice.

The belle of our office might be Gen,  
For she surely tries to vamp the men,  
I'll say she knows how to manage things,  
For she always seems to get their rings.

There's some folks who think that it's not right,  
That Agnes should talk from morn till night,  
But I wouldn't want to spoil her fun,  
For she doesn't bother anyone.

Haus, our janitor, is very nice,  
In keeping the water cooled with ice,  
But there's some folks who must not think it,  
For nobody ever seems to drink it.

And now at last my verses are ended,  
But to be sure no slams intended,  
Just a mere statement of how we'd look,  
If we should have our "pitchurs took."  
(The End)

### East Wind Mile-a-Minute

Well, how many of you attended the Vets' meeting last month? Judging from the Committee on Arrangements and from the favorable reports received, you all had a wonderful time. Those of us who have to watch from the side-lines are still aspiring to become Vets, and although twenty-five years sounds like a great deal, we are not discouraged and may get there some day if we just have patience.

We are watching for a new sign to be placed on the door of 1214, which will probably read

"Haberdashery." All the girls in Mr. Whipple's office are crocheting ties, and they are so thoughtful, too, because they are all making them for their fathers or brothers. Bernice and Selma have to stop and ponder every two minutes, because they forget whether he wears a fifteen and a half collar or a sixteen.

The many friends of J. B. Stubbs, formerly chief of our pass bureau, will be interested in hearing some news of him. We understand he is now living in Olney, Ill., where he has a farm which he rents, and that his health is much improved.

Dorothy Hallwachs recently made a trip to Cleveland, Ohio, where she visited relatives. She spent the latter part of her vacation in Milwaukee, and she is now prepared to tell us all about the secret success of the wonderful Pioneer dinner, as she investigated the workings of the kitchen.

Mr. Burtness, chief clerk to president, enjoyed a two weeks' vacation last month, going west over the extension and visiting several points of interest along the coast.

Extra! Bernice Kelley overcome by gas. It was one day last week when sure signs of an asphyxiation were noted in 1214. Bernice knew she smelled gas and knew she was going to faint, and first aid was rushed to her assistance. And what do you think it was? Only Granger's ten-year-old pipe! After the riotous lecture read Granger, we do not expect any further cause for trouble from this source.

Hazel Merrill is spending her vacation in Iowa, and you want to watch the At Home page this month, because there is no telling what there may be in it. I will guarantee, however, that if you will study dilligently the discourse on sponge cake, you will hereafter be accomplished along that line.

Among the most prominent prenuptials of the season is the announcement of the betrothal of Miss Myrtle Janet Liebson of the Oriental freight department to Jack Pollack of New York and Chicago. Our heartfelt felicitations are with you, Myrtle.

All aboard for the housewarming at Forest Glen. For full particulars we refer you to Mr. Buckley.

We are glad to learn our Jawn has found covering for himself and family for the winter. You can return your tent and get a refund now, P. A. J.

Mrs. H. E. Johnson and Billy are having a good time visiting in Idaho.

Genevieve Aiken spent her vacation in Minneapolis. We understand Mrs. Aiken, after a long search, has also found an abode for the winter.

There must have been quite a session at Medinah Temple on Friday, September 23, judging from the number of Nobles who gathered in the lobby of the Exchange on that evening. What was it all about?

Bess Drach, general manager's office, is spending her vacation at Springfield and other outlying rural points.

Mr. Spratlen's secretary, Kathryn Andrews, spent a week in Toronto, Canada, last month and reports having had a gorgeous time.

Congratulations are extended to Vic Hitchfield, Mr. Hicks' office, and Conductor James Carroll, at Tacoma. Twins—assorted.

Miss O'Shea, of the passenger rate department, has accepted a position in Mr. Cadwell's office.

Isabel Bushnell, Mr. Pooler's office, had a two weeks' vacation last month, spending part of the time in Aurora visiting her sister and the rest on the links. Isabel is becoming quite fond of pasture pool.

A grand reception and dance was given Monday, September 19, at the New Merry Gardens, Belmont and Sheffield avenues, after which a midnight luncheon was served at Peacock Inn, in honor of Mr. and Mrs. William Ahern, who were married September 7. Messrs. C. Goetz, R. Dougherty and W. Swanson comprised the committee of arrangements and are to be complimented on their endeavors toward making the affair one of brilliance and gaiety.

Several of the girls around the Exchange are becoming alarmed about their future and are so anxious to learn what their fate will be that several visits have been paid recently to the fortune tellers. What they learned must have been

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WRITE FOR INFORMATION

## First National Bank

Minneapolis

a deep, dark secret, because we haven't been able to find out much about what their palms disclosed.

George Wall, formerly in the Advertising Department, made us a visit last month.

Margaret Derelith has left the pass bureau and has accepted a position in Mr. Whipple's office. Margaret will now have the duties of transporting trains instead of persons.

Can you guess who donated this to the cause?

They sat upon the garden stile—

The youthlet and the maid.

"The stars above are not so bright

As you," he softly said.

She lifted up her little mitt

Toward Luna's golden light.

"The moon above is not so full

As you, my dear, tonight."

#### Dubuque Shops Jingles

Oosie

#### THE PIONEERS

Those Pioneer Boys sure had some fine meet,

If what E. W. Young tells be true—

And the ball that they played was sure hard to beat;

'Spect 'twould make our young players feel blue.

'Twasn't a common, scrub big league game.

(Scientific right straight from the start)

With Cummings and Brady umping the same—

Oh Brady—he has a good heart.

For he saw how the scores had mounted sky high,

And decided that WE could play ball—

Then the ball turned up missing (just couldn't say why)

But whoever annexed it had gull.

To those PIONEER BOYS we take off our hats.

For 'twas THEY who ploughed up the ground, They are STILL IN THE RING and GO TO THE MAT,

At conventions are there with a bound!

#### OUR COVER

Did everyone observe the cows? Kinda made you feel as how you'd like to see the farm once more—dive smack into good grub galore. Please, don't make us hungry for fear of harm—show us the scenery but not the farm.

IT MAKES US "DISGUSTING SORE"

We would be poets who sit up all night—

Tryin' to get words to RIME

Get all riled up when what we write,

Is 'bused by the type-o-line.

A. P. I. OF OUR MAGAZINE STATES THAT— Chicago office has Summer and Winter.

But they've nothing at all on Dub Shops;

We have Adam and Eve in OUR garden.

As well as a fair crop of "Hopps."

#### SOME FISHING TRIP

Charles Porter, John Christoff, Francis Dreezy and Oscar Ohde went on a lovely fishing trip; the fish were biting fine—one that was hooked was so

darn big 't took Oscar in with the line. The scales from off this fish were used for weighing ice and coal; they had a Porter (as you see), who "salted down" the shoal. The menu was a spiffy one, 'twas watermelon AND—after each meal they all took sick and rolled upon the sand.

Jimmy Hall took his H'l Rolls Royce

(Which doesn't make a bit of noise)

On his vacash, up to the Dells—

He made some stops, but not at wells.

A shower for our fair Irene was given by her gang, the gifts were quite suggestive, but she didn't give a hang; the party was a merry one, the eats were doggone good. The bride was sure a blushing one—that's always understood.

He won't see DeBuck until Christmas—

O. R. does bleatingly whine;

CHEER UP—

For around you then the mistletoe,

He will gracefully entwine.

To L. E. of the K. C. T.:

My namesake, down the line aways—I'm comin' to see you one of these days; to swop lies about your KC boys and all the latest scandal noise. Hear you're from Iowa (so know you will do), can't wait till the time to say How-do-dee-do!

#### STORE DEPT. PICNIC

Out to rabbit hollow the S. D. crowd did go, weiners hot and juicy, baked 'tatoes in a row; hike home in the moonlight, lots and lots of fun—that's the way their picnics all the time do run.

#### WELCOME TERRE HAUTE!

We're much obliged to meet you—

Terre Haute, we know you'll do;

That was sure some classy picnic

You all Indianer's threw.

Them movie actors are bad men, they don't get my cash no more—twas an awful blow to A. W. N. when "Fatty" hit the floor.

#### Signal Department "Wig Wags"—Lines West

F. F. Seeburger

#### TIMELY TOPIC

The maintenance of highway crossing alarms is of paramount importance among the duties of signal department employes. Present conditions demand most frequent and rigid inspection of this apparatus.

The vacation period is about over, everyone who could afford to go has been off—so it seems. Ted Groth and family visited in Wisconsin and other inland towns. F. G. Mills and wife were with the mountaineers at Rockdale, and Miss Raymond climbed the big mountain in Rainier National Park. C. C. Steed, flivver and family, put in several days at Spanaway Lake. F. M. Applegate is spending his vacation selling stock, being relieved by H. L. Bennet, who is helping Dave Williams at Renton until "Apple" brings in the "Jack." Marion Lincoln Bales, helper to

VAUGHAN

P.&M.

HENGGI

YARDLEY

## RAIL ANTI-CREEPERS

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MONTREAL

Pink Fay at Rockdale, spent his vacation fishing, being relieved by L. Taylor. W. L. Stevenson, helper at Easton, was off to Thorp helping his folks put up hay, relieved by J. L. Sprague. Supervisor Allen and L. J. Fay were fishing at Twin Lakes. Herman Gulberg relieved Pink and then helped carry home the fish.

Claude Wharton is back at work after several months in the hospital, due to getting a torpedo in his foot. This is another accident due to trying to kick a torpedo off the rail. No use trying it, fellows—if your foot slips something is sure to happen.

H. C. Wade, W. D. Martin and E. Bonchet were at Shelton, Wash., installing a crossing alarm for the Simpson Logging Co. While Harry was off Jim Howell was in charge of the "Royal Skates" and the laboratory. (This Royal Skate is deep stuff.)

Mr. Smith and family spent the week-end and Labor Day in B. C.

J. T. Howell has moved his life-time gatherings from Beverly Heights to Puyallup. This included all his household effects and the "Buick." Jim says this is his last move.

J. O'Dore has the following men in his crew: W. R. Hammond, Geo. Hessel, Lon Leach, Harry McCarthy, J. R. Doores, George Leibel, Ross Walsh, W. Sleeman.

The crew is at Sappington rebuilding the plant, and the work has progressed very well, but considerable delay was experienced in getting the leadout rebuilt, due to rattlesnakes running the pipefitters and blacksmiths off the job. The old veteran, Bill Hamond, is on the job again, having recently returned from Alaska, where he was doing assessment work on his claims. When he returned the usual hoodoo accompanied him. The cook went to Butte and imbibed too freely of the old moon, so the gang missed a few meals. Understand Bill has a good offer for his claims in Alaska and expects to retire so he can devote all his time to the building of an elaborate home for worn-out signalmen. Confidentially, he says he is going to give P. R. Weaver a life membership. Bill has also invented a compound for preserving straw indefinitely. He proves this by wearing the same straw hat that he did four years ago when he worked for P. R. Weaver at Piedmont. (P. R. Weaver is our same "Shorty" now maintaining at Auburn, but Bill says it used to be "PR" before "Shorty" got married.)

O'Dore is getting to be quite an authority on fires and has distinguished himself and crew on several occasions. They kept up communication on the telegraph and telephone and saved the trolley from destruction when the grain elevator at Willow Creek burned. A few days later Chief O'Dore and his valiant fire eaters (I mean fire fighters) controlled the fire when lightning struck the Sappington Ranch barn and rescued a kitten, a calf and several sets of harness. Considerable credit for the good results is due George Leibel, who is a veteran of the Missoula fire department.

Traveling Maintainer Dill has finished putting the Coast Division train order signals to work in three positions, but run out of green glass before he completed the Idaho Division. (Store department please note.)

S. E. Gillespie of the US&Co. paid us a short

visit, showing K. Furukaway, electrical engineer of the Imperial Railways of Japan, over our electric railroad. We had a nice time for a few days and it is fine to show off our railroad, but we would like to have Mr. Gillespie make a real visit of say fifty days, like he did last year.

On August 13th the mother of L. W. Smith, our assistant signal engineer, crossed over to the Great Beyond. Her going came after a severe and complicated illness of several weeks, but it was twenty-four years since she had been able to walk because of rheumatism. Her great patience is a marvel to all who knew her and explains to us where our Mr. Smith gets some of his fine qualities of character. Our floral tribute carried with it a message of sympathy which we all feel for our friend and his family at this time.

#### Ticket Auditor's Office

##### Speed

Mrs. A. Freitag has been very ill with an acute attack of neuritis. We all wish her a speedy recovery.

After being confined through illness for three weeks, Miss Helen Abbot has returned looking good.

It seems rather peculiar that the bandits who robbed the safety deposit boxes in the Masonic Temple should miss the largest bank roll of them all. Strange, is it not, H. B. C.?

Since the new bowling alley is opened we expect that Harry Krumrell will be keeping the markers busy putting up 300 scores. No, I don't mean for the week.

Marion Holtzman was forced to call off a pajama party that was to be held at her home, account some of the girls being minus pajamas.

We always had an idea that when visitors came to Shermerville, they rang the fire bell, but upon inquiring, we were informed the engineer blows the whistle three times. One can get popular by going to Shermerville. What do you say, boys?

On my way to Milwaukee over the holiday I met Felix Kozy. He introduced me to his best. They were bound for Kilbourn. Later learned Mr. Kozy was on his vacation. Just wondering if a honeymoon trip was not included there. How about it, Felix?

Rather surprised to hear that Sophie and Mac are seen together regularly. Two sweet darlings, are they not?

We are wondering to what sort of an organization Clem belongs to, on account of that peculiar "whatchama call it" on her forehead. Come on, Clem, tell us.

Ethel Hutchinson has returned from Glacier National Park, having spent her vacation there. How about the Indian Chief?

Myrtle Steinhauser and Helen Mundelius will spend their vacation at Mt. Rainier National Park.

We forgot to mention that James Holmes has been added to the office force through the T. H. & S. E. R. R. transaction.

The other Sunday we decided to go to the golf links to watch a game and to our surprise there stood Arthur Milton Dryer on the links, fitted out in a complete golf regalia. After a close observation we noticed he had a peculiar golf



## Stifel's Indigo Cloth

Standard for over 75 years

**STIFEL**  
REGISTERED

### For OVERALLS, JUMPERS and UNIFORMS

It's fast color and will not break in the print.

Look for the boot trademark on the back of the cloth. Garments made of Stifel Indigo sold by dealers everywhere. We are manufacturers of the cloth only.

J. L. STIFEL & SONS, Indigo Dyers and Printers  
Wheeling, W. Va. 260 Church St., N.Y.

## Baldwin Duplicate and Repair Parts for Locomotives of all Types

We are ready to help you repair all bad-order locomotives, whether of our own build or of other makes.

It is equally important that owners of motive power keep on hand a sufficient quantity of duplicate and repair parts to meet emergencies, and thus prevent financial losses which would be caused by idle locomotives awaiting deliveries of supplies.

Baldwin Service is prepared to help Railway and Industrial companies in every way possible.

The  
**Baldwin Locomotive Works**  
Philadelphia

603

## The Direct Question

Story salesmen, the kind you read about in the magazines, resort to all sorts of tricks to make sales. Real salesmen, the kind that actually sell things, just ask people to buy something that they need or want.

Ticket agents who actually sell lots of accident tickets do it by merely asking the direct question:

"You want an accident ticket, of course?"

Some travelers say, "Sure."

Some say, "No."

Those that say "Sure" and "Yes" put money in the ticket agent's own pocket.

A certain number out of every hundred that are asked the question will answer each way. The more times the question is asked the more "Sures" and "Yeses" there will be, the more money there will be in the ticket agent's pocket.

**TICKET DEPARTMENT**

**The Travelers  
Insurance Company**  
HARTFORD CONNECTICUT

club. Upon investigation we noticed he was using the handle of his umbrella for a club. His alibi was that he spent all of his money for the uniform.

### Janesville Jottings

S. J. G.

Machinist Joe Cocksfield has returned to work after an absence of three months account of sickness. All are glad to welcome him back to the fold.

Fireman Bill Kerl is still escorting his seventh wife around. Where do the other six come in, Bill?

Another one of our good fireman gone wrong. Frank Martin and Miss Agnes Fitzpatrick of Janesville were married on September 15th. Congratulations.

Clerk Leo Sullivan and Caller Ahrebecker are planning an auto trip to Elgin. It is getting to be a case.

Did anyone see Engineer George Allen's picture in the September Magazine? We are all anxious to see it, so if anybody finds it, same should be published.

Machinist Charles Young and wife have taken a trip to Washington and Oregon.

Boilermaker Robert Young has returned to work after his vacation spent in touring Wisconsin.

Howard Frerer went to the Milwaukee fair and as usual came home broke. It seems that the ponies are too much for Howard.

Machinist Helper Art Brown, the Grand Hotel he vamp, is not satisfied with vamping all the girls, but he is now trying to entice Machinist Harold Schicker to go stepping, but Harold refuses point blank.

James Clark is now checking the drayman out. Jim says he likes the job until it comes to lifting 2,000 pounds. Some lift.

Inspector W. C. Scott was here checking the freight house on September 8, 9, 10, 12, 13.

Harry Loudon says he will not eat any more pie. How about it, Harry?

F. W. Zimmerman, agent, took in both the State fair and the Elkhorn fair. F. W. Z. likes the races.

Willard Skelly is back on the job checking cars after two week's vacation checking the girls at Waukesha beach.

James Clark would like to know which is best—three aces and a pair of kings or a pair of long legs when the cops show up.

### Items from the Kansas City Terminals

L. E.

F. M. McPherson, agent, is spending his vacation in Mt. Clemens, Mich.

W. T. Warner, DF&PA, from Spokane, was visiting in Kansas City the past month.

Johnnie Mears, so it is reported, was married in the early part of August. How about it, Johnnie? Wonder you wouldn't tell us about it. Anyway, he has been traveling in the southwest, through Texas, Arkansas and Oklahoma since the early part of August.

Friends of Katie Hammond, at Liberty street office, received a long letter from her the other day. She is visiting relatives in Germany this summer, but expects to sail in November on the America for the United States.

Ed Singleton, assistant bill clerk, was showing a fine diamond ring at the local office the other day—before he gave it away. Gee, some girls are sure lucky.

W. C. Hamilton left September 13 for Council Bluffs, Iowa, where he will take the position of roundhouse foreman. His many friends in the Kansas City Terminals wish him success at his new work.

Wonder if anybody knows his name is Candy?

Adeline Nortman, former expense bill clerk at the local office, passed away at her home, 3228 Independence avenue, August 22. The sympathy of the Milwaukee employes is extended to her bereaved parents.

Car Snoqualmie left here September 10 with a party of valuation engineers, who are going over our line to the coast.

O. C. Mars, demurrage inspector, was called to Perry, Okla., September 7, on account of the death of his brother. The sympathy of his friends in Kansas City is extended to him in his loss.

Frank Parkins, son of F. J. Parkins, export and import agent at Seattle, was in Kansas City a few days on his way home to Seattle.

Paul Draver, rate clerk at Coburg, after weeping copiously here for several days, left September 10 for St. Paul, Minn., for his vacation. We hope he don't have to sneeze once while he's gone.

Every one at the local office is remarking upon the fine appearance of the office these days since Uncle Billie Farr has been doing the janitor work.

E. F. Reed, chief yard clerk, spent Saturday and Sunday, September 10 and 11, in Chicago.

Gus Westman spent a few days this last month at Homewood, Kan. Can't understand why he hankers after that town.

We take great pleasure in announcing that—Sue Couwell is sporting a new diamond ring. Bet she makes the comptometer hum now.

Harold Harding's brother-in-law (?), Allen Ashbaugh, is working at Liberty street.

We understand Al Lindner is a second Barney Oldfield. He drove his car so fast one day it was necessary for him to lay off the next day and tighten up all the bolts.

Since the lady barber shop has sold out near the local office, Ed will have to go uptown to get all perfumed up. Tuff luck.

News Items from the Northern Division

Hazel E. Whitty

Speaking of advertising: A hen lays an egg and tells the world about it. A goose lays an egg and never opens her head. Did you ever go into a store and ask for a dozen goose eggs?

J. Gorman and family have been spending a short vacation at Rio, Wis.

"And woodlands bright with aster flowers, and sunny winding brooks."

All the pleasing visions of autumn can be recalled to mind vividly when one views the lawn at Richfield, Wis., cared for by Foreman Schwulst and his wife. In spite of the burning heat of this summer, they have maintained a lawn and flower gardens that are a credit to any park, and many are the compliments received from passengers. There is nothing that will add to the appearance of the division more than well kept lawns and stations, and we hope that Foreman Schwulst is setting a precedent that will be followed up by others. We can assure Mr. Schwulst and his wife that this work is appreciated by the officials as well as by the public.

Has any one noticed Will Strange's new collar? It is well worthy of notice.

Wild grape picking seems to be the thing just now.

Recently a man went to the circus and when he came home went straight to another man and struck him a blow. Upon asked the reason for the strange action, he replied: "Two years ago he called me a giraffe and I didn't hit him then because I had never seen one before."

We are thankful for one thing now, and that is that we can see E. H. Bannon every once in a while.

On August 23, 1921, occurred the death of Geo. Bohman at Sussex, Wis. He had been with the CM&StP for eight years, six years at the dump and two years with his brother at Waukesha on the Prairie du Chien Division. A year ago he was injured while employed at the dump. Later he was operated upon again and had never fully regained his health. He was 50 years of age and a faithful employe.

Jed Taylor is unlucky with circus trains, straw hats, 'n everything.

Don Pierce says: "The lips that touch liquor shall never be allowed in my wine cellar."

John Whitty of Davis Junction, Ill., has been visiting his brother, R. Whitty, at Horicon.

I notice the correspondent on the I.&D. Division tells of the arrival of Mr. Miller on their division. I think after this correspondent becomes acquainted with Mr. Miller as we are he will feel as we all do should he leave. Words cannot express how sorry we are to lose him, and we sincerely hope the rumor is true that it is only a temporary absence, and that before long our division will again be under his efficient management, and that business will be booming and everything be rosy. I thank you.

The following attended the Veterans' meeting



**PUBLIC SPIRIT**

These institutions long have manifested their *Public Spirit*—their willingness to aid in the development of Saint Paul and The Great Northwest—made stronger because of a complete banking service

---

**THE MERCHANTS NATIONAL BANK**  
AND ITS AFFILIATED INSTITUTION  
**MERCHANTS TRUST AND SAVINGS BANK**  
SAINT PAUL MINNESOTA

**The First Bill Paid**

out of each pay check should be your Savings Account. You owe it to yourself.



**FIRST NATIONAL BANK**  
MILES CITY MONTANA

CAPITAL \$1,000,000 RESOURCES \$15,000,000

**Spokane & Eastern TRUST COMPANY**

OFFERS A  
**Complete Financial Service**  
Commercial Banking  
Mortgage Loans  
Investments  
Insurance  
Savings  
Trusts

Spokane Washington

at Minneapolis from the Northern Division: Chas. Chambers and wife, W. H. O'Rourke and daughter, John Schaefer and wife, Louis Stoffel and wife, W. F. Schultz, Frank Utech and son, Hal; Charles Grant, Mr. and Mrs. F. Castle, George Persons and wife.

Mr. Persons was agreeably surprised to find his father present from out west. All report a fine time in spite of the rainy weather.

#### Iowa (Eastern) and Calmar Line

*J. T. Raymond*

F. L. Anderson, former train dispatcher on this division and former attorney for the company, has been appointed judge of the District Court by Gov. Kendall. Mr. Anderson is well known to a large number of Milwaukee employes and his appointment is noted with much pleasure.

Fred C. Newlin and family spent their vacation visiting in Minneapolis and other Minnesota points.

Mrs. John C. Smith, daughters Dorothy and Agnes and son Jack visited several days with relatives in Manilla.

Foreman W. E. Caldwell of Morley was called to Guthrie Center on account of the death of his wife, who had been ill but a very short time. Mr. Caldwell has the deepest sympathy of his fellow employes in his great loss.

Operator and Mrs. J. B. McGuire spent several days in Marion visiting at the home of his brother, E. McGuire.

Conductor and Mrs. J. F. Coakley and son Lloyd spent several days at Wibaux, Mont., looking after their farm interests.

Edward McGuire, division chief carpenter, was painfully injured on August 18th when the gas car on which he was riding jumped the track at west end of Green Island yard. He was making an inspection of bridges at the time and was accompanied by his son, James McGuire. Mr. McGuire's right arm was broken in two places and after ten days' treatment at his home at Marion was taken to St. Luke's Hospital at Cedar Rapids, Sunday, August 28th, where an operation was performed on his arm which it is hoped will speedily restore it back to normal condition. This severe accident is deeply regretted by the employes as Mr. McGuire is highly esteemed by all.

Mrs. J. S. Ovington and daughters Marion and Francis have gone to Columbus, Ohio, for several weeks' visit.

Mr. and Mrs. Harry Murphey spent a ten days' vacation visiting Mrs. Murphey's sister and family in Muscatine.

Operator Don Fox of Delmar has been laid up for several weeks on account of illness, Operator A. C. Bartell relieving.

The Misses Hazel and Mary Merrill of Chicago spent part of their vacation visiting with their father, R. C. Merrill, and brother, R. L. Merrill, at Marion.

Mrs. H. C. Van Wormer, Mrs. John Briggie and daughter Lillian visited several days at the home of Mr. and Mrs. J. W. Held at Wausau, Wis.

Clarence A. Tolbert went to Marysville, Mo., for a visit with his sister.

Conductor John J. Troy and family attended the funeral of his father William Troy at Anamosa August 17th. The deceased was 85 years old. We extend sympathy to Mr. Troy and family in their bereavement.

Agent and Mrs. N. J. Edwards of Toronto spent their vacation the last part of August on a motor trip to Chicago, Milwaukee and Valparaiso, Ind. G. H. House relieved Mr. Edwards during his absence.

Conductor Thomas Freeman is on a month's leave, looking after farm interests in South Dakota. F. S. Craig is on Mr. Freeman's run during his absence.

Conductor T. A. Hefner is on a leave of absence and he and Mrs. Hefner are spending their vacation at Duluth, Minn., and Salt Lake City.

Train Baggage man J. P. Cronemiller is visiting relatives in Bemidji, Minn. W. T. Hummell is relieving.

A. R. Talbott visited several days with his parents at Red Oak, Iowa.

Brakeman E. E. Godwin underwent an operation at Mercy Hospital, Iowa City, and it is reported that he is recovering nicely and it is hoped by his many friends that he will soon be able to be around again.

Brakeman John Cone has returned from a trip to Denver and other Colorado points.

C. A. Hayner was off several days account of the death of his father at Cedar Rapids. The Magazine extends sympathy to Mr. Hayner and family in their bereavement.

Train Dispatcher and Mrs. W. Jordan are enjoying their vacation visiting Washington, D. C., New York, Boston and other points of interest in the east.

Conductor George Van Tassell has returned

#### NAMES OF SOME OLD VETERANS WHO REGISTERED AT THE CONVENTION

John Horan	Milwaukee	67 years in service
J. B. Johnson	Minneapolis	63 years in service
L. B. Beardsley	Soo City	60 years in service
Z. C. Willson	Elmira	59 years in service
Sam Pluffort	Chicago	57 years in service
Ellal Hoxste	McGregor	57 years in service
Charles Jones	Minneapolis	56 years in service
L. J. Standart	Kansas City	56 years in service
E. H. Smith	Minneapolis	56 years in service
F. H. Buffmire	Watertown	55 years in service
J. J. Meyer	Elkhorn, Ws.	55 years in service
*Francis E. Brackett	New York	55 years in service
Mike Kennedy	Paribault	54 years in service
J. T. Spencer	Milwaukee	54 years in service
J. H. Laughlin	Appleton, Minn.	53 years in service
Harry Dunphy	Milwaukee	53 years in service
John Holston	Austin	53 years in service
George Hurst	Milwaukee	52 years in service
J. E. Wilson	La Crosse	52 years in service
J. M. Davis	Milwaukee	52 years in service
J. J. Brady	Richland Center	51 years in service
F. H. Burdick	Minneapolis	51 years in service
P. E. Nugent	Green Bay	51 years in service
Peter Sullivan	Chicago	51 years in service
H. L. Stevens	Savanna	51 years in service
John Ryan	Elgin, Ill.	51 years in service
F. C. Castle	Milwaukee	53 years in service
David Gordon	Marion, Iowa	50 years in service
T. Cosper	La Crosse	50 years in service
J. Opie	Austin	50 years in service
Richard Smith	Portage	50 years in service
Frank Woodman	Chamberlain	50 years in service
Oliver Brown	Jackson	50 years in service
J. J. Hennessey	Milwaukee	50 years in service
G. A. Parkhurst	Minneapolis	50 years in service
C. J. Cawley	Pipestone	46 years in service

\*Happened to be in Minneapolis and took out membership.

# Do You Want \$200 a Week?

## The Amazing Story of How Carl A. Rowe Jumped from \$200 to \$1000 a Month

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made \$876 during my spare time, and was able to put \$200 a week in my savings account.

And I'm going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our own home, but couldn't afford that.

It made me desperate to think of what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theater, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day, in glancing through a magazine, I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I worked hard eight hours a day for \$50 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket, and the next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would still have been cheap. All that I have today—an automobile, my home, an established business, a contented

family—all these are due to the things I learned by reading that little eight-page booklet.

There is no secret to my success. I have succeeded, beyond any dream I may have had three years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that I read was one issued by that company. It tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

The Comer Manufacturing Company are one of the largest manufacturers of high-grade raincoats in America, but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock—he does not have to invest any money. All he does is take orders from Comer customers and he gets his profit the same day the order is taken. Fully half of my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.

\* \* \*

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition, in your territory, write The Comer Manufacturing Company at Dayton, Ohio. Simply sign the attached coupon and they will send you the eight-page booklet referred to by Mr. Rowe and full details of their remarkable proposition.



----- Cut Out and Mail -----

**THE COMER MFG. CO.**  
Dept. V-52, Dayton, Ohio.

Gentlemen: Please send me, without obligation on my part, copy of your booklet and full details of your proposition.

Name .....

Address .....

.....

from his vacation and has taken 4 and 19 between Marion and Chicago.

Mrs. William Shank, wife of Conductor Shank, underwent an operation at St. Luke's Hospital, Cedar Rapids. Her many friends hope for a speedy recovery.

Operator Ed Claussen of Green Island was off a couple weeks first part of September and took in the Minnesota state fair and spent the balance of his vacation visiting relatives.

Wire Chief and Mrs. J. T. Gallavan spent a week visiting their daughter and husband, Mr. and Mrs. Stuart Rodgers, at Green Bay, Wis. R. I. Taylor relieved Mr. Gallavan during his absence, Marl Marchart relieving Mr. Taylor.

Conductor Elmer Shook was off several days account of an injured back. A. E. Young was on Mr. Shook's run while he was off.

Mr. and Mrs. G. W. Linscott mourn the loss of their infant son who died at their home at Marion August 30th. Mr. Linscott and family have the deepest sympathy of his fellow employees in their great loss.

Miss Coral Grosinger, timekeeper, spent another week-end in Chicago.

#### Kansas City Division

##### Billy

Chief Dispatcher E. J. Klahn and wife left September 3rd for a fishing trip in northern Wisconsin. John Niman is acting chief dispatcher and L. H. Wilson night chief dispatcher during his absence.

Jay Farrell of Ottumwa freight house and Miss Schenk, also of Ottumwa, were married August 25th at Davenport, Iowa.

Bert Priest, special agent, resigned September 1st to accept a similar position in police department with the Wabash. Frank H. Harris of Ottumwa was appointed patrolman in Mr. Priest's place.

Pete Hazeltine, roadmaster's clerk, returned the first of the month from a vacation trip to Denver and Colorado Springs.

On August 28th, while switching at West End, Foreman Ed Vlasek fell from a car and was instantly killed. Mr. Vlasek had been employed on this division since 1914. Funeral was held August 30th at Ottumwa, in charge of the Masons.

Miss Ruth Kratzer has been assigned stenographer at Ottumwa freight house, to fill the vacancy caused by the resignation of Theresa McAloon, who has gone to Minneapolis to make her home.

At 10:30 p. m. August 20th, two masked men held up Second Trick Operator J. H. Hamaker at Ottumwa ticket office, taking \$29.50. The men also attempted to hold up two men and one woman passenger who were in the waiting room, but were unsuccessful. Through the efforts of Special Agent Holland and the Ottumwa police, one of the thieves has been apprehended and has confessed to the crime.

Mrs. Nell Bowen, stenographer to Superintendent B. F. Heehn, who was off duty two weeks on account of illness, returned to work September 6th.

Marguerite Kissinger, assistant timekeeper for the past year, has been granted a leave of absence, and left Thursday night for Chicago, where she will study music this winter at the American Conservatory. Catherine Gohman succeeds Miss Kissinger.

A. J. O'Maller, rate clerk, Ottumwa freight house, will return to work Monday from his vacation. Understand he is spending most of his time sleeping.

#### Milwaukee Shops Items

##### H. W. Griggs

Veteran William Kuehl of the cabinet making shop has been laid up with two broken ribs, caused by an auto collision. He is gradually healed this way.

Heaps of rain these days; if we could only have had it two months ago; better late than never. One day, afternoon spoiled the fair with the rain, Mr. Sanhuber drove over but came back when the downpour started and tried it again the next day.

Miss Marie Mitchell from the valuation department is chief steno for Mr. Billy in place of Mrs. Barlow, resigned. By the way, Mrs. Barlow went off without even saying good bye (we happened to be away that day).

John Horau had a "help" a time at the Pio-

neer's roundup in Seattle and Tacoma in August. The daily papers picked him up on the dancing-the-shimmy business.

F. S. Peck, wife and daughter attended the Pioneer's doings.

Miss Mae McMahon of the chief chemist's office started on her vacation to Seattle and the coast September 10th.

George Walder, purchasing agent, Chicago, called in the mechanical engineer's office the 8th. George is looking fine.

Green drawing paper for the drafting room is one of the late economies. For a few days the drafting force have been working until 11 p. m. on Terre Haute Division freight car changes.

This Terre Haute work made it so Mr. Billy could not get to the VEA doings at Minneapolis; in fact, he is soon to head for Washington, D. C., with business up to the Interstate Commerce Commission.

Our President Mr. Byram found time on his way from New York to Chicago on his way back from Europe to acknowledge receiving a photo of Veteran John C. Fox taken on his 94 years old birthday. Here it is:

"Enroute Chicago,  
"Aug. 21, 1921.

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

Dear Sir:

"I have received your memorandum enclosing a photograph of Mr. John C. Fox at 94 years of age, for which I am very much obliged. Please give Mr. Fox my best wishes and the hope that he is feeling as comfortable as he looks in the photograph.

"Veteran John Brady, engineer of the Richland Center Branch with his son Earle of Seattle called while we were at the state fair. Come in again, boys, when down this way.

As we leave for the Minneapolis VEA convention tonight, our items will be a little short this time, unless the editor holds the time open until after the big doings, which she will write up in her good style.

That title page of the September Magazine showing Washington state Guernseys is a piece of art.

Some fine airplane photos of the Shops have been taken by A. F. Toepfer.

Committeeman A. Vollandorff, foreman glazier, could not attend the VEA Minneapolis meeting on account of the illness of his wife.

The Vets had a twelve-car train out of Milwaukee provided by General Superintendent Thiele.

It required a twelve-car train to take the Veterans from Milwaukee and along the line to Minneapolis the 14th. Everything went along smoothly with a moonlight start ending in rain in Minneapolis, which did not last long, but kept cloudy. Messrs. Foster, Harper, Cook and the whole committee were right on the job. Mr. Byram's address was a benediction not to be soon forgotten. The young mayors of Minneapolis and St. Paul gave advice that we all can follow to good advantage. A most co-operative spirit was shown throughout the whole meeting. May we all keep this up, and stand by our old "Milwaukee Road," the best and the pioneer of the west.

Paul Valentine of the ME department leaves October 1 for Bloomington, Ill., to take up a position with the C. & A. R. R. Sorry to lose you, Paul, and hope you will get sick of it down there and return to Milwaukee.

Mr. Silcox was at the shops the 16th.

R. W. Anderson was up the lines west of Minneapolis last week, as was James Elder, AB superintendent.

#### Iowa & Dakota Division

##### C. A. S.

A. L. Rice, wife and boy attended the State Fair at Des Moines. Mr. Rice is employed as clerk in the yard office.

Miss Helva Olsen has been employed as comptometer operator in the superintendent's office.

Ruby Potter, chief clerk in master mechanic's office, is taking a two weeks' vacation, visiting Buffalo, N. Y., and Detroit, Mich.

H. W. Frazee, ticket agent, Mason City, and wife left Thursday, September 8, for an extended tour of the West, where they will visit Denver,

Salt Lake City, San Francisco and other western cities. They will be gone on their trip two weeks. Robert Quandahl is in charge of the ticket selling during the absence of Mr. Frazee.

John Dunn, engine inspector at roundhouse, who was operated on recently, has recovered sufficiently to be removed to his home.

Earl Brunns, freight conductor, headquarters at Mason City, was injured Friday, September 9, at Algona while switching. He was brought to Mason City on train No. 8 and taken to his home at 415 Fifth street, S. W. Latest reports are that he is improving and will soon be back on his run again.

Traveling Engineer W. J. Johnson and wife have returned from Chicago, where they spent the week-end with friends.

Marie Flala, clerk at roundhouse, Mason City, is taking a two weeks' vacation and is visiting with friends in Louisville, Ky.

Ernest E. Daly, veteran Milwaukee conductor, died at the City hospital Friday, September 8. Conductor Daly was in service of the Milwaukee for 20 years. He was born at Calmar, Iowa, May 1, 1871. His mother and two brothers survive him. The remains were taken to Calmar for burial. Sympathy is extended to the bereaved from all who were acquainted with Mr. Daly.

C. C. Searls, agent at Algona, and Relief Agent G. A. Nelson are up in northern Minnesota in quest of the funny tribe.

New train service on the Elkader line has been installed, giving them three trains each way.

W. F. Hogan, formerly operator in trainmaster's office at Mason City, has been appointed third operator at Chamberlain.

J. W. McGuire and J. J. Hurley have gone to the West Division to take passenger runs west of Chamberlain. "Lucky" John Inman and L. A. Goddard are assigned on way-freights.

C. Blanchard, lineman, with headquarters at Mason City, is sporting a new Ford sedan and assures us that there will be no further trouble on the wires from now on. Fish and ducks are also taking out life insurance now.

E. L. Block, second operator at Charles City, is on a short vacation and it has been rumored that cigars will soon be passed around on account of said vacation.

A. Bush, second operator at Postville, and D. J. Walters, third operator at Spencer, went after the ducks on the 16th, but from what we have learned since they returned, their supply of meat will not last them very long.

With the early approach of cooler weather, several of the girls in the superintendent's office are sporting the latest sweaters in style and color and competition is keen.

The marriage of Miss Bernice Coulin and Elias Kelroy took place at Sanborn, September 5. Mrs. Kelroy is a favorite of the Sanborn community, having been employed as clerk at the Milwaukee shops for several years. Mr. Kelroy, who is the son of Mr. and Mrs. Matt Kelroy of Mason City, is a fireman with the Milwaukee road. Mr. and Mrs. Kelroy are on a trip to Buffalo, N. Y., and will visit in Wisconsin. After October 1 they expect to be at home in Sanborn.

Miss Pearl Phillipson has been chosen to fill the vacancy of position as stenographer which was formerly held by Marjorie Elton.

#### Chicago Terminals

Guy E. Sampson

Blessings on thee, little man,  
Barefoot boy with cheeks of tan;  
Though the air is growing bleak,  
Stick it out another week;  
On next pay day, little man,  
Pa will buy shoes—if he can.

To begin this month's write-up, we want to thank all those employees who sent in items last issue. We put this in the first item this month so that should our readers of this month's news get tired before reading the entire column they will at least see that we appreciate their help. Keep it up, please.

Bill Clerk Herman Hanson of Norman Bishop's department has returned from an extended vacation spent at Washington, D. C., and Norfolk, Va. He says that he surely enjoyed playing a few holes of golf with some of his distinguished friends at the Capitol.

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The sympathy of all employees is extended to Car Clerk F. C. Wind, who buried his sister, Mrs. Larsen, September 10th, at Elmwood cemetery.

Yard Clerk Thomas Collins has at last gotten his new home at Bensenville completed and has moved his family into same. He wants all his friends to visit them, especially those from the city, for Tom says (and he knows) that when they see how contented and happy he and his little family are located in this beautiful suburb, contractors will have to ship in carpenters next spring to assist in building the new homes that will be put up. About twenty-five new homes have been erected in Bensenville in the last year and most of them for Chicago Terminals and Illinois Division men.

Yard Clerk G. H. Leigh and a party of friends motored to Dubuque and Rock Island September 4th, returning September 5th. He reports buying the largest watermelons in the patch for 15 cents apiece. It may be so, but I don't know. It sounds to me like—well, the season is getting pretty well over and maybe the big ones were all gone.

Who is the champion tomato eater of Bensenville? Ask Cook, he knows.

Who is the young man at Bensenville who is so popular that he has to keep a file index of his appointments and is at all times dated two weeks ahead?

Yardmaster J. Capoot and family spent a couple of weeks around Lake Minnetonka and Minneapolis. Great place to spend a vacation—and some coin, too.

A certain fellow was asked if his new car was an up-to-date car. He answered that it ought to be as he was paying for it with his next year's salary. And he had nothing on Switch Tender Phil McGee, who goes to work at 3 p. m., for we have seen switchmen drinking fresh water from Phil's waterpail at 3:01 and he had carried same over two blocks. Guess he is up-to-date when it comes to being on time.

Switch Tender Ed Horn and family spent a week visiting relatives in Wisconsin before the school year began.

Agent Williams, desiring to be located closer to his work, has moved to within a few doors of the depot.

Conductor Kelly, who holds a position in the stock relief ring, has been absent a few days and we understand he was collecting fares and punching tickets in the meantime.

Mr. Costello, who has been ill for some time, is around again and seems to be improving every day and we sincerely hope he continues to improve daily until he is able to be on the job regularly, as Galewood isn't Galewood without him.

F. A. Miller, who also has been on the sick list for quite a while expects to be back very soon.

Louis Crone has decided to take things easy for a while and has given up the duties of yardmaster at Galewood to assume those of yard conductor, and L. A. Smith is taking his place as yardmaster.

We understand that the Checker Taxi Co. is contemplating establishing a stand at Galewood to accommodate some of the billers.

Annabelle Hudson was seen skipping nimbly around Mt. Clare recently.

We notice of late that Stewart Timmons will not eat anything that is not "Kosher." How come?

"Margie" McBride, our demon stenog, was the recipient of a lovely box of candy from some unknown admirer on the 24th of August, which day happened to be her birthday. Curses! Who can this foul interloper be?

"Happy tho Married," by A. E. Strohmeier.

The recent series of games between the car record clerks and the claim clerks to settle the baseball supremacy of Galewood ended with each side claiming the championship. With three games apiece and two tie scores, no one could be found who would risk his life as an umpire. For a while, "Bubbles" Hegardt, because of his immense size, served in that capacity, but he too got cold feet and the games were called off. W. C. Bush was an interested spectator at the games.

William Roach, the handsome car record h-vamp, was laid up for a couple of days with a bad cold. His many female admirers are glad to see him back on the job.

Pete Rasmussen, B. & B., has been going to Chicago every night for the past few weeks, and we now know the reason—his family is down in Iowa.

F. J. Casey, store department, met with a slight accident. Yes, one of his eyebrows slipped down, and he might be taken for a Frenchman.

Miss E. Wehrle is back from her vacation but not wearing any of her pretty calico dresses, and when asked why, said she did not like to see herself in print, and wished she could lay her hands on the GUY that always puts her in.

Machinist Scotty was sure upset last month when he found that his secret had leaked out through our column; never mind, Scotty, you'll be happy ever after like all the rest.

Storekeeper Snyder is spending a few months' vacation at Cassopolis, Mich.

We have been informed that Pipefitter Braum has found the BEST place to fish. The fish are so plentiful that he had to take his helper, J. Hibesh, along on the last trip so that he could handle them.

We hear that our friend, F. J. Casey, store department, has been promoted to storekeeper at Mannheim repair track; good luck, old boy.

**West End Scraps**  
*James T. Ritch*

Bemis W. Clark (W. standing for Waffle) is back from Vancouver, B. C., where he spent a nice, wet vacation. His vivid pictures of the flowing steins, etcetera and eczema, have us all developing a heavy thirst. I predict a rush on Great Northern passes to the north.

Gladys Kelly is traveling a high life. Don't take us literally though, for we recently went up in an aeroplane over the city.

Roy Hayes recently appeared at the Strand Theatre in the prologue of "Experience." He was "Youth," and judging from the bevy of be-e-e-utiful women he had on the stage with him, he certainly merits our envy.

Harry Whatmore is waiting for summer to take his vacation. What-more could he want, we'd like to know.

We must congratulate Mr. and Mrs. E. E. Klinginsmith, recently married. Mrs. Klinginsmith is properly referred to as nee Allen.

Dr. A. I. Bouffleur recently returned from a trip to Europe, where he touched Liverpool, London and other English and Mediterranean ports. You must not, however, confound these with port wine. He was scheduled to fly from London to Paris but the authorities did not consider this advisable considering his averdu-pois.

Miss Snow is wearing three diamonds on her finger now. It's hard to tell whether this represents three common men or one generous one.

Brother Ashur Url Perkins had a toothache the other day, which he uses for an excuse for chewing tobacco.

Mr. and Mrs. Harold Collingwood returned from a trip to Minneapolis. While there Harold unearthed a picture of himself when a baby and proudly exhibited it to the office force of the traffic department. They all say he looked stunning while in the linen stage.

Elsie Pulzin is still eating as much candy as usual, and as a result is taking on weight. You'll have to cut it out, Elsie.

Suzanne Johnston is now a "bobbie": that is, I mean she has bobbed hair, and looks cute for a' that.

Jack Telford, Arch Campbell and ye scribe recently tried trolling for salmon trout in the Sound. We didn't have much luck, but were thankful for the fact that the fish markets carried a line of salmon with which to fool our wives (which excludes me). The waves were very wild and high and frequently tried to crawl into the boat to get at the home brew. With every failure they became wilder.

It may be of interest to know that yours truly has a song being published. The title is "There'll Be a Day," and there'll be a day when it is published. If you are a follower of popular music, give it a chance, for everyone who has heard it so far thinks it wonderful. No one has heard it yet except the composer of the music and myself. So be it.

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## Signal Dept. Bubbles—Lines East

By Suds

My being away last month gave the Hard Luck Twins a chance to display their wit. Their notes were few but to the point.

We have quite a list of vacationists this month. Otto Olsen and family spent a week mororing through the middle part of the state visiting friends and relatives.

Archie Alexander of Minneapolis is spending two weeks at Spider Lake. No doubt Arch will have a fish story or two to tell us when he comes in to attend the supervisors' meeting the last of the month.

Charles Matties and family went up somewhere in Minnesota to visit relatives, Charles returning after a few days but leaving the family to spend a longer period.

Martha went to Phanton Lake for ten days. She claimed she put on 10 pounds of weight and wanted a larger chair at her desk, but the additional weight was so well distributed you couldn't notice it.

Neal Simpson, assistant signal supervisor, who has been on a three months' leave of absence, has resigned. Just what his intentions for the future are we are unable to learn.

Ranney, depot and tower which was burned last month has been put in service again. The interlocking machine at A-13, which has been out of service since the retrenchment period, was installed at Ranney. Everything is working satisfactory again.

Now we come to a real news item. John Regan, our congenial assistant signal supervisor, located at Milwaukee, has requested transportation for himself and wife to Seattle, thence to Vancouver and over the E. P. R. to Minneapolis. This is indeed a bit of choice news, as all John's acquaintances had him down for a confirmed bachelor. Good luck, John, and if you make as good a benedict as signal man your success is assured.

Frank Hallada has us up a tree. He is about to start on a three months' leave of absence, but he will not let us in on the program he has mapped out for himself. Plenty of rumors are floating around, but Frank only laughs and says nothing.

Valuation Engineer Seemuth's second daughter has been very sick for the past month. 'Tis hoped that she will soon recover from this sickness and be able to romp around again with the rest of the children.

One could hardly blame Ray Powel at this time for his memory failing him. It surely showed bad form on my part to have brought up the incident knowing as I must have known by the several articles which I read from the Tacoma notes that a climax was about to be reached. I presume Ray knows who Suds is, if not just slip over to the assistant signal engineer's office at Tacoma and ask Slim. Congratulations on your latest adventure, Ray, and thanks to the correspondent for calling Ray's attention to my note.

It has been noticed that our beloved office boy, Ethil Lindereth, the beau brummel of Bay View, is not the same bright and cheerful youth that he used to be, the direct cause of which seems to be a severe attack of "love sickness." He has openly declared his intention of tying the everlasting knot within the very near future, and we are very desirous to know whether the unfortunate young lady will be "Rebecca of Sunnybrook Farm" or "Hulda Von Korytkowska."

Bob Bently is a pretty busy man these days, not being able to take a vacation apparently. We see very little of Bob in the office lately.

The C. M. & St. P. Bowling League has been reorganized and officers elected for the coming season. The officers are: George Steuer, president; Harry Brillinger, vice-president; Gene Forster, secretary; Herb Franzer, treasurer.

The following teams will bowl: Cashiers, Rates, Milwaukee Terminals, Chestnut St., Milwaukee Shops, Special Agents, Telegraphers and Signals.

## Black Hills and West I. &amp; D.

The employes of the West I. & D. and Black Hills Division wish to extend their heartfelt sympathy to the families of Engineers William Brock and George Murphy, both of whom passed away the early part of September.

R. D. Miller is our new trainmaster, and we all extend him a hearty welcome.

Business has been picking up in general on the west end, especially stock and grain.

General Yardmaster E. M. Stanton has been put on a 7 a. m. "tramp" engine to do city work at Mitchell; Engine Foreman T. T. Dunsmore in charge of crew.

Engineer Charles Bunting is back at work again after several months' vacation.

Fred Harges has changed from 95 and 98, west, to yard job on 7 a. m. "tramp" engine.

Matt Radloff has been making a few trips west of Mitchell on a chain gang car.

Conductor C. J. Wilson has been quite sick at Mitchell Hospital, but is now reported to be gaining steadily.

Fireman Tom Breen is home from the hospital after his injury, sustained when engine 2142 tipped over five miles west of Vivian.

Conductor Frank Grace has Conductor Penrose's run on 103 and 104 west. This is Conductor Penrose's second illness within a short time. We hope to see him back at work soon.

Relief Agent Frank Scarletti is relieving Agent Dolan of Alexandria, who is on his honeymoon. Best regards to Mr. Dolan and bride.

Agent Charles Checke of Bridgewater took a couple weeks' vacation, being relieved by Relief Agent Young.

Engineer Jim Barr relieved Bill Long on 401 and 408 (Hindenburg Special) while Bill was taking his vacation.

#### Milwaukee Terminals

##### Renay

Now that the vacations are over, it doesn't seem to be so hard to get a line here and there.

We are wondering why Minnie and Herb took their vacations at the same time.

If Shallanda stays on the chief clerk's platform much longer, he'll begin to look like the chief himself. Good luck, Hank.

The junk business must be poor. The Braun girls have not done any advertising lately.

The girls of the car record office were entertained with a dinner and theater party on September 1st, Daddy Strong's birthday. They presented him with an umbrella and he in turn presented each with a beautiful gold pin signifying "Daddy's" seventy-fifth birthday. A wonderful time was had.

There are three fishermen at North Avenue who consider themselves pretty good at angling, but we don't agree with them as they brought no proof. We want to see the goods next time, boys.

Olga has returned from her vacation at Denver and vicinity but so far we have not heard of the sensations of sliding down the mountains or riding with the wild and wooly cowboys.

"I don't care where they came from—but. Where are they going?" Explanation yourself, Herb.

We would also like to know the great attraction at Cheboygan, Mich. Oh, we wonder where these vacations will bring some of us.

A very nice party was given at the home of Mrs. Tucker in honor of Gladys Carrick, whose marriage to Norm Bennett of the C. & M. office will take place the latter part of September. Gladys was surely a happy girl, and we all join in wishing both of them every happiness in the world.

Oh, did you hear about the "bunch" that went to Niagara Falls over Labor Day. Now let me see, there was Mrs. Bush, Flora, Mary, Eleanor, Irma, Marie and Irene. And what a party. From reports they sure painted up the neighborhood. And who did they "bump" into in Canada but Billy Leland of the C. & M. Now, just what were they doing, Eleanor. I hope someone makes a rule or law allowing girls to be engineers because I am sure you would make a good one.

#### BOWLING LEAGUE

The C. M. & St. P. Bowling League, which comprises teams representing various departments at Milwaukee, has been organized for the season of 1921-1922.

A general meeting of the members was held in the superintendent terminal's office, Union Depot, Friday, September 2nd, and the following members elected to office:

George A. Steuer, president.

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Harry Brillinger, vice-president.  
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The following teams have a franchise in the league:

Signal Department—Capt. Herb. Wood.  
Rates—Capt. Joe Hoerl.  
Shops—Capt. Frank Derfus.  
Cashiers—William Wallman.  
Chestnut St.—Walter Demerath.  
Special Agents—Ray McKee.  
Telegraphers—Al Erdman.  
Terminals—Henry Kusserow.

The season is scheduled to begin on Monday night, September 19th, the bowling to take place at Milwaukee alleys. The pennant race promises to be an interesting one and every captain is positive his team will lead.

#### Wisconsin Valley Division Notes

##### Lillian

An eight-pound baby boy arrived at the home of Mr. and Mrs. Joseph Carter, residing at Minneapolis. Granddaddy Isadore Livernash has been handing out cigars and candy. We still have our candy coming. We extend best wishes to mother and babe.

Mrs. M. E. Donovan and son Harold visited with friends at Tomah.

Mrs. J. Krueger is spending some time at Champion, Mich.

Mrs. Ed Urban and son Eugene visited at Babcock.

Mr. and Mrs. F. S. Millenbah of Knowlton are visiting at Madson.

Roadmaster Herman Redlich had the misfortune to break his ankle when the motor car on which he was riding jumped the track. The accident occurred on the Hixon Line near Camp nine. Other occupants escaped uninjured with the exception of A. M. Lemay, who received several bruises about the face. Mr. Redlich was brought to Wausau and taken to St. Mary's Hospital. It is reported that he is getting along as well as can be expected, but it will be some time before he will be able to resume his duties. E. Whitmore has been appointed as roadmaster on the north end during the absence of Mr. Redlich.

M. M. Harrington is spending a week's vacation at St. Louis, Mo.

Mr. and Mrs. Billington and daughter Betty Jane motored to Minneapolis to take in the State Fair.

Charles Conklin, Horace Wheelock and Eric Eherke started out on a motor trip to Heaflord Junction; everything went smooth until they had made about five miles when the flivver took a notion to balk. In spite of the fact that the three are all first-class mechanics it seemed impossible to adjust HENRY so as to continue the trip. They returned to Wausau (we have been unable to find out just how it was done) in time to catch No. 1, the good old reliable, and arrived at their destination in good spirits. They caught barrels and barrels of fish, and had a most enjoyable outing.

Mrs. E. B. Stoddard has returned to Wausau after spending about three weeks at Camp Franklin, Woodruff, Wis.

Mr. and Mrs. James O'Leary visited with their sons, Edward and James, Jr., at Detroit, Mich.

News has always been a scarce article, but it is more so than ever at the present time. Even faithful Steve has just forgotten all about us, and Louis W. does not seem to know anything to tell about; quite unusual, too. Hope to hear from someone before the ninth day of October, for our next issue. Parties, dances, weddings and divorces—anything is acceptable.

#### M. C. B. Gossip

##### Alby

We consider it a good beginning to explain what happened to our late correspondent, which will also explain the why of a new chronicler. Capable stenographers are needed everywhere, so it is not remarkable that a big grain firm engaged the services of Izetta Esler. (Do we get the quarter?) Therefore, a miscellaneous shower of bouquets of flowers, expressions of regret, a farewell lunch and sterling silver teaspoons all found their way to her. The lunch was entirely a surprise, held in her honor by a few of the girls in immediate proximity to her desk, and it was during this gala feast of cake (get the recipe from Miss Le Sage) and ice cream that she was

presented with the spoons, the gift of some of the boys and girls of the M. C. B. office and the janitor and janitress. We have come to the conclusion that quitting is nicer than we expected.

As for vacations! Those wondering when Mr. Deppe was during the first half of August should have been told he was in Portland, Ore., visiting relatives. Edna Bremser at the same time was honoring Lake Geneva, Waukesha Beach and Lake Michigan with her presence. However suspicious it may look, we must be frank to admit she came back with a "code in 'er 'ed." The lake breezes must have been too strong!

To do this properly, we ought to tabulate these to prevent a mixup. William Stark and wife visited at Westville, Ind.; Eleanor Bartz, Chicago; Leona and Rose Schultz, Lake Nemabbin; Linda Sell, Woodlawn, Mich.; Eugene Kleiner, Pewaukee; J. M. Bremser, Lake Nagawicka; Berenice Kruse, Okauchee, Chicago, and a motor trip from the latter point to Green Bay; Edna Haslam, Okauchee. (The cookie girls are not even separated on their vacations.) A. T. Barndt saw the wonders of Mammoth Cave and all the other caves in the vicinity, and even Alfred Koch left us for a week. I must not forget that Walter Stark was gone, too. The trains must have been crowded, that's all. One peculiar thing—although all went to different places—they all reported the same, "I had such a good time!"

Norma Lutzenberger was away from the office for two weeks on account of ill health. Must have done her a lot of good; look at her now.

Geraldine Nelson paid a visit to her doctor, and, behold, the next day her tiny white hand was swathed in bandages. She had had an operation on her thumb and five stitches put in. Everything is O. K. now, we are glad to say, and her thumb is in good working condition.

During August, Mr. Hennessey, A. M. C. B., attended an Arbitration Committee meeting in Chicago. Mr. Whitney, from Chicago, and also Mr. Saida, paid our office flying visits. Eddie Klug, now in Chicago in Mr. Lodge's office, was here, not only once, but again about two or three weeks later, talking with some of our oldest inhabitants. He still wears the same smile.

We should have a column called "Strictly Personal." Then we could write such items as: What about the ham and bacon venture at the County Fair, Gene? You promised to tell if all went well, and we have heard nothing of it. Or: We advise a daily application of Sloan's Liniment for Anton's limp. (By the time this is read he will have forgotten he ever had one.) Or: We hope Berenice can "make eyes" better now that she has glasses a la tortoise shell. And we might even go as far as this: It is rumored that Linda saw somebody at Channing, Mich., or thereabouts, while riding on the train. Is he from this office? We are inquisitive.

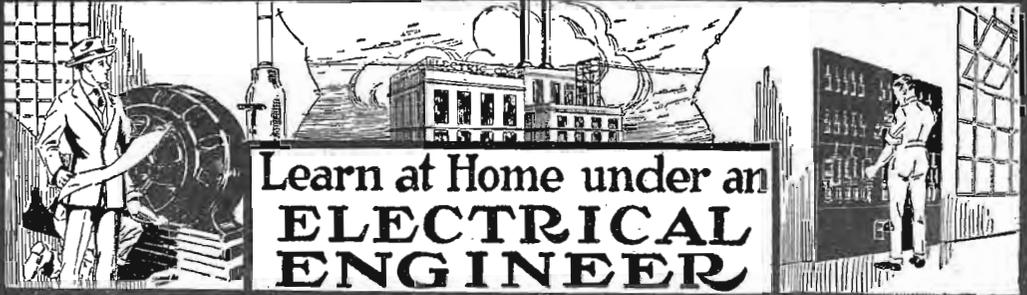
Talking about week-end trips, I'll tell you more. It seems Lillian Scobis was bent on viewing the inspiring celebration of Venetian Night at Okauchee Lake, and it also seems that she was mistaken about the date. She went out there and nothing happened. Certainly somebody was playing a mean trick. After a week's thought, she decided to make another try. At last her vigilant efforts were rewarded and she was ecstatically delighted to see the glorious procession of decorated floats adorned with Japanese lanterns which dotted the placid waters of the lake under myriads of stars. . . . She sat entranced. . . . Guess I'll run, while I can.

Under the heading of "New Arrivals" in our society column we can mention that Bert McNeil and Herman Klatte, late of Terre Haute, are with us now; that is, they are hidden away in the filing room, so perhaps we do not see them as often as we would like. They came August 23. Welcome to our office, Hoosierites—may you find it pleasant working here!

In the excitement I forgot to mention that Eva Anton from W. E. Campbell's office is pass clerk now. Louise Le Sage, formerly doing that work, is stenographer to the assistant chief clerk, and the present news collector is now filling the position left vacant by Miss Esler.

Martin Biller had a birthday August 23, and the bright spot is—a ruby ring—it's a peach. Our congratulations, even if they are late. He went to Rochester, Minn., for an examination at the Mayo Brothers' clinic during his vacation

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period, and within a short time he is going back for an operation, which he is assured will be of great advantage. Our best wishes and hopes will follow you, Martin, and we will want to see you after it is all over.

We had a few wanderlusting people over the Labor Day holidays. Gladys Petran went to Chicago, likewise Bob Shand and Steve Filut. Gene Kleiner, as usual, got off the train at Pewaukee. (Our private opinion is that he might just as well move out there.) Lorene Oelke visited her home at Markesan and Julia Weins visited friends and relatives at Madison. "Willie" Beresenbruggie declares she was out of town, too—Wauwatosa—and she carried a bag to complete the delusion. Emma Wagner had an enjoyable time at Niagara Falls, and Eleanor Bartz, Josephine Sweeney and Katherine O'Donnell spent their holiday at Pewaukee Lake—and Oh, the blue Tuesday!

Well, I guess that's all. If there are any complaints, step forward, one at a time, to register them. All invited.

#### I. & M. Division

*John Schultz*

Engineer H. Kough and wife have been visiting friends at Milwaukee.

We are glad to see our traveling auditor, O. W. Craig, out again after a long siege of illnesses.

Machinist Englebert Lauffe visited relatives at Milwaukee.

Operator L. Grau is sporting a new Buick car these days.

Miss Ethel Mady, of Austin, is taking a trip to the Coast. No, not a wedding trip. Past that age.

Fireman Irwin Beckel and Miss Johnson drove the old Ford to Rose Creek and got married. Good luck to you.

Rayburn Stimpson, of Austin freight office, has gone fishing again. Never seems to catch any. I think he has a girl up the line.

Wanted—One handsome man, to act as groom for Buick auto. Apply to Iueez McCarthy.

#### Auditor of Expenditures' Office

*Hodge Podge*

Vacation time is over at last and everybody is back on the job with a new supply of "pep." Ed. Howe has just returned from an extended tour of the city of Chicago, trying to find a permanent cure for "hay fever." Judging from the papers, there is plenty of it around, but one never knows whether it contains wood alcohol or not.

Al Montgomery and Viggo Jensen enjoyed a very pleasant week of fishing, and judging from their stories were very successful in landing some nice big ones. Although they have no photos to substantiate their claims, I suppose we must give them the benefit of the doubt, for vacation time is like Christmas—it only comes once a year, and why should we be "joy killers."

John Carr came shuffling back after his visit to the Twin Cities and surrounding country. He tells us the old "bus" (he means the machine) was in good condition and he only had four "blowouts" (by "blowouts," he doesn't mean "parties," either).

Irwin Keller, our smiling leader, has not had his vacation, but from all reports he is quite anxious to get away so that he can recuperate from night work (walking his 10-months-old baby, who is about to fall heir to some brand new teeth). He tells us that the baby (a boy) is getting to look more like him each day, and when the boy is old enough he will send him to a "skollege" for his education. He is quite a "futurist," don't you think?

Bill Wingham is back with us and is once more on the trail of the elusive figures which predominate in this department. He has been sojourning beneath the palm trees in Sunny Florida for the past two years.

#### THE LATEST

Our own ledger clerk is Bill Pye,

He heaved up an awful sigh,

"Form five ninety-two

Turns my face blue,

Sometimes I wish I could die."

King of the Vault, Denney, has just completed his task of distributing cans of honey to various

employees, which, I suppose, accounts for so many sweet dispositions around the office.

Joe Straszman, traveling accountant of the West End, was in a few days ago and we learned that he has just recently taken unto himself a wife (his own, not someone else's). Of course, we inquired in the usual manner as to how he liked married life and his reply was: "If you have plenty of kale remain single and enjoy life, but if you are so unfortunate as to be a salaried man, get married and have the consolation of knowing that someone else is sharing equally the poverty and care that Fate has thrust upon you."

Solved at last—the reason of High Cost of Milk. Been advised by Joe Grace that cows in Chicago are pastured on the elevated tracks. Joe lives on the south side.

Did you all know our file clerk's name had been changed to Harriett Lloyd.

There are two people back home who wish Traveling Accountant Grabenstein will reach Moberg some time in November to get a certain message.

Dorothy Leifer is with us but without us. Who can imagine the famous trio of file clerks broken.

Why go to vaudeville to laugh when you can get in the company of Blanche and Eleanor.

"Everyone loves a lover." Don't you just adore Helen and Leslie?

#### River Division Homebrew

*"Jerry-on-the-Job"*

Sorry folks, but I ran out of raisins this month so can't put much of a kick in my homebrew.

John Ritter of the accounting office spent three weeks down at Hot Springs, Ark., recuperating from the strenuous summer. It might be supposed that Helen Partridge of the same office was pretty lonesome during the time, but I believe the grief occasioned by his absence was somewhat alleviated by the fact that she received a letter from him every day while he was gone.

It was with regret that the many friends of A. B. Jones, agent at Chippewa Falls, learned of his death last month. Mr. Jones had been in poor health for several months previous and was planning a trip to California to regain his strength. He entered the service of the Company as agent at Eau Claire in September, 1873, later going as agent at Chippewa Falls, which position he held until his death, having been in the service of the Company continuously for forty-eight years, being one of the oldest agents on the system.

Agent G. F. Smith, formerly at Hastings, now receives his mail as agent at Chippewa Falls, while Ticket Agent E. G. Reese of Red Wing has taken over Mr. Smith's duties as agent at Hastings.

Conductor Thomas Fitzgerald of the I. & M. Division had a paralytic stroke while he was running on No. 42 recently and it is hoped that by the time this goes to press he will be well on the road to recovery.

We understand brakeman Stuetzel has temporarily abandoned railroading due to the fact that the carnival queen came back, so he signed right up with the carnival company, resuming his old duties with the "101 Ranch and Dance Hall." Stuetzel says it's a fascinating life.

Florence Johnson of the superintendent's office says when she gets married she is going to start a chicken ranch and make lots of money selling the eggs for a nickel apiece. However, when you stop to think about it, a nickel isn't such a big price considering the fact that it is a whole day's work for a hen. How much work do you want for a nickel?

Margaret McGrath has gone and left us to work in the terminal trainmaster's office. She used to keep me supplied in snappy news and I am wondering what I am going to do now to get someone to take her place; that is, as a reporter.

It has been a popular pastime for the girls around the building to have automobiles call for them every evening. Agnes Sychala has been the latest one to join their ranks by grabbing a young automobile owner. She is well supplied, having had pretty much the exclusive use of one in a certain town in Wisconsin, the name of which I am unable to print because she has threatened me with the most dire consequences

if the name of the town was printed. Sounds spicy, doesn't it? Well, it is.

**Des Moines Division Items**  
*Frenchy*

Traveling Freight and Passenger Agent W. F. Keefe and wife have returned from a week's trip to Jacksonville, Ill.

Miss Jean Dallas of the superintendent's office is taking a week's vacation. She has been very secretive about her plans for this time, but we are guessing that she will spend some of it in Omaha seeing the sights and perhaps locate that millionaire.

J. D. Shippey was married September 15th to Miss Mae Cunningham. His many friends extend congratulations.

Train Baggage-man W. F. Trotter, who has been off duty for about five weeks account illness, is again able to be about and thinks he will be on his old run very soon.

Conductor Frank Price and family returned recently from a several weeks' stay in Colorado and Idaho. We are glad to announce that Mrs. Price is in very much better health than she has been for some time. Frank did not state whether he killed any bear or not, but we presume he did but is too modest to mention it.

Conductor H. M. Bellman was in Des Moines for a few days recently attending a law suit.

Brakeman Earl Hartshorn and wife have moved to Des Moines and have taken apartments at 10th and Walnut Streets. Brakeman Neal Rogers has been given the run at Rockwell City formerly held by Mr. Hartshorn. It has been noticed that Neal has purchased a brand new uniform for the occasion and has been "dolling" up so much lately that his friends hardly know him.

George W. Moore, conductor, left recently for California for an extended sojourn.

Brakeman S. J. Foster was in the city recently.

Mrs. W. F. Cramer, wife of Conductor Cramer, has gone to Florida to spend the winter.

Ed De Lacerda has been transferred from Milford to Panora.

Okoboji Station has been closed for the summer and R. G. McGee, who was in charge of this station, is relieving J. D. Shippey at Granger, thereby allowing Mr. Shippey a little time to get married and go on his honeymoon.

We just heard a good one on "Izzy" at Rockwell City. Recently a lady wished to check her baby buggy so Izzy immediately got busy and checked and loaded it into the baggage car. After a few minutes he was greeted by a frantic mother who informed him that she wished to check the buggy only. He looked and found that the baby had not been removed from the buggy. Guess he will examine buggies more closely hereafter before checking, as he might not know how to quiet the youngster should it begin to cry.

G. A. Gruver of the freight claim department paid us a flying visit during September.

Mrs. Charles Lentley spent several days in Des Moines during the State Fair.

Mrs. Lenore Allen of D. F. and P. A. Hilliker's office left September 10th for Chicago, from which point she and Mr. Allen will leave for a several weeks' tour of the east by automobile. Her position is being filled during her absence by Miss Berlovich.

George R. Dickman, dispatcher, did not enter his cat at the Cat Show as he did not want to disappoint all the others by taking all the blue ribbons.

**Sioux City and Dakota Division Notes**

*H. B. Olsen*

The American Legion selected the "MILWAUKEE" as the popular line and were given a special train on August 22 to Rapid City and return to Sioux Falls.

Engineer Al Main and wife have just returned from a motor trip through the Black Hills.

Our veteran conductor, Henry Conly, has taken a sixty days leave of absence and gone to Colorado, where he will assist harvesting the apple crop on his ranch.

Conductor John Reagon and wife have gone to Chicago to visit a cousin of John's, whom he has never seen.

Conductor Will Baysore drew the patrol run between Sioux Falls and Canton.

Miss Marie Hanson, stenographer, Sioux Falls

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freight office, is on her annual vacation, spending most of the time with home folks at Dell Rapids.

Chris Lutterman, carman, Sioux Falls, and wife, have just returned from a trip up in Minnesota, visiting at Raymond and other points.

Car Foreman Lou Hollinshead has been transferred from Sioux Falls to Tripp. R. J. Lemming, from the East Yard, Sioux City, relieving at Sioux Falls.

Agent Nick Willmes, Jefferson, is away on two weeks vacation, and will visit his parents in Minneapolis. Relieved by Agent Truesdell.

Miss Laura Stevert, expense clerk, Sioux Falls, is away on her annual vacation visiting points in Minnesota.

Second Operator T. P. Cavanaugh, Sioux Falls, with wife and daughter, have just returned from a visit in Minnesota.

Dispatcher Harry L. Hoskin and wife have returned from a trip to the coast, visiting San Francisco, Long Beach and Los Angeles. They report a most wonderful trip.

Miss Ethel Manel, Olga Lindbloom and Elvin Christy and wife, Sioux City, are climbing the mountains in Washington, having departed on their vacations August 18.

L. W. King, formerly employed in the auditor's office, and also at Savanna, Ill., is now in the superintendent's office at Sioux City.

Marvin Strief, from Dubuque, Iowa, has accepted a position as dispatcher's clerk at Sioux City.

We are told that one day last week Ed Conway made a trip up to Elk Point to get a pony belonging to a certain party here, but, for some reason, Ed walked about two-thirds of the way home, although we understand Ed used all the available rope to lengthen the stirrups. What's the matter. Ed, roads too rough or did you need the exercise?

Miss Ethel Jacobs, assistant cashier, Sioux Falls freight office, is on her annual vacation with home folks at Rock Valley.

Switch engine 1185 has been allotted the Sioux Falls yards, and being of a heavier type is proving very useful where the rails hold up.

Miss Blanch Wagner, bill clerk, Sioux Falls, is on her annual vacation, being relieved by Mr. Berg, who is filling the vacancies for the different vacationers.

In the issue of the Sioux City Tribune, under date of August 29, quotes the following: Charles A. Buford, superintendent of the C. M. & St. P., gave an address to more than 300 conductors from Iowa and adjacent states. There were 193 conductors initiated into the Order of Railway Conductors on the occasion.

Up to present date there are about 13,000 tons of company coal stored in Sioux City. This seems like a lot of fuel, but in former years the amount varied from fifty to one hundred thousand tons.

Harry Haas, freight house foreman, Sioux Falls, with his parents, motored to Rapid City and attended the third annual convention of the American Legion.

A. Nelson, section foreman at Baltic, has returned from an extended leave of absence. He did not, however, return alone, for while at San Francisco he was married there and brought with him his blushing bride. His son, Norman, also accompanied them.

On the night of September 9, about 7 o'clock, a terrific tornado passed by the western part of Sioux Falls; three people were killed, and the loss in damage to property cannot be estimated at this time. Hundreds of telegraph poles were blown over and the lines wrecked. Our telegraph service was out of commission for some time and high water at Akron caused a slight delay to trains. Other lines running into Sioux Falls suffered a much heavier loss than did our line.

Miss "Mile-A-Minute," in "East Wind"—the two Sioux City young ladies who registered at Hotel Drake, Chicago, recently were Misses Fay Dietrich and Dollie Kehoe. Thanks!

Ticket Agent R. W. Riewerts, Sioux Falls, has been out after business with noticeable results, as shown by last month's ticket report.

B. & E. Foreman S. E. Hanson has taken his crew to Colton, where he will make repairs about the station and stock yards at that point.

Billy Sunday, the famous revivalist, has been

engaged for a series of meetings to be held in Sioux City this month, and many of the evildoers will have the opportunity to hit the "saw-dust trail."

Conductor Reams and wife, together with friends, motored to Lake Madison last week and "did some fishing."

Switchman Don Fox, Sioux Falls, was absent from duty one day last week and re-decorated the interior of his home. Some fast worker, and the job shows 100 per cent.

Chief Dispatcher W. C. Givens has resumed work after a week's recreation, and Walt comes back with the usual smile.

#### Coast Division—Superintendent's Office

##### Mutt & Jeff

Miss Alice Furro, who has been employed in Mr. Kent's office, Seattle, for several months, has returned to the superintendent's office, Tacoma.

J. R. Desmond, assistant timekeeper, is taking a forced vacation, due to trouble with his eyes. Miss Margaret Frank of Morton is substituting during Mr. Desmond's absence.

G. H. H. says he has quit using Arbuckle's coffee.

R. R. Woods, agent at White Bluffs, was a Tacoma visitor last month, and treated the office force to a box of delicious peaches. We all appreciated his kindness and trust he'll come again.

Mrs. Allgood has returned after a week's vacation spent at the ocean.

Four of our charming young ladies from the superintendent's office enjoyed a trip to Seattle one evening recently. They went together, but did not return together; that is, together with each other. The story will appear soon in book form under the title of "The Vampers Vamped." It will contain some thrilling incidents of missing trains, unwelcome bouquets, disappointed brothers-in-law and thrilling night adventures. Subscribe for a copy now.

G. S. Bell, chief timekeeper, spent his vacation fishing, but we have no report as to the luck he had.

We are wondering if there is any truth in the rumor that Mr. Eccles, assistant trainmaster, is about to go into business at Catalina. Who is the reason, J. S.?

R. F. Rader of the Tacoma relay office left Sunday night, September 11, for an extended visit in the east. He will visit relatives in Wyoming, Illinois, Wichita, Kansas, Minneapolis, Duluth, Chicago, St. Louis and Kansas City, and at the latter place will attend the Shrine ceremonial. He expects to be gone six weeks or two months.

On Tuesday afternoon, September 13 (not Friday the 13th), Florence Larson, our able stenographer in chief dispatcher's office, put in an urgent telephone call for her sister and instructed her to bring down a coat, dress, a barrel or anything which would enable her to get out on the street so she could go home that night. How come, Florence, what happened?

Understand there were forty-two pair of shoes stolen from a freight car the other night. There have been several pair of new shoes in the office during the past week and would suggest that Officers Braund and Washburn investigate. We hope that Mr. Braughn has not stepped off the straight and narrow path.

C. F. Negley, assistant chief clerk, has just purchased a ranch in the Puyallup Valley and expects to take possession about October 1. The office force need not worry about hard times this winter, so long as C. F. N.'s supply of spuds last.

Miss Anna Johnson, comptometer operator, was confined to her home last week with a severe case of quincy.

Mr. McMahon and Mr. Hatch made a trip to Cedar Falls the first of the month for the purpose of conferring with roadmasters and chief carpenters regarding the new system of accounting.

We are all waiting patiently to see what Mille is going to do, now that Dame Fashion says we must show our ears.

Miss Marie Speith, formerly stenographer to our chief clerk, and Frederick A. Ludwig were married September 12, at the home of the bride's mother. They expected to leave the same evening

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for British Columbia, but due to the thoughtfulness of their friends, who found the hiding place of their car and luggage, did not make their get-away until next morning. We all extend heartiest congratulations to the newly-weds.

Miss Anna Johnson and Miss Daisy Webb spent their get-away until next morning. We all understand they brought souvenirs from Vancouver, but no record of the Portland trip.

E. L. Carkins, clerk at Morton, was a caller at our office last week. He says he came to see all of us, but we have our doubts about that.

Charles Littlehales, formerly car stenographer for Mr. Dow, has resigned his position to attend the University of Washington. E. A. Dahlquist has been appointed to fill the vacancy.

What has Ernest done, Mr. Baughn, that you should roast him so?

Keep up the good work, Millie. We were wondering why you spent an hour each morning combing your hair and the reason for the modest long-sleeved waist, but it is very clear now. We are glad you have finished the lunch cloth, and hope that you will finish the pillow cases in due time. I am sure Mr. Dahl will have more bills to check, so you may have another rete-a-tete. Whatever you do, Millie, give us a chance to save a dollar out of our pay check for the silver.

### C. & M. Division—Facts and Cracks

"Buck"

Our chief clerk, Mr. Erickson, is spending his vacation at his home, La Crosse. Let us hope that is all he spends.

Brakeman L. W. Hull, the pioneer passenger brakeman, is ill at his home and the entire division hopes for a speedy recovery.

Dispatcher Babcock is again back at the wire after a ninety-day vacation, traveling through the east. Hard to get down to facts after such a long rest, eh, Bab?

If anyone is looking for a very modern flat, speak to our chief timekeeper; he is now a real estate chieftain.

Mrs. Tucker and her daughter were vacationing in the east, spending some time on the Hudson River. Milwaukee boasts of three rivers, but there is only one Hudson.

Complications due to power conditions and coal and water trouble have set in very slightly. Now is the time to arrange to prevent congestion which occurs each winter. Let us co-operate and go through the coming winter better than before.

One of our clever extra passenger men says if the Chicago lay-over men want to come to Milwaukee to work, perfectly OK, as the Milwaukee men are willing to turn the tables and try working out of Chicago.

A Safety First meeting was again held last month, and definite plans made to make a more successful drive than ever. The class of instruction will again be held the first Sunday of each month and all train and engine men should avail themselves of this opportunity to brush up a little on the rules.

Mrs. Bannon and children enjoyed a week at Long Lake, but Trainmaster Bannon was too busy for a vacation. Now with the transfer of Trainmaster Miller to the I. & D. Division, Trainmaster Bannon and Superintendent Thurber are carrying double.

Last month's notes in regard to traveling alone brought a thought to one Norman Bennett, who officially announced the engagement. Took us somewhat by surprise, but the next leap is not so far, Gladys!

Miss Brandner spent her vacation at Minoqua. Next year, please go somewhere else; that was quite hard to spell.

Our good friend, Lorry, is now increasing the morale at Milwaukee Shops, again in the company's employ.

From all available reports, the Veterans' special will be loaded to the windows when it leaves Milwaukee. The older men in service have a splendid spirit.

A stranger said he wished to get to Chicago in the worst way, and he was advised to ride on our road. What do you mean, "WORST"?

The C&M Division has been climbing steadily and now boasts of first place in the efficiency report for the middle district. Very good!

No, gentle readers, the picture on the cover of last issue was not taken just before the dumb beasts were struck by a train.

We notice that Conductor Henry Bond is now wearing a soft collar. Will it be "spats" next?

The Labor Day business went by in perfect harmony, handling 6,300 people, all asking for 100 per cent service, and all were satisfied. The resort travel to Fox Lake is now falling off, but if service brings results, next summer will see still more people at the lakes, enjoying the trip over the St. Paul.

Several young ladies from the Union Depot made a Labor Day trip to Niagara and all came back smiling, having had a wonderful time. (Chaperon Mrs. Bush left the party to run over to Canada—there's the reason.)

Who punctured the rain barrel? We have been blessed with rain for the past several weeks, but we are all smiling, as we had a pleasant summer in many respects and conditions are steadily improving.

#### Northern Montana Division

A. B. Goff

H. R. Wahoske, division freight and passenger agent of the Milwaukee, returned yesterday from Great Falls. Mr. Wahoske spent the past week assisting a Fox Film Company representative from Butte, in taking pictures of the Basin and the district between Harlowton and Great Falls. This picture is being "shot" to point out the possibilities of the district, including wheat, cattle, refineries, oil fields and other industries of Lewistown and Great Falls. About 1,385 feet of film were taken. Regarding the wheat outlook, Mr. Wahoske stated that the west end of the Northern Montana Division has a good yield, the Highwood district, southeast of Moore, is better than anticipated. One of the best fields of grain is that of Fred Warr. This probably will yield sixty bushels to the acre.

The first stock shipment of the season was made over the Milwaukee when two cars of cattle were loaded at Grass Range and one locally. The movement is very light, there being very little stock in the vicinity.

Mr. and Mrs. Wm. N. Bratz will leave for a month's visit in the east. They expect to go to Minneapolis, Chicago, Pittsburgh and Oconomowoc, Wis. Mr. Bratz is a fireman on this division.

Mrs. L. S. Wandell, wife of Conductor Wandell, has returned from Great Falls, Mont., after a successful operation on her throat.

Frank E. Wright, warehouse foreman at Lewistown freight house is now employed at the store house.

Mr. and Mrs. H. W. Jackson and family spent a very pleasant Labor Day holiday over at the Falls. They visited Mr. Jackson's mother.

Mrs. A. M. Maxeiner and daughter, Catherine, have returned from an extended visit with relatives and friends in Butte, Mont.

Engineer Leib and family have just returned from the coast, where they visited Mr. Leib's mother in Tacoma. Mr. Leib is back on the job again, looking as pleasant as usual.

Wouldn't you like to know what was in the large (?) box that one of the brakemen gave to the master mechanic's stenographer just before she started on her vacation? The package looked as though it might have come from a confectioners.

The two ladies employed at the roundhouse are looking forward to a nice treat in the shape of a two-pound box of candy. If "sufferin' tomato cans" does not come across I shan't be sorry if he loses his fountain pen again and never finds it.

Our friend, "Bud" Gove, from the store department, is breezing around somewhere on the coast, I am told. I wonder if he kidded himself into thinking that he needed a rest. I do think he needed sleep: his numerous girl friends keep him up awfully late nights, I understand.

Bertha Munson, stenographer in the master mechanic's office, spent a short time with her brother and his family in Tacoma, Wash.

#### Freight Claim Department

Miss Della Newman of the Salvage Sales Bureau was married September 10. Her future home will be in Waukegan. Congratulations, Della.

On a certain afternoon Mr. Rodecker came and

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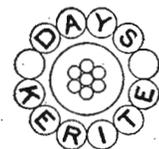
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Car Wiring, Lighting  
and Power Service

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took some of the boys out for an auto ride. They were speeding so fast that a policeman had to stop them. The result, they all had to appear in court regarding same.

It took William White one hour last Sunday to find that no gas was in the Dlyver's tank and on pushing it to the oil station for gas, six blocks away, the tin can started to go with the emergency brake down and no one at the wheel.

Earl Hoff is again at his desk busier than ever, after a month's illness.

Edward Hoffmar has secured a leave of absence, account illness, and is recuperating at Foley, Ala.

The baseball team finally came to life and trimmed the freight auditor's crew with a 6 to 3 score. Harry Earl, the opposing pitcher, kept our fellows constantly on the jump with his speedy bean ball. He finally succeeded in popping a hot one off Dick King's dome and another one off Reimers' arm, but outside of that it was a good game.

J. C. Beatty is spending his vacation in Canada, visiting relatives.

The popular young lady who is head of the typing bureau is also spending a pleasant vacation somewhere in Iowa.

#### R. & S. W. M. J. Cavey

Conductor T. Kinney finds it a pleasant past-time while waiting for connections at Corliss giving advice to passengers, relative to their trains, and directions; also assisting them with their hand baggage. It looks very nice to see the gentlemanly conductor giving assistance to aged travelers, and should be practiced much as possible by all employes, and especially at junction points, where passengers easily become confused.

Conductor W. B. Thompson and family spent a week at Delavan Lake prior to his trip to the vets' meeting at Minneapolis.

Engineer T. Carroll has gone to the coast to visit his brother.

The Labor Day special which left Delavan at 6:15 p. m., in charge of Trainmaster Connors, Conductors Hayes and O'Rourke, was well patronized, number of passengers reaching over the four hundred mark on arrival at Corliss.

Train No. 10, September 8, carrying special coaches on account of the Elkhorn Fair, was well filled on arrival there, Delavan contributing over 300 passengers.

Conductor Charles F. Hayes visited with friends at Delavan Lake first part of September.

Conductor Ted Carrier, in his new suit of blue, assisted on the different passenger runs during the busy period first part of September.

Did you ever succeed in making a truthful crop report when every farmer told a different story, as to the condition of his crops?

F. E. D. plus F. A. T. equals Fed fat;  
And surely you'll not deny that.

We hope the two mentioned in above addition,  
Will always remain on this division.

Maggie and Jiggs.  
Come on, boys, help Cavey get some dope to soak into our dime novel.

If you can't boot, just start knocking and see how quick some guy will boost you off your knocks.

#### HAIL A BENT RAIL

Dear employes of this system,  
To me a moment you must listen.  
Though you have read in this magazine,  
The things that were heard or have been seen,  
I ask that each month you do not fail.  
To read the verses written by "A BENT RAIL."

No credit to him as yet has been given,  
For the clever poems he has written.  
So this evening I take the greatest of pleasure,  
In writing these rhymes of ill-constructed measure,  
To praise a man on our steel trail,  
Who goes by the name of "A BENT RAIL."

Why should we not offer a bucket of sand  
To keep him from slipping; also lend him a hand.  
Perhaps some word of courage and praise,  
Will make his life's ambitions raise;  
And then surely we would all loudly hail,  
To see his name signed "A MENDED RAIL."  
—KENO.

#### La Crosse Division

C. W. Velsor

On August 26 the railroad warehouse at La Crosse was totally destroyed by fire. With goods owned by three mercantile firms stored in the building, the loss is about \$125,000. The building was used as a terminal for the transfer of trains across the Mississippi here in the sixties and seventies. Due to the quick action on the part of Yard Conductor John Rogowski and Night Yardmaster Nick Weber several millions of dollars worth of merchandise in cars which were stored in the yard adjacent to the warehouse when the fire broke out were moved to safety without any loss. This is another instance of real co-operation.

Harold Gibbs, son of Agent Gibbs, of Fall River, motored to Milwaukee during the month. Understand you stopped at Oconomowoc to meet a certain young lady. How about it?

Brakeman Alfred Jorns and wife took a trip to Southern Illinois on the I. C. Ry. Did you notice any difference in the I. C. Ry. and the M. and P. line?

Train Baggage man Elmer Wright and wife spent several days on their farm near Poynette. Mr. Wright has been doing the baggage job while Vic Vaughn had all his teeth pulled.

The wedding bells rang on September 3 for Machinist Helper Herbert Metzler and Miss Kaiser. Congratulations, Herb. Thanks for the invitation to your cellar.

Mrs. E. J. Brown and daughter have returned to their home in Milwaukee, after spending a month touring the west, visiting in Seattle, Portland, Vancouver, Spokane and Minneapolis.

Engineer and Mrs. George Behm spent several days attending the Minnesota state fair at Minneapolis. George said he took a ride in an aeroplane and enjoyed it more than a trip on 58.

Passenger Brakeman George Anderson spent several days in Minneapolis. Some one said George went there to get married, but we know he is a confirmed bachelor.

Conductor Roy Haines is now back home, after spending several months with his son in Montana. He expects to go back on his run, Nos. 15 and 18, shortly.

Roy Young spent Labor Day at Lake Wisconsin. Did you get one of the fish Roy caught? Neither did I.

Operator Pamham has been making frequent visits to Oconomowoc. We are wondering what the attraction is.

Congratulations to Mr. and Mrs. Paul Isberner, D. M. M. clerk; they are the parents of a fine baby girl.

Operator Wyrembek, who acted as first trick operator in the place of Mr. Rensch, at Medary, is reported to have knocked the fair sex over at La Crosse. He claims La Crosse to be a good town.

It is reported that Jack Kelly is overstocked with neckties, due to his last advertisement in the Magazine.

Babe Hayes went to Milwaukee on August 25. Wonder if it was a wet day, "Babe."

Traveling Engineer Jack Little is still on the division between Sparta and Portage.

Trainmaster W. G. Bowen was down on the K. C. Division helping to straighten up the congestion they had there, due to the heavy grain movement in that section. We are all glad you didn't stay.

"Babe" Hayes discovered a turtle in the bull pen in the dispatcher's office last week labeled "100 Long Sam." What is the meaning of this, Sam?

Operator L. N. Lord has taken up his duties of night operator at East Rio.

Operator and Mrs. A. O. Larson, who have been substituting at East Rio, are spending a few days in Chicago.

H. J. Laufenberg has taken up his duties as agent at Leon.

Operator Alleman, Black River Draw, La Crosse, took a few days' vacation the past week.

Agent Phillips, Wauwatosa, attended the meeting of the "Vets" at Minneapolis.

C. L. Parsons, agent, Maunston, has been off a few days. Operator Van Wie has been relieving him.

# Piles Cured Without Surgery

## IN ANY FORM

*Established  
in Kansas  
City  
24 Years*

*The  
Parkview*  
KANSAS CITY, MO.



LARGEST INSTITUTION IN THE  
WORLD DEVOTED EXCLUSIVELY  
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cautery, no "red-hot" iron, no ligature, no electricity, no chloroform, or other general anaesthetic.

### I CURE EVERY CASE OF PILES I TREAT BY MILD SERUM-LIKE TREATMENT OR YOU NEED NOT PAY ME ONE CENT

I will furnish you the names and addresses of 4,500 business, professional and traveling men, farmers and stockmen, women and children from all over the United States and Canada, whom I have cured.

I convinced them as I can convince you, that: First—That no matter what you tried without success, your piles can be permanently cured positively

and easily, by my treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that I would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

#### HERE'S WHAT KANSAS CITY BANKS SAY ABOUT DR. McCLEARY

Dr. A. S. McCleary, who has a large establishment at Tenth Street and Paseo, Kansas City, is considered very highly in the medical profession in this city.

Dr. McCleary has been established here a great many years and by honesty and square dealing has built up a wonderful practice. His patients come from all parts of the United States and Canada.

We do not hesitate to recommend the Doctor as everything goes to prove that any afflicted person will undoubtedly receive

splendid treatment at his hands. His ability as a rectal specialist is unquestioned and we do not hesitate to commend him to anyone. Write us for any desired information.

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I also refer you to your home bank or commercial club, as they can easily verify the above statements by letter or telegram to the institutions named.

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### Trans-Missouri Gossip

M. F. H.

Mr. and Mrs. C H Cartmell spent several weeks during the first part of September on the coast. Tacoma, Seattle, Spokane, etc. They visited with the F. M. Boyds at Kent, Wash., who will be remembered as former Moberidge people.

Mr. and Mrs. R. S. Lewis are visiting at Heron Lake, Minn.

Mrs. Griffith and son, Vanorman, returned from Tacoma, where they spent most of the summer with Mr. Griffith, who is stationed there.

Mrs. A. G. Fuller returned from Iowa, where she has been visiting friends and relatives.

Mr. and Mrs. Jack Humphreys of Huron, S. D., are spending several days at the home of Mr. and Mrs. A. B. Running.

S. W. ("Ding") Childers has been appointed agent at LaPlant, and will leave to take up his new duties October 1. We are all sorry to see him go, but wish him all kinds of good luck in his new home.

Mr. and Mrs. T. M. McFarlane attended the Veterans' meeting at Minneapolis, September 15 and 16.

M. L. Hynes is spending his vacation at— but I don't know where.

W. J. Hogan has returned from Milwaukee, where he has been for a couple of weeks. M. A. Walsh of Marmarth has been taking his place for ing his absence.

Miss Ada Lewis has taken the position of mechanical department timekeeper in the place of Fred Nelson, who resigned to become physical director at the Moberidge High School.

Mrs. Elbert Taylor and daughter, Bernice, spent several weeks on the coast, in company with Mrs. Alex Bugbee and Helen Bugbee of Miles City.

F. C. Williams, wife and daughter, are at Spokane for a few days.

Gene Warner made a trip to St. Paul during this month.

Norman Green of the Western Union office had an operation for tonsils and adenoids, but is now back at work. He was relieved by John Morrison.

Mrs. Matt Curran, formerly of Moberidge, passed through on her way back to Portland, after a very pleasant visit in Wisconsin and Minnesota.

Lorraine Hand of the relay office is visiting her parents at Albion, N. Y.

Mr. and Mrs. Arvid Arvidson have gone to points in Wisconsin for a few weeks. Mr. Arvidson is recuperating from an operation on his knee.

Mrs. F. W. Corey, Mrs. L. W. Scheffelbein and Mrs. E. E. Clothier spent several days at Marmarth with Mrs. J. M. Waters.

Ivan Lind has returned from Tacoma, where he went earlier in the summer to try and escape the ravages of hay fever.

A. S. Hagen and W. E. Wands spent Labor Day at Bigstone Lake fishing.

Mr. and Mrs. Catey are visiting at Marmarth with their son, Harry Catey.

Mr. and Mrs. E. E. Clothier attended the Veterans' meeting at Minneapolis, and made a short visit at Perry, Iowa.

The following letter was received by Superintendent N. H. Fuller, in appreciation of the courtesy shown by Conductor Walrath and Baggage man Spear:

N. H. Fuller.

Moberidge, S. D.

My Dear Sir:

Through your great kindness, July 24, the train was held at Lemmon in order that my husband, L. A. Weaver (who had been accidentally short that afternoon), and party, could take that train for Moberidge.

Though our friends, you and your trainmen, did all that could be done, he died on the operating table.

I thank you to the very depths of my heart for your wonderful kindness to us. I can never forget it.

And the conductor and baggageman on that train—I do not know their names—but I am enclosing cards of thanks to them, and if it is not too much trouble, will you please see that they get them?

Very truly a friend to you and your railroad,

I am,

Myrtle Weaver, Edson, S. D.

# "BIG NEWS" Betty Gordon Offers "Hard Time" Bargains Which Appeal to all Pocketbooks

**NOW** Betty Gordon Offers Fall's Latest Fashion New York's Newest Style



**Blue Serge SUIT**  
Elaborately Embroidered With Silk Floss, and Only **\$4.39**

**Delivered Free**  
This beautiful, stylish, man-tailored blue serge suit is copied from an importation which is all the rage in New York's Fashionable circles, right Now! It's just the suit for you.

**Send No Money**

not a single penny with your order! Just your name and address and the size you want written on the coupon below will bring this dress to you by return mail. You simply must see it to appreciate it and to appreciate its wonderful value at the price asked — only \$4.39. If you are not delighted beyond measure with this Broadway Beauty, send back and we will immediately refund your money.

Made of a good quality Blue Serge, elaborately decorated with contrasting color chain-stitch silk floss around the bottom of jacket. Collar edged with light blue material. Vestee trimmed with silk braid and very beautiful buttons.

**SIZES: Misses 14 to 18. Women's 34 to 44 bust. Order by Number 5A516.**

**BE SURE TO STATE SIZE**

**SERGE FOR LONG WEAR**

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**\$1.28**  
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Betty Gordon's Favorite Turban entirely covered with feathers. Beautifully trimmed with Ostrich Strands and lined with hi-lustre twill material. It is at once a becoming hat and a tremendous bargain. Black with White Trimming. Order by No. 6A601.

**Flannel Shirtwaist**  
Elaborately Embroidered in Chenille and Silk

Send No Money



**Only \$1.39**

**Rush Your Order Now**

You must see this soft, nap flannel shirtwaist, so popular for fall and winter wear. Every woman should have one of them because such a waist is so useful and comfortable. This pretty little waist has convertible collar. Front is elaborately silk and Chenille Embroidered in floral design. Long sleeves, turnback cuffs. Sizes, 34 to 44 bust measure. Order by No. 2A202.

**SEE** See for Yourself this Betty Gordon Beauty!

**Beautiful Hand Beaded Georgette Crepe DRESS**  
New Full Length Beaded Sleeves **\$7.98**

**Delivered FREE**

Here is a dress that will delight your heart and make you proud of your appearance in any company. Betty Gordon's beautiful, beaded All Silk Satin Georgette Crepe Creation!

**SEND NO MONEY**

Just send your name and address — not a penny with the order and write the size and color you choose on the coupon below and we will send you this dashing headed beauty. When the dress arrives pay postman only \$7.98 for WE PAY THE DELIVERY CHARGES. If not absolutely satisfied with your bargain, send it back and we will refund your money immediately. But just as sure as you live you'll be tickled to death with this handsome dress! To begin with you save at least a \$5 bill on your purchase! And you get the latest style unic design with overkirt. Heavily hand beaded as shown. Georgette Sleeves beaded to match. Lustrous silk satin skirt with Georgette over-skirt. Colors Navy Blue, Black and Brown. Sizes: Misses 14 to 20 yrs. Women's, 34 to 44 inches bust measure. Order by No. 6A33.



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Send me at once the articles I have marked X in the squares below. When goods arrive I will pay postman bargain prices only. You will pay all delivery charges. If I am not thoroughly satisfied with the goods after I have examined them, I will return the articles and you will immediately return my money.

<input type="checkbox"/> No. 5A516 Blue Serge Suit \$4.39	<input type="checkbox"/> No. 6A33 Georgette Dress \$7.98
Size.....	Size.....Color.....
<input type="checkbox"/> No. 6A601 Feathered Turban \$1.28	<input type="checkbox"/> No. 7A717 Wool Stockings \$1.79
Size.....	Size.....Color.....
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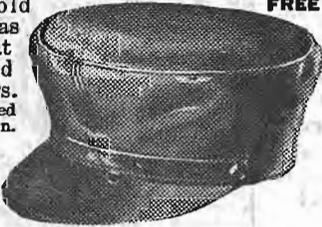
Not a penny to send now. Pay only when goods arrive. Then examine and try on in your own home. If not satisfied, return the goods and we will refund your money.

## Delivered FREE!

We prepay all delivery charges. You pay nothing for postage or express—no extras at all—only the net prices given here.

## Leather Cap \$1.85

Heavy, black, rain-proof leather cap. Best cap for stormy and cold weather. Has fur inband that may be pulled down over ears. Stiff visor trimmed with strap as shown. Sizes 6¾ to 7¾. Order by No. MX2115. Pay \$1.85 when cap arrives. Delivered FREE.



## Embroidered Shepherd

## Check

\$2.98  
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### Smart Style

This pretty dress is the newest model. Splendid quality woven black and white Shepherd check, handsomely embroidered. Notice the new roll collar and embroidered vestee—very smart features. Sleeves are full length, set-in. Has all-round belt of self-material. Skirt is full flared. Embroidered panels buttoned on side with pearl buttons form pocket effect. Colors black and white check. Ladies' sizes: Bust 34 to 46. Length about 39 inches. Misses': Bust 32 to 38. Length about 36 inches. Order by No. BX750. Pay \$2.98 when dress arrives. Delivered FREE. Give sizes.



America's  
Greatest  
Dress  
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## Extra Durable Sturdy Work Cowhide Shoe \$1.98



55c

Delivered FREE

Steam and heat resisting, yellow, split cowhide work gloves, tanned so that they will always remain soft and pliable. Imitation leather gauntlet. Unlined, well sewed throughout. A pair of gloves that will stand hard wear and give real service. Sizes 8½ to 11½. Order by No. EX506. Pay 55c when gloves arrive. Delivered FREE.



Black wax veal leather. Two strong leather soles. Strong leather heels—wont come off. Strong leather insoles. Sizes, 6 to 12. Wide widths. Order by No. AX1317. Pay \$1.98 when shoes arrive. Delivered free. Be sure to give your size.

In the past year we have sold thousands and thousands of pairs of these work shoes to railroad men in every part of the country. In the past six weeks our sales have practically doubled. Men who have bought one pair a year ago are now ordering 2 and 3 pairs at a time.

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