

THE MILWAUKEE EMPLOYEES MAGAZINE

August 1921

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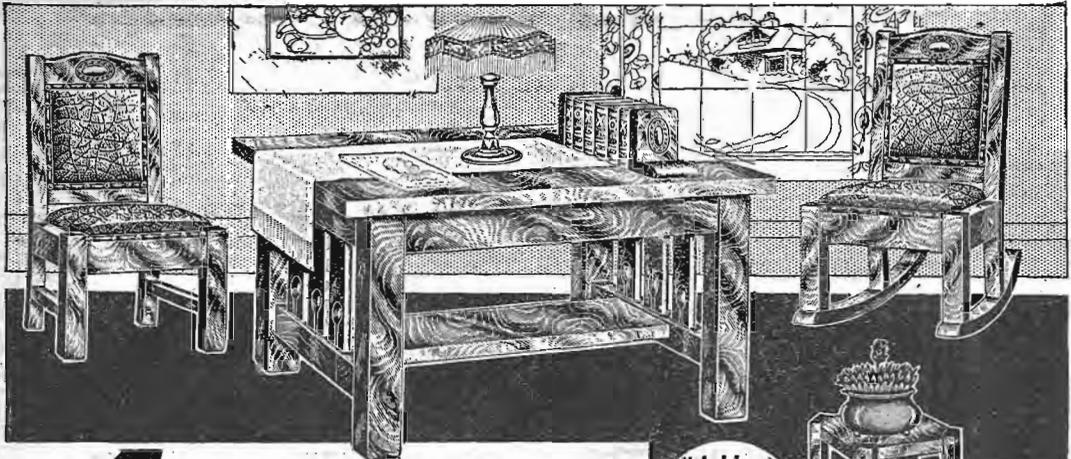
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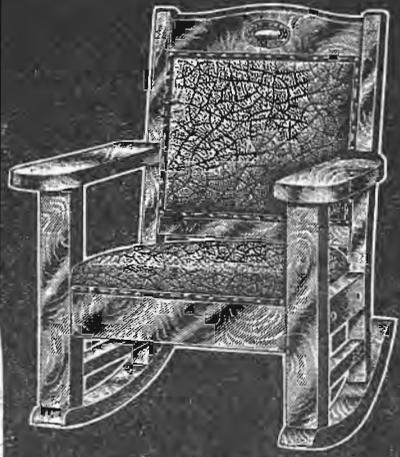
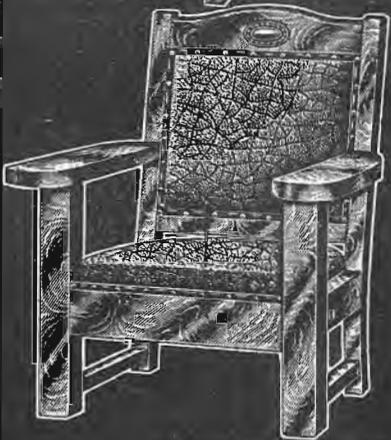
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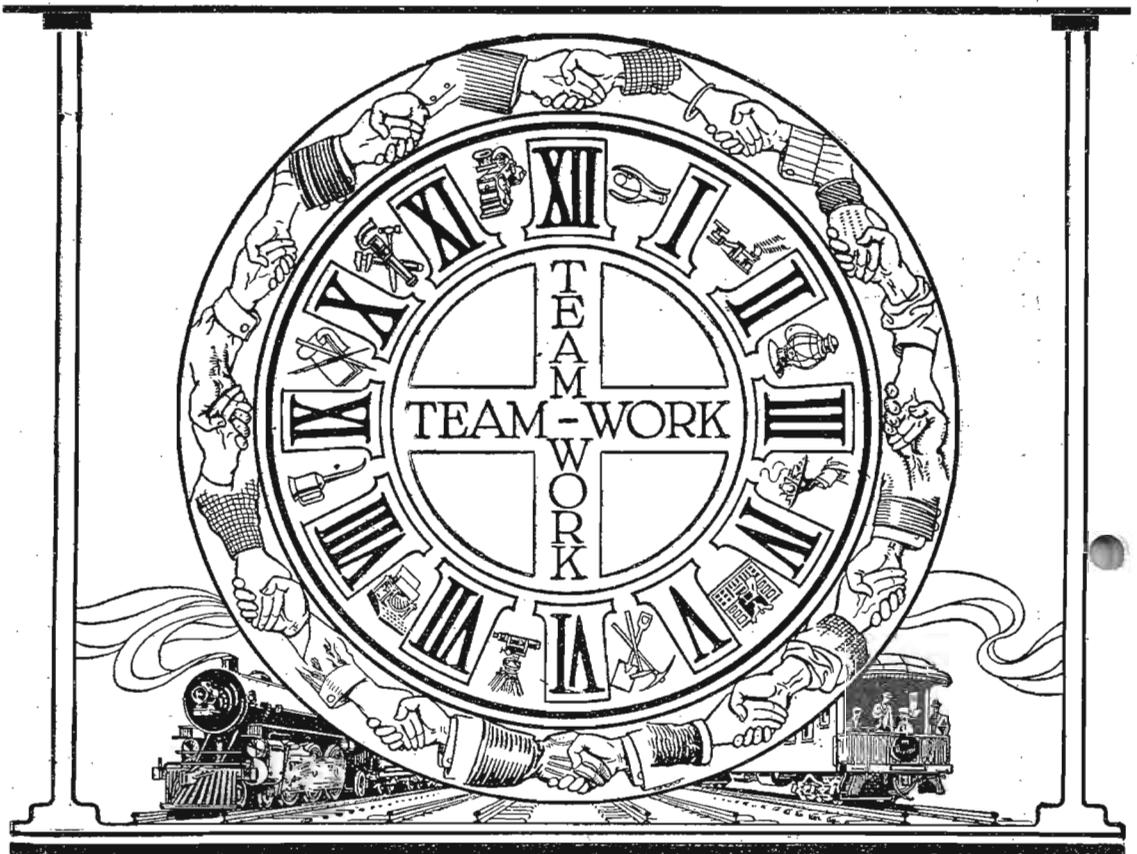
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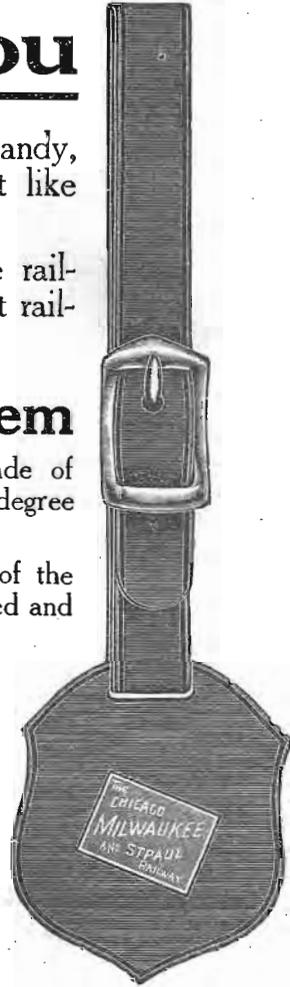
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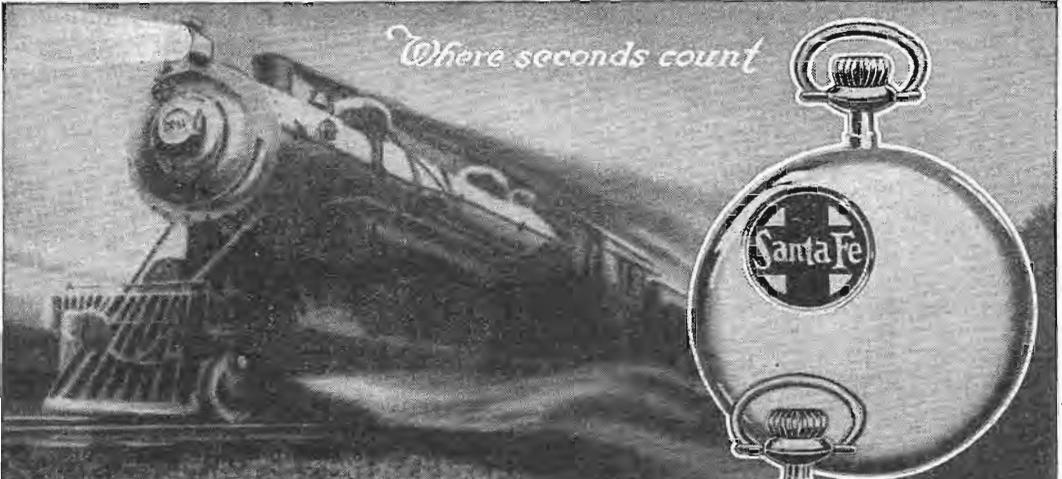
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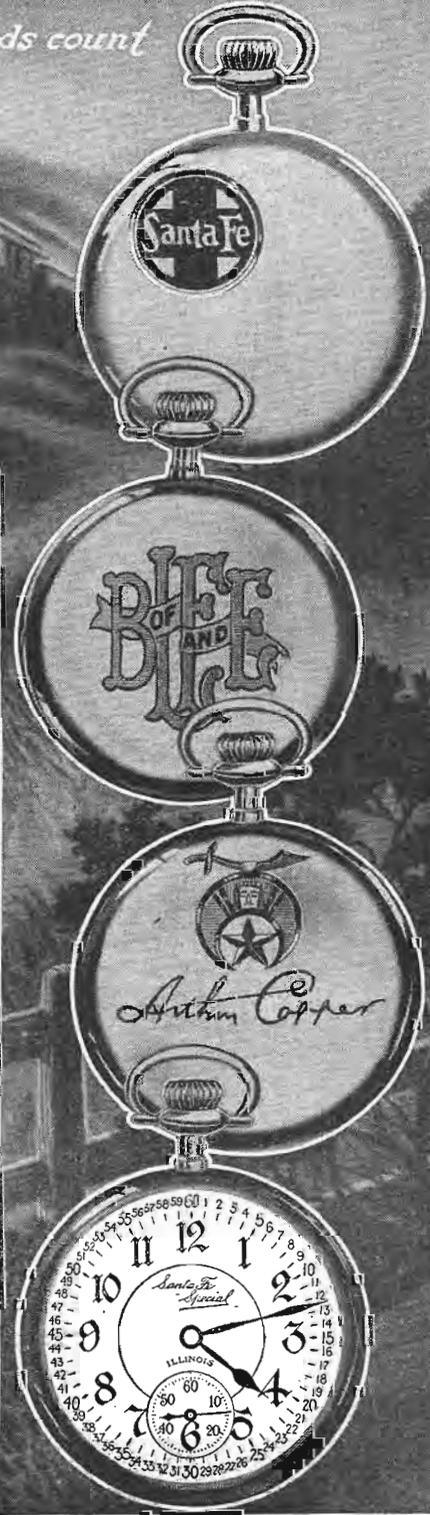
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THE
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Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

Single Copies, 10 Cents Each

Outside Circulation, \$1.00 Per Year

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

VOLUME IX

AUGUST, 1921

NUMBER 5

Attention, Veterans

Plans for the 1921 meeting to be held in Minneapolis are well under way, and the date has been set for September 15 and 16. The place of meeting is to be the Curtis hotel, a picture of which is shown on the next page. The accommodations secured are ample for holding the business meeting and for the annual banquet, and the program in contemplation seems to assure the Veterans "the time of their lives," at least the Minneapolis committee is very much in earnest in arranging with that end in view. Chairman J. H. Foster has a large staff of able assistants representing all branches of the service, and while the details have not been sufficiently developed to make possible their publication this month, yet the general plans have been matured and need only the "frills" to make them complete, and announcement by means of the usual postcard notice will be forthcoming not later than the middle of this month.

Other railroads of this country have veteran organizations similar to ours, but none of them have so large a membership, and none have so large a percentage of men who have spent a lifetime in one service; men to whom The Milwaukee means more than the paycheck and the daily routine; to whom it is a personal and intimate institution whose welfare touches their hearts and whose success is something that is part and parcel of their scheme of life.

Therefore when the date for the annual get-together comes around, it spells a home-coming, a family gathering, the like of which is not found outside of the great and splendid circle of veterans of the Chicago, Milwaukee & St. Paul railway. All of its annual meetings have been largely attended, the numbers augmenting each year, and few who were present at Milwaukee last year will ever forget the royal welcome, the good times and the good talks they heard both at the regular meetings and the great banquet with its good cheer. Now with that in retrospect, the Vets look forward to a repetition this year in beautiful Minneapolis.

The Twin Cities with their wonderful surroundings, their woodlands, lakes and rivers, their bluffs and winding drives that lead everywhere through the enchanted "Land of the Sky-Blue Water" are ideal "convention towns," and they are "home" to a very large number of Milwaukee Veterans who have gone from there to other parts of the system, but who journey faithfully back to renew their memories and pay their tribute to the land of their youth. So a big crowd may be expected when the 1921 get-together gavel sounds at the Curtis hotel September 15th.

The "meet" will open with the usual registration at the Curtis hotel the morning of the 15th, followed by the annual business meeting at 2:30 p. m.

the same day, in the hotel assembly room. The banquet is set for the evening of the 15th, in the great ballroom, where in addition to a splendid menu, there will be speeches and music.

The dinner and speech-making will be followed by community singing with a special leader for the purpose, and an informal dance where the "Vets" will be expected to demonstrate that "a man is only as old as he feels."

The entertainment for Friday, the 16th, is the part which had not been fully worked out before the Magazine went to press, but in general, it will comprise sight-seeing and drives about the city and its rarely beautiful environs.

It is expected that a photographer will be on hand to take a group picture of the members and their families, in front of the hotel, which is especially suited to a background for photographic art.

Now a word about the hotel accommodations, so that all may be informed and prepared to secure their accommodations in advance. The hotel is amply large to take care of an immense gath-

ering. It is beautifully located, occupying a square block, with all of its frontage looking out on broad, shaded avenues. Prices to the Veterans will be reasonable, ranging from single rooms with bath, at \$2.00, \$2.50, \$3.00 and up, with a slight additional charge for double rooms.

The committee in charge of the arrangements is composed of the following:

J. H. Foster, chairman; W. P. Harter, vice chairman; G. A. VanDyke, chairman reception committee; E. P. Rogers, chairman entertainment, hotel and banquet committee; J. L. Cook, chairman automobile committee; W. W. Couley, chairman representing conductors; R. P. Seyfried, chairman representing engineers; G. A. Brewster, chairman representing stations; John O'Brien, chairman representing yards; Ben Benson, chairman representing shops.

There are also a number of sub-committees whose functions will be to see that nothing is left undone which may provide for the comfort and pleasure of the guests. They are all live wires and keen for the success of the occasion.



Custis Hotel, Minneapolis, Where the Vets Will Gather September 15, 1921

Few Breakers Ahead

C. A. Tweedy, general chairman of the B. of L. F. & E. of the Illinois Central lines, writes in the Illinois Central Magazine of "What I See Ahead" in respect to the outcome of the present "combination of things" that seem to have conspired to render the industrial situation one of doubt and uncertainty. Mr. Tweedy premises there has probably never been a time when the average man was more intensely interested in what the future holds for him than right now, it being for the average man to reach the conclusion that the thing most calamitous for him, individually, is the identical disaster to be inflicted upon this nation. Granted that this is so, he maintains there is nothing new or alarming in such an idea.

But in justice to all such, it is conceded that many grave problems confront the country in this period of readjustment, and as Readjustment is a subject much written upon and talked about, Mr. Tweedy's paper is interesting, as coming from one on the labor side of the controversy who looks upon the situation as an occasion of history repeating itself, and that "much of the clamor now being raised is by the usual prophets of disaster."

Mr. Tweedy's article, in part, is reprinted herewith:

"A man prominent in industrial circles recently expressed the opinion that the country is on the verge of an industrial breakdown, and he isn't alone in that opinion. He is one of a group which feels that the purposes of the employer and employe are so wholly at variance that it will be impossible for them to reconcile their differences

A Statement of Two Platforms

"Briefly it appears that the employers regard concessions made to the workers during the war, as sacrifices of expediency. Consequently, nothing like normal conditions can be restored until those concessions are withdrawn. They charge the workers with holding up the progress of the country by refusing to accept a revision of their wage schedules, as an inevitable step in the nation's readjustment.

"The employe group contends that not one demand was submitted during the entire war period that was not fully justified, and its concession warranted. Consequently whatever other change may be instituted to restore to pre-war conditions, nothing must be considered that will even indirectly affect any concession secured by them at any time.

"They further contend that the action of the employers in reducing their working forces, postponing work until labor becomes cheaper, is a "strike" in the same sense, with the same effect as if the employes for any reason had seen fit to leave the service. They charge that it has slowed production, maintained high levels of prices in general, and so retarded a normal readjustment. Finally,

they contend that a reduction in pay would result only in a reduction of the purchasing or consuming power of the people, and that, consequently, a readjustment in that direction would be of no benefit in any sense—would actually be prejudicial to the interests of a vast number of people.

"During the war it was necessary to stimulate production in certain lines of industry, and conditions were created which were distinctly favorable to those industries. Now that the war is over, each industry so favored is clamoring for the perpetuation of such protection or favor, insisting that the welfare of the nation depends upon the success of its particular line. A glance at some of the recently proposed legislation will verify this.

"It is not the purpose of this article either to justify or condemn any faction mentioned. We are going to guess, however, that if a man from Mars might be set down among us, wholly disinterested and impartial—he might find some merit in the claims of each group. It is also possible that he might find contentions which would appeal to his sense of humor, and it isn't difficult to imagine him asking whether some of us were not taking ourselves a bit more seriously than the facts in the case warranted.

"It is the purpose of this article to undertake to demonstrate that while important problems confront us, much of the clamor is being made by the element which never concedes the possibility of any undertaking until it is an accomplished fact. The descendants of the people who prophesied that a government such as ours could not exist, are today telling us that we shall not be able to effect a readjustment of our affairs, and the logic of bolshevism is as real to them as was the witch to Tam o' Shanter.

"The employe who has indulged himself in dreams that the post war situation will afford him an opportunity at one stroke to undo all that has been done by labor organizations is an unusual type, and is doomed to sad disappointment. The man across the table from him who may have dreamed of the day when he and his associates would by their industrial organization dominate the country is equally rare, and doomed to the same disappointment.

No One Class Can Dominate

"Again submitting the question to the man from Mars, we fancy he might tell us it was infinitely better for each of them to be disappointed. No one class will ever be permitted to dominate any field of endeavor in this country. A question in one of the older textbooks on natural philosophy was: "What would be the result if an irresistible force came in contact with an immovable body?" That question, considered from the standpoint of employer and employe, affords opportunity for interesting speculation.

"The definite answer to the readjustment problem? We can't state it in concrete terms. There are these things, however, that we know: Those people who always have seen disaster and destruction just in the offing will continue to see it. The men who live in the past will continue to mourn the good old days, blissfully unmindful of the fact that in a few years they will be referring to this time as a part of the 'good old days.' It is quite logical for them to feel so, because they are looking back, and no man can tell anything of the road ahead while looking back. Fortunately, those composing this element are in so great a minority that they demand no attention, save to note that they are not a factor in the problem of readjustment.

Hard to Fix a Day's Pay

"There is this to be said in the matter of wage readjustments: No man has ever been able to set up a sum of money and say with any authority, 'This is the proper amount of pay for a day's work,' and prove that one cent more or less would be incorrect. The best we have been able to do is to fix on a compromise figure, which is a composite of various elements. It will not be possible to change this method, so we shall have with us the employer who feels that he is getting too little for his money, and the employe who is equally sure that he is getting too little for his work.

"Generally, employers and employes have adjusted their differences, and maintained their contractual relations on compromises of some form or other. There is nothing in the present situation to indicate that a change would be beneficial or desirable. There is nothing today that warrants serious apprehension of the probability that the irresistible force will meet the immovable body.

"Following each war in which this country has been involved, there has been the period of readjustment, and in each instance it has been successfully negotiated. There is not one element in the present situation that has not existed, in some degree, in previous readjustments. If it be true that certain principles prominent now were almost wholly absent then, it is also true that their most important problems may not be factors in the present situation. Considered as a whole, they will just about balance.

A Better Result Possible

"Another factor in the present situation is that our people today are a better, higher type than ever before. It wouldn't be difficult to find men to deny that statement, but to deny it means that we have failed as a nation to make progress. A highly developed people resents an injustice much more quickly, and is more insistent on a 'square deal' for everyone than a people less highly developed. It is as reasonable to accept this idea as to say that the thorough-bred horse is more sensitive and more responsive than the plow-horse. This is surely a factor that will influence our readjustment.

"Briefly, the people, regardless of class or affiliation, who are now "viewing with alarm"

have not established a case. If 'like causes produce like effects,' the forces which have carried us through like situations in the past will again produce 'like results,' and perhaps better, by reason of the improved personnel of our country.

"Those expecting a crisis at a given hour with red fire and spectacular demonstrations will be sorely disappointed. Governmental matters will be adjusted on a compromise basis. Labor questions will be disposed of in the same manner, and we know in advance that no one element will be completely satisfied. They never have been, and no reasonable man expects they ever will be. Talking in platitudes? Bless your life, yes. Nine-tenths of life is made up of platitudes. Why not talk them?"

"And when the dust finally settles, when normalcy returns, we shall realize that we owe no thanks to the men who 'viewed with alarm,' to those who kept us awake nights by proving that we were headed straight for bolshevism, or to those who shrieked to high heaven that the universe could no longer endure unless their little problem was solved to their entire satisfaction. Instead, the credit for whatever may be accomplished will go to those people who day by day went quietly about their allotted tasks, doing the thing immediately in front of them to the very best of their ability, calm in their belief that there were more good men in the country than ever before and serene in the conviction that those men would so act as to bring about the best possible conditions for the greatest number of people.

"Picturing the millenium? Not at all. I have only pointed out to you that our progress as a nation has been due to the existence of certain forces, that those forces are still in existence as factors in our development. They will carry us through the period of readjustment."

Keep Up Your Enthusiasm. So long as you have plenty of enthusiasm you need not fear a younger man displacing you.

Osculatory

The gob was on shore-leave and happy because he had found a girl as affectionate as he. His joy was dimmed, however, for a bluecoat had forbidden spooning in the park, and his girl had tabooed it in the streets. But life took a new turn when he saw a man kiss his wife farewell in front of the Pennsylvania Station, New York. He rushed his girl toward a crowd hurrying toward the Philadelphia express, and bade her a fond farewell. When the crowd thinned, they joined a throng for Washington, and repeated the act. They repeated it again before the Chicago train.

This was too much for a colored porter who had been watching. He stepped up to the gob. "Boss," he said, "why don't you go downstairs and try the Long Island Station? Dem local trains am a-leaving mos' all de time!"—Everybody's.

The Board of Directors Pass Resolutions of Regret Upon the Death of H. R. Williams

Few Men pass into the Silent Land leaving behind so many friends in every walk of life as Henry Robert Williams. His memory is cherished with love and respect by all who were associated with him in the service of this Company, and the following Resolutions of Regret and Condolence passed by the Board of Directors of the Chicago, Milwaukee & St. Paul Railway Company will find response in the hearts of all who knew Mr. Williams.

WHEREAS, the directors of this Company have learned with deep regret of the death, at Seattle, Washington, on June 8, 1921, of Henry R. Williams, formerly a vice-president of this Company; and it is fitting that a record of his career and services should be made and preserved;

THEREFORE, RESOLVED, That the following be inserted in the proceedings of this Board:

Mr. Williams entered the employment of this Company as a telegraph operator in January, 1867, in his eighteenth year, and remained in continuous service for over fifty years in the capacities of operator; assistant train dispatcher; train dispatcher, train master; superintendent; assistant general superintendent; general superintendent; general manager; president of the subsidiary corporations which constructed and operated the Puget Sound Lines; vice-president at New York, and finally, and until his death, vice-president of the Milwaukee Land Company at Seattle; all comprising a remarkable record of conspicuous service, rarely surpassed, characterized by patient, unremitting labor, thoughtful analysis and mature judgment in the performance of duty, and at all times dominated by a fine spirit of loyalty to the Company. With no thought or desire for display, he was content to perform his tasks as they arose, day by day, in strict fidelity to the interests served and to his own conscience.

Passing from these characteristics, we would not omit to record his cheerful, even-tempered disposition and unflinching kindness, courtesy and consid-

eration of others, which so endeared him to his associates and crowned a career of service with deserved success and the distinction of a fine personal character;

RESOLVED FURTHER, That an engrossed copy of this memorial and resolution be transmitted to his family.

A Real Western Story.

An Employee.

On a trip west to see an old friend of mine, Mr. Ross, the passenger freight agent, I stopped off at that beautiful little place in the heart of the Yellowstone valley, Miles City, Mont., and while standing at the depot, I saw that (suspicious character) the private car laid out on the siding. Upon inquiry, I found it to be the car of M. Nicholson, the general manager of lines west. I saw four men leave the car. They were working men, dressed just as they left their work. Inquisitively, I asked "has the general manager been entertaining friends today?" "Well, yes and no; those fellows are part of this railroad. Most as important as the superintendent or any other man on the division. Do you know, stranger, what those men were in there for? Co-operation—that's the biggest word in the English language. If you have time to listen, I'll tell you about it." I was all attention, for here was a real western man telling me a real western story. "Those men you see represent the mechanical, car, transportation, and store departments. They have co-operated with the merchants and have procured for the company 98 per cent of all competitive business for the company coming into the city. Stranger, do you know that through their efforts Miles City has been made one of the five towns or cities on the entire system that did more business in 1921 over 1920 in the month of April? Do you blame the general manager for calling them in to talk it over? Suppose every city on the system had co-operated in this same manner and had done \$2,300 worth of business more in the month of April on the basis of 8,000 population, don't you think we would be working six days per week? I do. I tell you, stranger, that kind of co-operation will eventually bring about a condition by which all men will be put back to work and our living standards may remain intact. Well, here comes '18'; let that soak in," and with that he was gone. And it did soak in. Co-operation loomed up to me bigger than ever before. If I had been more careful and not broken that lantern, if Bill Jones had not gotten his report pad wet, and if Brown had not dropped that bottle of ink, the company would not have had to buy more, and the money spent for replacement did you or the company no good, it was money paid double for the same thing—and some poor fellow had to lay off another day to make it up. There is no way I can see in which we can get the men who were laid off back to work half so soon as by co-operation. Don't throw away dollars in lead pencils, time slips,

order hoops, or time tables, because the same money the company pays us with will have to buy a replacement, and that will work a hardship on some poor kiddie whose father will have to lay off another day to make it up. I wonder how many of us working three days per week would be working five or six days if we all would co-operate. Maybe O. P. Berry, of the accounting department, can tell. I think that the safety first and claim prevention departments, and others that cost the company lots of dollars, could be abolished if we would all co-operate, for who, then, would be negligent?

This trip west was a wonderful one to me, not only for the beautiful scenery but also the knowledge gained. I surely believe in co-operation now, because it pays me as a workman.

The North Woods.

The song of the wild is calling
To those who love nature best
When the evening shadows are falling,
And the red bird seeks its nest.

At the end of the Milwaukee rail,
Where the white pine branches sing
Where the Milwaukee blazed the trail
And the woodsmen's axes ring.

Up where all nature is smiling,
Up where the big fish always bite
Up where the pine trees are singing
Up where the moon adorns the night.

In summer, or winter breezes
In springtime or in fall,
Their lofty tops are swaying,
To the breezes' gentle call.

In the distance you hear the drumming
Of a partridge on a log,
In a near-by slough of rushes
You hear the chirping of the frog.

It's the home of the nimble red deer
Where the white pine needles fall.
The sacred haunts of the black bear
And protection for them all.

There is something in the atmosphere,
There is something fresh and rare,
That draws the music nearer
As you breathe the northern air.

'Tis there my heart is longing,
For the music of it all,
'Tis there the pine needles are humming,
To one who knows the call.

A Bent Rail

It's Up to You

If you want to work in the kind of shop
Like the kind of shop you'd like,
You needn't slip your clothes in a grip
And start on a long, long hike.
You'll only find what you've left behind.
For there's nothing that's really new.
It's a knock at yourself when you knock
your shop.
It isn't your shop, it's you.

Freight Claim Prevention Information

C. H. Dietrich.

The mere fact that freight reaches its destination in a damaged condition does not necessarily mean that the carrier is liable for such damage.

The destination agent is in a position to furnish information that frequently enables the freight claim department to throw responsibility for damage in transit onto the shipper, where the damage is plainly chargeable to negligence on shipper's part in failing to properly prepare his shipment at point of origin for transportation. It is, therefore, quite important that destination agent show full particulars on his bad order report to the freight claim department and not make notation "Improperly loaded" or "bracing gave way." These notations are meaningless, so far as arriving at the cause of the damage is concerned, but where they are supported with corroborative details, it is possible to determine whether the damage was the result of improper handling in transit or due to failure on the part of the shipper to properly protect it. This is particularly true on commodities such as automobiles, machinery, carloads of barreled liquids and many other commodities that require careful attention on the part of loader to insure their reaching destination in good order.

The freight claim department with the assistance of the claim prevention bureau and their traveling inspectors are now in a position to follow up and analyze any reports of this character that indicate carelessness on the part of the loader and if every destination agent preparing a bad order report on damaged freight will give full and complete particulars, we believe that not only will the company be able to throw responsibility where it belongs, in cases where improper loading is responsible, but will be able to prevent many similar cases from occurring by taking up promptly through the agent at loading station and insisting on better protection on future shipments. This does not apply alone to carload shipments but on L. C. L. shipments as well, and it is particularly effective on L. C. L. shipments where freight from any particular shipper is continually arriving in bad order. Such cases warrant sending a representative to the shipper and by this means taking up with him for improvements that will overcome such trouble.

At the present time, when our movement of freight is so much lighter than usual, it is easier to follow up such matters than it is when business is heavy and we have the additional incentive of needing every dollar the company earns and every claim for damage that can be prevented in this manner means many additional dollars in our treasury, and with the earnest assistance of our station forces, many such dollars can be saved at this time.

Acceptance of Return Shipments.

C. H. Dietrich.

In analyzing our reports of freight on hand at destination refused or unclaimed we have

developed that a great many shipments refused at destination consist of goods returned to shipper or manufacturer by the original consignee without any return of same having been authorized by the shipper.

Where our agents permit this practice it almost invariably results in the shipment remaining on hand refused, either because the original shipper expects to hold his customer to the contract by suit, if necessary, or he at least refuses to accept unless the charges for the return movement are prepaid, and in either event the company is left holding the shipment on hand and are outstanding the accrued freight charges.

It is, therefore, earnestly recommended that our station agents be particular in accepting return goods for transportation to see that an order from the original shipper is filed with the shipping ticket, or if this is not presented, prepayment of all charges should be insisted upon.

Handling Livestock and Emigrant Cars

General Manager Nicholson sends the following, taken from an article contributed to the Rock Island Magazine by their General Yardmaster Shields of Haileyville, Oklahoma, as containing some suggestions that might well be adopted and practiced by those having to do with the handling of livestock and emigrant cars on this railroad:

"One thing that will cause claims quicker than anything else is the rough handling of livestock or emigrant cars.

"For years we have insisted upon this class of freight being set aside while the train is being switched, and, furthermore we do not permit such cars to be cut off and depend on the rider to hold the car with hand brake.

"If you want to make the stockman a friend of the company, when he arrives in your yard or station, try your hand at showing him where he can leave his bundle or grip in the yard office until he gets ready for it; tell him where a restaurant is located, if he is a stranger to the place; give him the number of the outgoing caboosc; show or tell him what track the train will depart from and the time the train will depart. Don't make him pump this information out of you a little at a time, but give it to him voluntarily. If in addition to a friendly disposition on your part he observes his shipment setting to one side while the train is being switched and made up, you will likely impress upon him that the company takes some interest in him and his shipment."

R. and S. W. Division M. J. Cavy.

Engineer F. L. McGovern, one of our pioneer engineers, passed away at his home at Freeport, Ill., early Sunday morning, after a long illness. Burial took place at Freeport June 28. Among those to attend from out of town were Superintendent F. E. Devlin, Trainmaster J. Connors, Engineers Thos. Cummings, Geo. Blackford, Al James, John Barron and Conductor Jake Myers, also several railroad men from the Illinois Central.

Conductor G. L. Howland of Racine spent the last week in June visiting friends in Freeport and Pecatonica, Ill. Conductor Chas. Hayes handled the run during his absence.

Miss Laura Tilton, sister of Conductor W. G. Tilton, deceased, left June 21 for Macon, N. Y., where she will make her future home.

Section Foreman T. Guhn, of Dakota, attended the wedding of a niece in Chicago June 25.

Henry Nedd, switchman at Racine, is the proud possessor of a new Friend roadster. So far to the best of our knowledge he has evaded the traffic cops and is mastering all of the mechanical details of the car.

Agent C. H. Bush of Racine and Mrs. Etta Scholz of Racine were united in marriage at St. Francis, Wis., June 24. We extend our congratulations to this couple and wish them much joy and prosperity.

Conductor Myers of Elkhorn spent Sunday, June 26, visiting friends in Milwaukee and Racine. Trainmaster J. Connors spent June 27 in Racine re-examining employees on the book-of-rules. And July 4 at Delavan looking after the Delavan Lake special which was in charge of Conductor Hayes.

Conductor T. Kinney has been assigned the morning shift of the Racine "Scoot."

Brakeman Robert Reynolds of Racine spent Sunday, June 12, renewing acquaintances in Beloit and vicinity.

Mrs. G. L. Howland, wife of Conductor Howland, is visiting friends in Fremont, Neb.

Conductor John Regan spent a laborious week at Delavan Lake latter part of June.

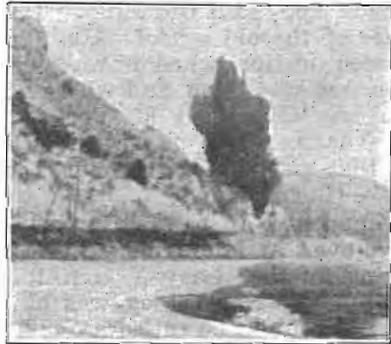
June 20 Jack O'Connell, G. Y. M. from Madison, and Conductor Chas. Brown, from the Coast line, said hello to the boys along the pike.

June 21 and 22 Ed. Ginaire was caught with his coat off.

Huxtra! Stillman case is outclassed on the R. & S. W. Division.

First Trick Operator Harrington J. Beamish of Racine is carrying a pleasant memory of one of the many rewards of honesty which he experienced recently. One of the peroxide blondes who hails from the bean fields of Sunny Gatliff gave Beamish a ten-dollar bill in place of a one in error. Our hero, in his rather diplomatic way, informed the lady of her carelessness if not expensive way of handling her money, when he rectified the error. The blonde was overcome with joy upon return of her money and immediately showed her appreciation by showering a volley of hugs and kisses upon our gallant knight of the ticket-office much to the astonishment of the passengers and to the evident if not modest embarrassment of our hero. Harrington says, "Honesty is by far the best policy."

Pat Lavin, after many years on the night pension, has harkened to the call of the coin. He's swinging on the way freight. Captain Pee Wee allows that the only way Pat can prevent poppies from blooming on his buzum is to go back on a night job.



Jarring the Rocks at Esutis

Scenario by F. M. Sloane. E. H. Barrett, Managing Director. Photography by Gross.

This represents only the first shot, six holes were loaded and this picture shows two of the charges going up. The other shots were fired later and looked pretty much the same as this. A. Johnson and seven trusty Swedes did the dirty work and Tom Koga and other "seeds of the sun" picked up the pieces.

We only had to detour one or two passenger trains on account of moving all this rock, which was pretty good management considering. We have some more rock, a few hundred tons, that will have to come down at some future date.

Justice a la Carte

James T. Ritch

Comfortably seated in great chairs, in the lobby of the Seattle hotel, Old Bill Haskins and I watched the slow, monotonous drizzle of the rain, and discussed various topics that were before the eye of the public at the time.

"Old Bill" was a large man, over six feet in height, with a kind knowing face, and a knowledge of the world that comes from long years of bitter experience. He had left his home in Connecticut, at the age of fifteen years, and with boyish love of adventure had struck out immediately for the west he had dreamed of, rampant with Indians, and cowboys and what is more, full of adventure. He had the knack of making a commonplace tale into a lurid story.

"Justice has died out of the land." He said in a matter of fact way.

"How's that?" I queried.

"Well," said he. "Every day the papers are full of murder, rape, burglary, and every conceivable form of crime, and all the perpetrators ever get is from one to five years, or a gentle dressing down from the judge. I tell you, there's no justice now."

"That's right, but from my point of view, it's enough for some crimes."

"Back up," said Old Bill. "I'm an apostle of the old school. I've known and seen justice, when it was justice, where men were men, and where a man made law demanded an eye for an eye. That reminds me of a little incident that goes to illustrate my assertion." He continued:

It happened at the little town of Stacy, over in Montana, while I was working for the "Lazy W" outfit, way back in '95. Now Stacy was at that time, what might be called a one horse, jerk town. It consisted of two saloons, a livery stable, general merchandising emporium which included postoffice, and a few shacks, for the most part abandoned. It was ninety miles to the nearest railroad, and thrived on small trade from the surrounding ranches.

There was living at the time, about ten miles up on the Pumpkin river, a rancher by the name of Charley Daw-

son, who was, by the way, one of the quickest men on the draw I have ever had the pleasure of meeting, and he was left handed at that. He was married to a very pretty girl who had taught school for two years, at the little school house up the draw, and they were very happy, in their dull monotonous scheme of life.

Well, things went along fine and we hadn't seen anything exciting for months. Hadn't even seen a stranger for over a month, and all this palled on us fellows who were used to seeing things happen. To break the monotony someone suggested a dance and immediately preparations were made for a little hop in one of the "Lazy W" barns, and all were expectantly anticipating a little excitement.

Along about this time there blew into camp a pompous fellow who claimed that his name was Paisley and that he hailed from Miles City. None of us liked him from the start, for he was too assuming and self sure, and tried every means of impressing us with his importance.

He hadn't been there long before he began to show a marked attention to Mrs. Dawson. At first she resented this, but as he had a good line of talk and was good company, she grew to like him as a friend and he became a frequent caller at the Dawson ranch, creating much unfavorable comment among the rest of us. Dawson made no remarks to anybody, but it was evident he was fighting an inward battle for self restraint, and soon it became public talk.

Everyone from miles around, came to the dance, cow punchers and ranch owners alike, and the hall was crowded. Dawson came with his wife, but Paisley was on hand and took possession of her, as soon as she arrived.

Dawson morosely wandered around outside, speaking to no one but doing a lot of thinking, and he seemed like a man who has lost his best friend, or anticipates a sudden death.

By and by, he wandered inside and

(Continued on Page 24)

“Tonnage Rating”

*Paper read by F. McAvoy, Traveling Engineer,
at Staff Meeting in Milwaukee*

The subject of tonnage is one of the most important factors in the operation of a railroad. First, get the tonnage, then handle it in a manner which will give the best service possible and result in satisfaction to the shipper.

Locomotives are built to pull cars and it is up to the man responsible for the successful operation of the railroad to get the maximum service out of the locomotives. Maximum service may not mean that the locomotive should be taxed to its maximum capacity at all times.

Locomotives have an earning capacity based on ton miles per hour, or per day, or week, or month or year. A locomotive handling 5,000 tons 100 miles in 8 hours will earn double what a locomotive handling 5,000 tons 100 miles in 16 hours will earn and it is only reasonable to assume that the earning capacity of freight cars under load should be rated in the same manner as the earning capacity of locomotives. That is the miles per day made by the car while under load. In times of car shortage it would mean increased efficiency by returning the car to service under another load. For example, one car averages 25 miles per day while under load; another car averages 50 miles per day under load; both cars being loaded at the same point and are en route to the same destination. The car averaging 50 miles per day will have earned double the revenue of the car averaging 25 miles per day.

These features are mentioned for the purpose of showing that there are many things to be taken into consideration in adjusting tonnage which should be adjusted on an economical basis. The wages of the crews are an important factor, especially since the 8 hour day with penalty overtime has become effective. Fuel consumption is also very important, and many tests have been made to determine the most economical tonnage from the standpoint of fuel consumption.

At the Traveling Engineers' convention in 1919, there was a report of some tests made on the Illinois Central to determine this feature and with locomotives that were rated at 4,000 tons it was found that trains of 3,200 tons proved to be the most economical in fuel consumption and wages. Figuring on the basis of per thousand gross ton miles—a series of tests were made by starting with 3,500 tons and increasing the tonnage 100 tons per train for a period up to 4,000 tons, and as the tonnage was increased above 3,500 tons the cost per 1,000 gross ton miles increased. Tests were also made by decreasing the tonnage from 3,500 tons, 100 tons per train and as the tonnage decreased the cost per 1,000 ton miles increased. The tests ranged from 2,600 tons to 4,000 tons per train.

The 2,600-ton train being the most expensive and the 4,000-ton train the next in order. The final analysis showing that the 3,200-ton train was handled the most economically from the standpoint of fuel and wages; and this with a locomotive rated at 4,000 tons. As these tests covered a period of 30 days—which would give a fair average of conditions—it would appear that they should be given credit for being a correct performance, and would seem to prove that the economical tonnage is not always the maximum tonnage.

These tests do not take into consideration the ton miles per hour feature which would serve to increase or decrease the earning power of the locomotive and cars under load. It does not seem logical that a 3,200-ton train would prove to be the most economical when everything is taken into consideration, considering the locomotive capable of handling 4,000 tons, and on the other hand it is proven that the maximum rated tonnage is not the most economical tonnage either.

Another feature to be taken into consideration is the damage to cars and lading due to excessive strain on the equipment when the locomotive is loaded to maximum capacity. When cars are damaged to the extent of making it necessary to set them out en route then have them brought to the terminal, placed on the repair track, repaired, and again placed in train, it is a very expensive proposition; not only the expense of the extra handling of the car and the expense of repairs, but also the delayed car is not earning any revenue while undergoing repairs.

By taking all these features into consideration it would seem that a reduction of 10 per cent from the maximum tonnage rating would be a fair average for any class of locomotive to handle economically. For example, a locomotive rated to handle 5,000 tons maximum would handle 4,500 tons economically under favorable conditions.

Another feature to be taken into consideration is the class of cars that are required to make up this tonnage. Take a train of the average run of cars and we find that when loaded to capacity with such material as lumber, etc., that we will have an average of 50 gross tons per car. However, this average will not always obtain, as the 100,000 capacity cars will run as high as 75 gross tons which require only 60 cars to make a train of 4,500 tons. If we had cars of 35 gross ton weight, it would require 128 cars to make a train of 4,500 tons. A train made up of this class of cars will not stand the strain that the heavier constructed cars will stand, and the car limit should be applied for this reason if no other, in cases of this kind.

Side track capacity should govern in this

respect. The damage to equipment in making "saw by" movements, not to mention the delay involved, makes it impractical to handle trains of greater length than the side track capacity.

Another very important feature to be given consideration is the adjustment of tonnage to conform to the weather conditions. This is especially important on single track road where it is practically impossible to keep trains in motion, it being necessary to put the tonnage freight train into clear for important passenger trains—and when weather conditions are severe the passenger trains are bound to be more or less delayed and close figures are not possible as a rule. There are also delays in meeting other freight trains, which in many instances are absolutely unavoidable.

There are other features that should be given consideration in adjusting tonnage to conform to the weather condition, not the least of which is the feature of safety, which I will explain by saying that the safe control of the train depends directly on the efficiency of the air brake equipment and in extremely cold weather the air hose becomes frozen and when the slack is stretched out it opens the air hose coupling between the cars enough to cause a bad leak in brake pipe pressure and the more cars there are in the train and the heavier the tonnage, the more the slack will be stretched out and the more leakage in the brake pipe. This will cause brakes to stick and in addition it will deplete the brake pipe pressure to such an extent that there will be practically no braking power on rear portion of train for use in case of emergency or service. This results very disastrously in case of emergency when used for an emergency purpose or when caused by bursting air hose or train parting. In service application of the automatic brakes the slack motion will be severe on account of the unequal braking power between the forward and rear portions of train and the air leaks will practically take the control of the automatic application of the brakes away from the engineer, and the longer the train the greater the resultant damage.

Inasmuch as the C. M. & St. P. Ry. pays the bill for damage, as a whole, it would seem that everything that enters into the proper adjustment of tonnage should be given due consideration. If we can handle 5,000 tons with one locomotive, but have to pay penalty overtime and put 500 tons of this train on the repair track when it arrives at the terminal, and as is only reasonable to expect that when one or more cars in a train have been damaged enough to be placed on the repair track, that other cars in the train have been partially damaged by the same condition and will develop defects later: then it does not seem reasonable that it would result in economy in the long run. If by reducing the tonnage to 4,500 tons we could move the train to terminal without payment of penalty overtime and instead of putting 500 tons on the repair track, we would only have to put 100 tons, if any, on the repair tracks.

This is not a plea for the purpose of reducing the earning power of the locomotive at the expense of economical operation, but is meant to bring to the notice of the proper authorities the various conditions that occur in actual service and to present for their consideration certain suggestions for meeting these conditions, and are based on the contention that a railroad is most efficient when it produces the maximum ton miles per hour at the least expense consistent therewith.

Locomotive efficiency should not be measured only by the percentage of possible tonnage handled per train, but preferably by the percentage of maximum ton miles which can be equitably handled per engine per month.

The ultimate unit of freight car efficiency is not ton miles per day. Cars produce ton miles only when in motion.

The time element has not generally been given the recognition it deserves.

In conclusion I would suggest that the transportation and mechanical departments co-operate efficiently in determining the proper rating of the various classes of motive power, and if the officers of these departments, as well as those in the maintenance of way department, put into regular use every possible means for elimination of delays, it will result in greatly increased efficiency and more economical operation.

Discussion on Paper

Mr. Biase. When we had regular assigned engines on the River Division, we pulled more tonnage and did it in less time than we are doing today with pooled engines. When we get back to assigned engines, we will make a far better showing than we are doing today, as men running a regular assigned engine keep engine in better shape; and can do better with an engine they are used to running as they become acquainted with engine, and will fight to have work done that is reported.

Mr. Silcox. It seems to me that the subject of tonnage rating is a pretty scientific subject and in thinking about it, I have taken this position. First of all we started in to fix our dynamometer car. We have the largest car west of Chicago.

The general proposition of economical train loading on a division is open for discussion. Our intention is to put the dynamometer car on each division and then go over the subject thoroughly, have an operating department representative on the car in conjunction with our men, and we are just organizing to try and solve this subject and when we get through, we hope to have everyone agree. If everyone is not satisfied, we will keep after it until they are satisfied and the matter is made right. If we ought to handle 4,500 tons and it is best for this railroad to do so, there is nothing to it if we stay with it. It may take a little time to organize for these things and especially this point and I think if there was any division of opinion or if the traveling engineer was to win his point

in a nice, business like way, the superintendent would never doubt it for a minute, and the answer would be whatever is most economical. But we have got to show our point and we are going to establish the fact and we are going to abide by the findings.

Mr. Bjorkholm. I am sure we all feel that after the car is brought out and put in operation and has demonstrated what we ought to do, we are all going to do it. The trouble is that in the past in making tests it has been more or less guessing at tonnage and counting the number of scoops of coal, etc., and no real scientific test has ever been made, but with the new dynamometer car I am sure that we can establish records that are not to be disputed and after these records are established it is up to everybody to carry out their program accordingly.

Be on the job every morning feeling fresh and good-natured; and keep yourself in such a spirit that the smile comes easy.

Fleury Revisited

The following letter was written from Fleury-sur-Aire, "Somewhere in France" by Major Wm. E. Haberlaw, upon the occasion of a visit last spring, to the old stamping ground where the "Lucky Thirteenth" spent nearly two years in the service. The letter is reproduced, both for its general interest as concerning an old battle-ground and for those of "D. Company 13th Engineers" who may not have previously seen it, or have heard from the scenes of their activities during the war. The letter was written to A. B. Ramsdell, assistant to vice president of the C. R. I. & P. Ry. and was first printed in the Rock Island Magazine, Major Haberlaw having been captain of B. Company, recruited from the Rock Island railroad.

Fleury-sur-Aire, France, Feb., 1921.

I departed from the "Gare de l'Est," Paris last night for Fleury-sur-Aire. You will be interested, especially you of the old Thirteenth Engineers, to know what has taken place in the past two years—"Somewhere in France." You will be interested to know what remains of the "Windy City," which you constructed and inhabited, and of the many places where you operated during the war. What strong sentiments these scenes bring back to one and what strange feelings these old shrines arouse in your heart as you stand and gaze! Not a sound; not a movement; not a person to distract you as you stand amid these scenes of memory—Fleury-sur-Aire.

The weather is terrible—a most disagreeable cold, with a fall of rain, gradually turning to snow. The old mud—the kind that sticks and greets you everywhere in the Meuse, is as plentiful as when you last battled with it. Those big, black birds, the "crows," are flying above in large numbers and seem to be saying: "Where have I seen you before?"

I arrived at Bar le Duc at about 3 o'clock in the morning and waited in the station until seven o'clock to leave on a narrow gauge for Fleury. The old feeling of returning to camp after a little "permission" in Paris, overcame me and automatically soured my feelings. You remember how dreadful it was to return to camp!

The "Petit Chemin de Fer."

The villages of Sommelle, Vaubecourt and others with their red tile roofs and white cement walls cuddled together, and the narrow streets, greeted me through the dirty window of the "Petit Chemin de Fer." Now and then a new roof covers a place that was devastated during the war. What a terrible ride, this "Petit Meusieme"—not a particle of change since the war. You hear the "chef de train" toot his horn and then a squeal from the front end and off you are! But you don't go far before you are at a standstill again. The train has stopped, the crew begin an argument among themselves and, after a long "parlez-vous" all agree to take a "shot" of pinard. Not a particle of heat—oh, yes! I must retract that. The brakeman filled several galvanized receptacles, holding about a gallon of hot water, and brought them into the compartments—just enough of something to make you realize how cold you are.

I took the same path that you did hundreds of times coming from Fleury village to your barracks. The first thing I saw in the distance was the water tanks on the 6th bis line. I crossed from the highway on the 6th bis railroad. The old railroad is in perfect shape and not a change has taken place. Fleury yard is filled with German equipment and so is Souilly and other points toward Dugny. The doors of all buildings stand wide open and the windows are smashed in. The floors are littered with rubbish and old letters and in many places the floor is torn up as though a thorough search had been made for champagne. The guardhouse, blacksmith shop and, lest I forget, the greasy spoons, are all still here to greet you.

Tin Cans Undisturbed

I stood here in the deepest solitude and a thousand pictures passed through my mind. I could again see the train crews and engine crews calling for a bite to eat. I could again hear the sarcasm and "growls." The old tin cans which once contained the "gold fish" and "corn willie," that fed the Thirteenth Engineers, lay in piles undisturbed where you placed them.

The hospital barracks and all the barracks on either side of the old headquarters have been torn down. The colonel's house, together with all officers' quarters, remain untouched. The little streets that you built, remain and also the old trench on the hillside. The pumphouse and the pump remain along the Aire river.

I visited the village of Fleury and other small villages in the proximity of the camp. Every house is a barn and every barn, a home. The "nouveaux riches" of the war have departed. There are no more little wine shops. Those of the peasants whom I knew

during the war, gave me the warmest welcome. They asked of this soldier and that soldier and imagined that we were still living together as one big family as during the war. The ruined villages have not been reconstructed in any degree. Verdun remains buried in its ruins and a few new buildings and hotels are erected at various places.

The whole scene is rather one of sadness, effecting a peculiar picture of loneliness. I stand here alone, amidst these deserted fields and barracks; a blended emotion of laughter and of tears comes to me as I review the old Thirteenth Engineers in action on these plains. History which never can be written—experiences which never can be told to portray the picture as it occurred—to explain sentiments which filled our hearts and to tell of the nights of darkness and thunder.

Line Is Abandoned.

The old 6th bis line as I see it from the hills of Fleury, "ne marche plus." Not a sign of life and all I hear is the echo of chilly winds as they pass from yonder distant plains of the Oire and mount the hills and strike the wooden crosses of the dead.

The cemetery remains in the same location. The graves of the Thirteenth Engineers have been moved to another district. The bodies of our boys have been placed in the large American cemetery with the rest of our country's heroes. The graves of French, Indo-Chinese, Arabs and Germans remain. A large French flag decorated the center of the cemetery.

Sioux City and Dakota Division H. B. Olsen.

We went to the circus—the heat was in tents. Trick Dispatcher A. G. Elder is on his annual vacation, spending most of the time with home folks.

Of the Sioux Falls freight office force who celebrated the Fourth out of the city were: Mrs. Laura Sievert, to Sioux City; Miss Hannah Granning, at Canton; Misses Hildred Kenna and Marie Hanson, at Dell Rapids; Miss Ethel Jacobs, at Rock Valley, and Elmer Hall and wife at Wall Lake. The rest of us stayed at home for the weather was threatening.

We learn of many and all kinds of pilfering these days, but on July 5, while No. 75 in charge of Conductor Earl Murphy, was picking up stock for Sioux City, a truck was backed up to one of the cars in the train, but Conductor Murphy discovered the law breakers in time to save the loss of eight or ten hogs. However, they did escape with one hog and fled to parts unknown.

July 8 marked the twentieth anniversary of Conductor Murray Burrell with this company and on the Sioux City and Dakota Division. His record shows no reprimands.

We have a new dispatcher, although he will take no active service for some time. His name is Norman Curtis Givens, arrived July 1, weight 9 pounds, and his daddy, W. C. G., says he could not be a finer boy.

Trainmaster W. F. Ingraham accompanied the Hagenback-Wallace circus to various points over the division and the movements were 100 per cent. in each case.

Theo. Mudsch, second telegrapher, Elk Point, has gone to Rochester in hopes of securing relief for his continued ailments. M. Christopherson of Sioux City is relieving.

The entire Geddes station force celebrated July 4 on the banks of Lake Andes. Fishing and boating made the day a most pleasant one and the size of the bass caught will not be mentioned.

Vacation time is here again. Clarence Kuhlman, stenographer in the superintendent's office, is spending his vacation in Denver, Colo. Hope you have a grand time, big boy.

The Fourth of July is over, and as every one

of the force around the superintendent's office has put in his appearance we suppose it was celebrated in a safe and sane way. But you never can tell. From all reports we are sure most of us enjoyed the holiday.

Did you hear about the great time the superintendent's office force had at their picnic? Speaking of comfortable conveyances, you should have seen us tearing up the roads in our "Rolls Ruff." Well, to make a long and exciting story short, we went to Crystal Lake for a swim—and a feed which was a repast beyond description, but the most appreciated food stuff that was placed before our famished selves was a jar of the best looking "raspberry jam" one ever saw—just ask Clarence. Elsie may know something of it, too—no doubt she does. You might ask A. H. how he liked the water. Ask Ollie if she can swim, and does Art like olives. It was a royal occasion on the whole and the gang says they are going again.

We regret very much to hear of the death of Mrs. Lucy Thompson, wife of Engineer Thompson. After an illness of about eight months Mrs. Thompson passed away at noon, July 8, 1921, at her home, 1209 Morningside avenue, as the result of a complication of diseases. Mrs. Thompson, until illness forced her to discontinue musical efforts, was contralto soloist at Trinity Lutheran church. She also has served in this capacity at several other Sioux City churches. Engineer Thompson has been with the Sioux City and Dakota Division twenty-eight years, and we extend our sympathy in this recent bereavement.

Hagenback-Wallace circus was in town this week. Of course Carl was there. You all know Carl, trainmaster's clerk. Well, he was at the circus and fed all the monkeys peanuts and the elephants popcorn. Some one said he was with his sister, but I will venture to say it was someone else's sister.

Vern Smith, boilermaker helper, is the proud father of an eight-pound baby boy. Congratulations from all the boys.

Will the party who recently inquired in regard to J. Frank Toal, payroll clerk, getting married, kindly get in touch with Frank at the earliest possible moment as he was married on June 21 at the home of the bride's parents, and Mr. and Mrs. Toal spent their honeymoon in Chicago. Best wishes and congratulations from all.

Chief Clerk A. S. Bross returned from Milwaukee the latter part of May in gay spirits. Al always feels this way when he returns from that point. Wonder what it can be?

Gussie Reed, D. M. M. clerk, will spend her vacation in Dubuque, Ia., visiting friends.

Matt, Medinger, boiler foreman, is now driving a big Chandler. Be careful, girls, or he will be on your trail. Wonder what became of the Peerless he was boasting about?

Bill Zemonak and Geo. Enders motored to Dubuque June 24.

Chief Clerk A. S. Bross motored to points in Nebraska and Iowa during the month, Al reports as having a good time, but we believe he has better times in Milwaukee.

Agent Beck at Geddes reports the crops along the Platte line as the best in years. This condition exists along the entire division, although rain would be beneficial as the weather has been terribly hot.

Dispatcher J. Jamison and wife have returned from the coast and report an excellent trip. "JJ" says he enjoyed the popular beaches immensely.

M. M. A. M. Martinson, Engineer Sundberg, and Conductor Brashear crossed the hot sands into the Shrine last month at Sioux City.

C. A. Manson, assistant yardmaster at Savanna, is in Sioux City attending a company law suit and renewing old acquaintances.

The other evening as No. 103 was leaving Yankton, about twenty railroad "bums" attempted to board this train, but the quick work on the part of brakemen Pete Peters and Vince Quinne prevented them from doing so—there were some sbots fired, but no one hurt excepting one who fell from one of the coaches. Good work, boys, you deserve a raise or a job with the McCauly forces.

Mrs. Zella White, wife of Louis White, section foreman at Platte, S. D., passed away in the St. Vincent hospital at Sioux City, June 13, from an operation for appendicitis. Mrs. White leaves to mourn her loss her husband and six children who all reside in Platte. The entire division extend to Mr. White and family their sincere sympathy.

Reclamation Service

Notes on what is being accomplished in various lines of reclamation work

Don't Forget It

- R**emember, saving is having
- E**verything has a value
- C**osts to be carefully considered when handling material
- L**earn to save the little things
- A**ssets are made up of little things
- M**isplace an article and it is lost
- A** place for everything and everything in its place
- T**ry to make your savings greater this month than last
- I**nvestigate leaks and STOP them
- O**il on the ground is a sign of waste
- N**othing too insignificant to save

A great many Lamp Wicks, especially the eight-day AdLake type, are damaged beyond usage in trying to thread through the stem. To overcome this difficulty wicks should be singed with match their entire length before inserting in burner tube, and, when this is done, there is no danger of them sticking in the tube.

Long-time-burner chimneys which have broken off on one end can be inverted, if of the double groove pattern. If the ones with only one groove happen to be furnished at the time, they can be used in the inverted position by wrapping around bottom with one round of friction tape to keep chimney from working out of holders on burners.

It is necessary at certain intervals to drain the refuse and stale oil from lamp founts in order to keep the wicks from becoming clogged up. When this is done the old oil should never be thrown out but should be emptied into a can and kept for use as a mixture with black oil. It can then be utilized to good advantage around mechanical movable parts of all kinds. This item alone, if carefully followed out will amount to the saving of several hundred gallons of lubricating oils in the course of a year, for the entire system.

Fibre Base Plates discarded from Bradcock and Weber Insulated Joints should be saved by Maintainers and utilized in making Fibre Side Plates, or Washer Plates. The matter of cutting and drilling is quite a simple performance. We use thousands of these Washer Plates every year and when it is realized that a saving of at least 10 cents can be made on each one we should make sure that we keep ourselves supplied from plates which are no longer fit for their original purpose.

How many paint brushes are allowed to become spoiled at the end of the painting season? How many of us know that by the use of about 3 cents' worth of kerosene three-fourths of these brushes can be used to a stub end. It is a simple process to wash the brush out in kerosene and then immerse good in the same emulsion, putting brush away in some place where it can be laid flat,

(never stood on end), until wanted for the next job, maybe six months or a year hence.

Discarded packing boxes and boxes containing battery renewals which are not usable as such again are being stripped of nails and same used in nailing down capping and similar work. A good many maintainers are finding this a ready source in supplying themselves with the smaller size nails. This is one of the little things that go to make up a large total saving at the end of the year.

When the flange on front wheel of your motor car becomes worn to a point just before splitting through, the wheels can be changed, using the rear wheel at the front. In this way double the life of the wheels can be realized and without any danger. The front wheel, in its proper alignment, wears through the flange much quicker than the rear. The rear wheel, if properly lined up, should bear very little, if any, on the flange-way, only in cases where car is used in both forward and backward directions.

Different Ways of Saving Materials.

The cost of motor car wheels for the year runs into the thousands of dollars and we can readily see what an item it means if we just manage to save one-third on the cost of these wheels.

Resistance, and its relation to increased life of primary batteries, offers such a large field for saving on our consumption of batteries that each and every signalman in the field whose work brings him into contact with this part of the work should become versed on the subject and then make careful observation and tests to insure against wasteage of current. This refers, not alone to track batteries, but to line and motor batteries, as well. Our present consumption of batteries is running in excess of \$50,000 a year and gradually increasing, due, in a measure, to the fact that we are continually installing crossing bells and other protective features. However, we know that by properly adjusting the resistances for the various functions and not allow of an abnormal flow of current, being mindful, of course, of a proper safety margin, as conditions warrant we can add from ten days to a month, and, in some cases, considerably more, to the life of the batteries. The possibilities for saving on this item are extensive and surely each of us should make an especial effort to stop the leakage.

Signalling is an art, sometimes spoken of as a game. However, the average maintainer is possessed of the fundamental principles of several different trades, using, as he does, various means of substitution in his daily work. Some fellows can make a signal work where there isn't any, but we don't need to go quite that far, we can just bear in mind at all times that what we don't order, the company don't have to buy;

what does not have to be bought means that much saved; the money we leave in the bank is our only source of interest, there is no interest made on surplus or non-working conditions; and, last, but by no means least, the difference between waste and saving is just that difference between good and bad maintaining. Do we want to keep both feet on the right side of the fence? We sure do.

Our Motto

A Dollar Saved is a Dollar Made,
No matter which way we may add it;
We'll take care of the nest where the eggs
are laid,
So tomorrow we won't wish we had it.

Save the Spikes, the Rails Will Take Care of Themselves.

Old-Timer

Thrift and Economy are the slogans today. It behooves all of us to keep a watchful eye, to save on blank books, material and supplies. practice rigid economy, avoid waste in every little detail; study, plan, scheme to save on both your time and the patrons' time; and Time is money, now as always. Have a system—a poor one is better than none—an endeavor to improve on it each day

At a small station in Montana which, on the surface, did not look greatly overstocked, I reclaimed the following, and returned same to stationer and storekeeper—at the same time keeping a six months' supply on hand.

30 feet of 1 in. steam rubber hose.
20 pounds roofing nails.
2 panes glass.
10 rubber stamp pads.
2 hardwood lamp-posts, 4x4x12.
5 clip-board files.
4 hook files.
1 decrepit barrel skid.
1 lantern.
1 leaky 1-gallon oil can.
1 1-gallon can floor oil (half full).
1 stationery case.
1 20-gallon can.
19 bunches lath.
1 box pen points.
8 rubber stamps (holders all usable).
15 pounds telegraph blanks and supplies.
35 pounds express blanks and supplies.
10 empty ink wells and bottles.
5000 Form 72 expense bills (4 copy perforated).
4 tissue impression books (small).
2 tissue impression books (large).
1 tissue impression book (leather bound).
200 blank sheets.
1500 clearances and permissive cards.
2500 abstract blanks (various kinds).
3 dozen sheets carbon paper.
40 train order books—19 and 31.
3000 blank waybill forms.
½ dozen padlocks and other locks and keys.
50 pounds loose tissue, scrap paper, partly used book leaves, obsolete blanks, good for scratch paper only.

Close to \$500 worth of supplies getting obsolete, deteriorating and crumpled. To say the least it was "money that wasn't working."

Business was slow, but I put in at least eight busy hours daily, getting things in shape to be handled expeditiously when the rush periods did come. I felt better for the doing of this useful work and I was giving the company a run for their money: the time passed quickly for I kept busy and what might otherwise have been a dull, long hour, went swiftly and pleasantly; and the consciousness that I was making an effort to

earn my hire during a very dull period helped my appetite and brought restful sleep when the day's work was done.

Be the Best of Whatever You Are

If you can't be the pine on the top of the hill,

Be a scrub in the valley—but be
The best little scrub by the side of the hill,
Be a bush if you can't be a tree.

If you can't be a bush be a bit of grass,
And some highway happier make.

If you can't be a "muskie" then just be a bass,

But the liveliest bass in the lake.

We can't all be captains, some have to be crew,

There's something for all of us here;
There's work to be done, and we've all got to do

Our part in a way that's sincere.

If you can't be a highway, then just be a trail,

If you can't be the sun, be a star;

It isn't by size that you win or you fail.

BE THE BEST OF WHATEVER YOU ARE.

—Marathon Safety Bulletin.

Coast Division Electrical Operation.

Dear Editor:—

As we, out on the Coast Division are rather proud of our record of performance of electric power, it occurred to me that the following detail might be of interest to the readers of our Magazine:

We now have in passenger service, five bipolar, gearless type electric locomotives, to handle our four passenger trains between Tacoma and Othello, a distance of 208 miles. We have kept these motors in continuous service and they have averaged 80,000 miles each in a little over one year, without a shopping, and have developed only a few minor defects which only necessitated holding them from one to four days for repairs.

Engineers handling this power were all of the old school of steam railroading, but with the able assistance of Traveling Engineer George T. Spaulding and Electrical Inspector W. F. Coors, we have developed an organization which is second to none.

Our Tacoma Shops were designed and built for the handling of steam power, and our organization without experience in handling of electric power, but within the space of a few months (and the addition of a crane bay) we are making all the heavy repairs and in fact have entirely re-built two electric locomotives 50 per cent cheaper than factory prices, an accomplishment of which we are justly proud.

J. A. WRIGHT,
Division Master Mechanic.

You can tell by the spirit a man puts in his task whether there is in him the capacity for growth and expansion.

Current News of the Railroad

A COMPLIMENT FROM THE OTHER SIDE

Writing of his experiences abroad, Mr. Byram tells of an interesting incident in London. He was "doing" one of the Galleries and stopped before a beautiful oil painting of Mount Rainier. A familiar home scene in unfamiliar surroundings strikes one much as the American flag in a foreign country and he stood there in open admiration.

Close to him stood an Englishman, who afterwards turned out to be a very distinguished statesman. Noting his interest and suspecting his nationality, the Britisher opened what developed into a very interesting conversation.

"I beg your pardon," he commenced, "but from your particular fascination for that picture, I take it you are an American. and, if I may add, that piece of scenery recalls to my mind also many happy memories of a trip I made to your country a few years ago."

Then, as with all travelers, a comparison of notes followed, both unaware, however, of the other's identity. Before cards were exchanged and in a general discussion of American western scenery, the Britisher remarked that one material thing of his trip, which stood out pre-eminently in his mind, was the ease and comfort of travel in the States. Then came the best flower in the bouquet:

"I was on my way west and stopped off in Chicago a few days," he said. "Leaving there one evening for St. Paul, where I intended another stop, my first move was for the diner. I have traveled over practically the entire known world, including thousands of miles in your country," he continued, "but the service on that train was the best I have ever experienced. The secret seemed to be that, different from most of your American railways, that line, the name of which I have forgotten, owns and operates its own equipment from engine pilot to observation platform, and so has a personnel of employes absolutely loyal and interested. They actually went out of their way to make my short trip comfortable. Needless to add, I continued via that line to the Pacific Coast."

It did not take Mr. Byram long now to recall to the Englishman that the road he had in mind was the Chicago, Milwaukee & St. Paul, and when to his unbounded surprise he discovered he had been unconsciously boosting the Milwaukee to its president, he laughingly remarked he had told this story a hundred times, and really felt he should be on the advertising staff or on a commission basis of some kind.

Booster or Knocker?

One hears snatches of interesting conversations occasionally. The following between two women was overheard in a day coach of one of our local trains recently:

First Voice: "I knew this train would be crowded; it always is. I don't see why they can't put on more cars."

Second Voice: "What do you want, a whole coach to yourself? There is plenty of room and seats to spare. The trouble is with the passengers—they all want window seats and want to sit alone."

A short silence. Then:

First Voice: "What do you know about that. They charge you for drinking cups. See that sign, 'Drop Penny in Slot.' Pretty small, I say."

Second Voice: "Shhhhh! Don't show your ignorance. There is a state law which prohibits the public drinking cup, and the railroad has found that with free cups there is so much waste that the supply is exhausted long before the end of the run. With a charge of even one cent, the incentive to waste is not so great. Wouldn't you rather have it this way and satisfy your thirst, than 'Water, water everywhere, and not a drop to drink?'"

Character of this dialogue continued until they both got off the train. Undoubtedly the kicker found something else to find fault with, then.

Interested in what sort of transportation they were traveling on, I made inquiry and found both held passes. Both traveling free, but oh! what a difference.

Moral: "Don't bite the hand that's feeding you."

POST CARD SOLICITATION BY EMPLOYEES—FREIGHT

From—	Position—	Regarding—	Result—
Gardner A. Keeney, Wausau, Wis.	Car Clerk	Shipments of wire	Secured.
		Shipments of lumber	Secured.
		Shipment of coal	Secured.
J. F. Richards, Seattle, Wash.	Supt., Employ. Bureau	21 cars lumber	Secured.
W. W. Martin, Minneapolis, Minn.	Gen. Clerk, Local Freight	Movement of shoes and supplies	Have up and are promised a substantial share of
		Movement of undertakers' supplies	this business.
Oscar O'Callaghan, St. Paul, Minn.	Clerk, Local Office	Shipments of groceries	Not secured.
Allen C. Rothman, St. Paul, Minn.	Chief Bill Clerk	Movement of threshing machines	Secured.
Geo. H. Summers, Mankato, Minn.	Clerk	Bill board material	Secured.
C. H. Omundson, Minneapolis	Brakeman	Movement of eggs	Solicited.
L. M. Jones, Minneapolis, Minn.	Gen. Agt., Pass. Dept.	5 carloads of file	Secured.
Franklin Ickes, Dubuque, Iowa	Rate and Revising Clerk	70 cars of ice	Secured.

Wm. Wondra, Montgomery, Minn. Cashier Shipments of oxygen
gas Secured.
Shipments from St.
Paul Solicited.
H. L. Radtke, Beaver Dam, Wis. Operator Carload of canned peas. Secured.
F. M. Smith, Ladd, Ill. Engineer Car of oil. Secured.
R. L. Jones, Mason City, Iowa. Switchman 6 cars of coal. Secured.
A. E. Johnson, Tacoma, Wash. Clerk, Asst. General Store-Movement of household
keeper's Office goods Secured.
Stewart Sale, Seattle, Wash. Telegraph Operator 14 cars of berries. Result not known.
2 cars of sand. Result not known.
Jos. P. Dahl, Wausau, Wis. General Clerk Car Secco Secured.
M. P. Graven, St. Paul, Minn. Local Agent Carload household gds. Secured.

PASSENGER SOLICITATION

Name	Occupation	Residence	Report Made
H. J. Bullock	Bridge Dispatcher	La Crosse, Wis.	Two R. T. La Crosse to Seattle
Carl Denz	Car Accts. Office	Chicago	Party contemplating trip
C. W. Bush	Traveling Auditor	Chicago	Party contemplating trip
N. H. Boardman	Aud. of Exp. Office	Chicago	Party contemplating trip
A. C. Aysgaard	Aud. of Sta. Accts. Office	Chicago	Party contemplating trip
B. H. Bothmer	Agent	Brownsville	Two Dubuque to California
H. F. Zeidler	Car Clerk	Fond du Lac	Party contemplating trip
N. K. Merrick	Agent	La Plant, S. D.	Party contemplating trip
J. E. Lockwood	Operator	Webster, S. D.	Party contemplating trip
T. J. Walsh	General Acct.	Chicago	Party contemplating trip
E. H. Freter	Asst. Engr.	Chicago	Twenty-five Nashotah to Chi. ret.
O. P. Barry	Aud. of Exp.	Chicago	Party contemplating trip
Ed. W. Ryan	Draftsman, Engr. Dept.	Chicago	One St. Paul to Chicago
Hyele Johnson	Chief Clerk—Car Dept.	Milwaukee Sh's	Two R. T. Chicago to Milwaukee
T. A. Biggs	Conductor	Sioux City	Four Sioux City to Chicago One Sioux City to Des Moines One Sioux City to California
Frank G. Herrick	Chief Clerk	Fond du Lac	Three Fond du Lac to California
W. Ellis Hall	Freight Office	Racine	Party contemplating trip
Lewis S. Hill	Legal Dept.	Chicago	Party of about 100 A. M. E. dele- gates secured Milwaukee to Chi.
M. P. Graven	Agent	St. Paul	Three St. Paul to Chicago
F. T. Bollovs	Claim Adjuster	Mason City	Party contemplating trip
R. C. Jones	Switchman	Mason City	One Sioux City to Chicago
John Knoke	Agent	Knoke	Two prospective Hamburg, Ger- many, passengers for June
W. T. Dungan	Agent	Marathon	One prospective passenger for New York City
Chas. H. Baker	Chief Timekeeper	Ottumwa	Four prospective California pas- senger
Grant Bennett	Agent	Sheldon	Two to Seattle sengers in June
F. E. Frankenberger	Agent	McLaughlin, S. D.	One Charlotte, La., to McLaughlin
I. M. Carey	Operator	Gault, Mo.	One prospective Denver passenger
A. Woodward	Demurrage Inspt.	Aud. Sta. Ac. Off.	Party contemplating trip
Stewart Sale	Operator	Seattle	One Hoquiam to Winnett, Mont.; One Nanaimo, B. C., to Three Forks, Mont.; One San Fran- cisco to Roundup; One Ring- ling, Mont., to Los Angeles; One Los Angeles to Butte; One Los Angeles to Sioux City! party Aberdeen - Lewistown; One Butte to Auburn, Wash.; One Portland to Ekalaka, Mont.; Two Philadelphia-Para- dise Inn.
J. B. Harris	Asst. Engr.	Seattle	One Seattle, points in Ind.
Helen Cook	Steno. Local Freight Sheds	Seattle	One Chicago to Seattle
D. W. Boh	Agent	Enumclaw	One Moberly, Mo., to Enumclaw
J. B. Nattinger	Clerk Port Angeles	Port Angeles	One Port Angeles to Chicago
Chas. C. Hall	Boilermaker Helper Roundh'e	Seattle	One Seattle to Chicago
Helen W. Sheble	Stenographer, D. F. & P. A.	Seattle	One Chicago to Seattle
D. W. Boh	Agent	Enumclaw	One Cape Girardeau, Mo., to Tacoma, Wash.
Stewart Sale	Operator	Seattle	One Los Angeles to Roundup
Wm. Finnicum	Conductor	D. M. Div.	One Seattle to St Paul
J. H. Haymaker	Ticket Clerk	Ottumwa	Two to San Bernardino, Cal.
T. L. Holland	Dist. Spl. Agent	Ottumwa	One to Houston, Tex.
Jno. W. Nolan	Agent	Conroy, Ia.	One to Hazard, Ky.
C. H. Baker	Chief Timekeeper	Ottumwa Jet	One to Detroit, Mich.
Wm. McCall	Foreman, Freight House	Cedar Rapids	Five R. T. to San Francisco
Chas. Hayner	Train Baggage man	Cedar Rapids	Two to Upland, Cal.
O. Dahl	Clerk Supt's Office	Tacoma	Party contemplating trip
A. E. Johnson	Clerk, Asst. Gen. Storek's Of.	Tacoma	One Tacoma-Marshfield, Wis.
W. B. Alleman	Clerk Yard Office	Tacoma	Three R. T. Tacoma to St. Paul One Tacoma to Webster, S. D.
Clerk	Frt. Auditor's Office	Chicago	Party contemplating trip
F. A. Wagner	Trav. Agt. Frt. Clair Dept.	Chicago	One Pullman, Wash., to Chicago
J. H. Howard	Asst. Comptroller	Chicago	One Chicago to Colorado Springs Two Chi. to Thermopolis, Wis.
T. A. Wohlgamuth	Sleeping Car Conductor	Chicago	Parties contemplating trip
F. S. Pooler	Tie Agent	Chicago	One Chicago to Kansas City
W. E. Mathews		La Plant, S. D.	Party contemplating trip
Mildred Hunt	Clerk	Berlin, Wis.	Party contemplating trip
H. F. Zeidler	Car Clerk	Fond du Lac	One to Seattle
J. E. Coleman	Chf. Clk. Freight Office	Madison, Wis.	Party contemplating trip
W. Ellis Hall	Racine Freight Office	Racine	Party contemplating trip
Katherine Gorman	Stenographer	Wausau, Wis.	One to California
Helen Conklin	Timekeeper	Wausau, Wis.	One Wausau to Chicago
W. N. Ross	Agent	Miles City, Mont.	One R. T. Chicago to Tacoma
C. H. Ordas	Supervisor of Motor Cars	Chicago	Party contemplating trip
Mrs. C. Kendall	Editor Magazine	Libertyville, Ill.	Three to Seattle and return.

R. & S. W. Division Items

Beloit is getting most awfully cultivated. One of its leading cits dropped down here the other day to return the family dress suit. Sunrise on a snow-capt Alp!

Baggage man Murphy isn't stuck-up because he fell heir to the lawn job, not a-tall. The bottom came out of a tub of bill-posters' paste.

Ted Kinney went into the ticket office and borrowed the writing material to bid in the morning passenger run. Rhine!

They sent Jack Gregg an iron box for paste, but Jack didn't have Round House enough to put over it, so sent it back.

A motor cop got a little chesty with little Joe the other day because he was pushing the new car at 64. But Joe explained. Various officials have had that same feeling after trying to find a flaw in Joe's conduct.

Pete Herman is summering near Lake Michigan for the first time in several years. Several of the boys had Pete's office in view for the season, but he's very much on the job.

Attention, wanted! A weed burner by Conductor Matson. Frank says, "Weeds are getting so high an unable to make the time, they also make a great deal of noise and disturb the passengers by rubbing on the car floors. Something should be done to stop this awful noise."

Blacklisted.

The Piedmont & Northern railway freight claim committee have just notified all concerned of the resignation of the following characters, whose names are listed, in the event they are found to have appeared on other railroads. M. T. Head, E. Z. Worker, I. M. Careless, N. O. Marks, Bill M. Wrong, Load M. Hasty. Additions to the above: Lee K. Roof.

The foregoing are undesirable on any railroad and this notice is warning to all employes that if they, or any one of them be found in the employ of this company, they are to be "fired" without formality. They are not to be allowed on the right-of-way if we are to cut loss and damage in half, which can be done with the right kind of co-operation and the help of every man.

Janesville Doings

Stanley J. Garbutt.

Machinist John Craig passed away very suddenly at his home on June 7. Mr. Craig was on duty the day before and it was a great shock to hear of his sudden death. He was in the service of the company for the past 21 years. The funeral was held on June 9 from the home. Chas. Swan, Chas. Neaves, Neil McVicar, Thos. How, Chas. Young and Robert Young, all fellow workmen of the deceased, acted as pall bearers. Interment was made at Oak Hill cemetery.

Engineer Edw. Hobbs, Milwaukee, called on friends at the Janesville roundhouse.

Engineer Thos. Fox returned from a week's visit to Louisville. He attended the horse races which were held during the month of May.

Machinist Joe Cocksfield is confined to his home with sickness. It is hoped that his recovery will be speedy.

Machinist Frank Sullivan, who has been confined to the Mercy Hospital, Chicago, for the past two weeks, is recuperating.

Caller Churchill is planning to take a trip to the Cream City. Yes, it is a regular monthly call.

Fireman James Gregory is in Milwaukee taking examination on machinery and air.

Operator Ben Eller has resumed work after a week of sickness.

Operator O'Neil of Brodhead has gone back to work on the second trick job.

Guy Bingham is now selling tickets on the second trick job at Janesville.

Oh, girls! Willard Skelly is sporting a brand new Stevenson. Willard says he is now ready to take any girl that is not sure of being married out and court her in the old-fashioned way.

Six new engines on the Mineral Point Division for passenger service. Engine No. 3002 is now in service and expect the other five very shortly.

These engines are the old Baldwin compound which while one of the speediest types prove too light for freight work. We are sure glad to have these engines on the Mineral Point Division and I know the people along the line are also well pleased.

In 1920 the company bought one hundred Mikado type engines from the Baldwin works at a cost of \$5,769,165. So everybody on the Mineral Point Division try and save on some one thing in his daily tour of work and it will all go to pay for these engines.

The St. Paul has now in service 1,946 steam locomotives, 62 electric, 62,189 freight cars, 1,604 passenger coaches, 2,853 company service cars, 1 tug boat and 8 barges. Not so bad, is it fellows?

Mr. Kenney, division engineer, and Mrs. Kenney visited Janesville on their honeymoon. Superintendent Macdonald accompanied them in showing them around our large and beautiful city. Both Mr. and Mrs. Kenney speak very highly of our town.

Superintendent Macdonald is preparing to visit Scotland on a six weeks' trip. Mr. Macdonald visits Scotland every year. I think that there are a few of us who would just as soon visit Scotland at least once a year.

Freight Claim Department

The baseball team started out rather poorly, being trounced by Union street for a 12 to 8 tally. With the talent we have in our department it should be very easy to organize a team able to give any of them a good run for their money. All you ball players, let's get together and make our team what it should be. All interested should see Roy Reimers.

Roy Reimers and Miss Agnes Snyder are to be united in marriage July 16. Here's wishing you lots of joy and happiness.

Ten girls from this department spent the Fourth in Kilbourn. Did they have a good time? Just ask them.

T. J. Newton and wife are spending their vacation in the east.

Howard Robison and his family are leaving in a few days to spend their vacation in the social colony at Mackinac.

Della Newmann, H. G. Edwards' stenographer, won a pot of money on the international boxing contest.

Herbert Strutz was overjoyed in learning that he had won in the boxing contest. He had the bet with Charles Zapfel.

The F. C. beauty contest for a solid silver loving cup made of brass is causing considerable excitement.

Recently Miss Geshner bobbed her locks and Elsie Bewersdorf admired it so much that she went and did likewise. Determined not to be out-done by the fair sex, Jack Benny bobbed his with a lawn mower and now his forehead runs all the way back to his neck. Just to keep Jack company and equalize the race Joe Eberhart cut off his curls. More power, that is, more hair to both of you.

Joe Naughton is to undergo a minor operation in the near future.

Friendship.

James T. Ritch.

True friendship only thrives and grows,
When it is watered by sincerity;
When each one loves, and cares; and knows
The other's faults, forgives asperity
And tries to brighten up each hour
With words of cheer, and never rails
At little faults, or lack of power.
It only lives when honesty of mind prevails.

My friend must be another me,
Whose cares are mine; who sees my wrong
Correcting it that I may see
The right; who makes my life a song,
A melody that cheers the darkest night;
A sweet song sung in accents kind;
Who makes me face the gleaming light
And let the shadows fall behind.

What caused the Accident?

2:10
A. M. → 



Late hours leave you
in poor shape for the
next day's work

The result is often
a Serious Accident



Courtesy, Liberty Mutual Insurance Co., Boston, Mass.

National Safety Council



Health Service Section

Additional Copies of This Bulletin May Be Secured at Cost

Safety First

A. W. Smallen, General Safety Supervisor

Safety First Must Become Second Nature

(Reprinted from Railway Employees' Journal)

One time at a village funeral the clergyman, having finished his part of the service, asked if any of those present cared to make a few remarks about the deceased.

There was a long and rather embarrassing stillness; nobody appeared to have anything to say. Then up rose a little man with long whiskers—the people present recognized him, as one of the leading cranks of the village—and said: "Since nobody appears to have any remarks to offer concerning our brother who has gone, I think it will be in order for me to talk to you for a few moments on the subject of the single tax, a subject that is always in order."

This familiar little story is by way of explanation of this further article about Safety First—a subject that is always in order when railroad men talk to railroad men. We don't mind a bit admitting the fact that Safety First is one of our hobbies and we intend to ride it any and every time we get a chance.

Nobody can talk too much about Safety First or think about it too much. It must be talked about and thought about until it has been so thoroughly ground into us that it has become second nature—a fixed habit of thought and action that nothing and nobody can change.

Safety devices, safety regulations, safety discipline and a safety system that includes and governs everybody from the president of the road to the newest section hand—these are essentials of Safety First. It could not get much of anywhere without them. So, too, with safety committees and with an organized and effective plan for encouraging, receiving and attending to safety suggestions from everybody on the inside and anybody on the outside. These are all necessary.

And, no matter how perfect the safety plan and mechanism, it cannot amount to much—it cannot bring real and full results—without the individual cooperation of all the men in the railroad's service. And that cooperation must be constant. It must be given all the time. The eyes and ears of every railroad employe, high or low, must be always on the alert for the defect or misplacement of equipment or material, for the failure of any part of the mechanism to function properly, for any act or sign of carelessness on the part of any other employe, any one of which may lead, soon or late, to a big or little accident.

No system can alone produce the 100 per cent watchfulness that is the ideal of Safety First. Constant and instant cooperation by everybody concerned will be

possible only when Safety First is an ingrained habit and second nature to all of us in the transportation industry.

One of the worth-while products of Safety First systems and campaign of education on American Railroads has been—at least on some systems—a marked and remarkable change in the attitude of the employes regarding conditions which they, as good railroad men, feel called upon to report to the management. Formerly these reports were frankly called "complaints," now, where Safety First has been seen in its true light and handled in the right way, they are just as frankly called "suggestions." When you come to think of it this is rather a significant change.

Naturally enough, the public at large is most interested in Safety First on railroads in so far as it applies to the safety of passengers. We, too, as railroad workers, are deeply interested on that score. In the degree to which we see our railroad employment not merely as a job but as our life-work, we realize that the railroads are the trustees of the public, and that this trust cannot be carried out by any railroad management without our help; we realize that when our fellow citizens by millions upon millions entrain upon our roads they commit their safety of life and limb to our keeping. And we are glad to be able to point with pride to the figures which show how small the risk of railroad travel really is—which tell how near to 100 per cent safe our roads and ourselves, aided by Safety First, have made it for people to ride upon our lines.

But it always has been true, and probably always will be, that the burden of railroad accidents fall heaviest upon railroad employes. In the matter of train operation, it is safe to say that in most mishaps, the victims are railroad men. This is necessarily true of the freight side of the business; it is naturally true of minor mishaps to passenger trains.

There is another side to it. The outside public does not realize that less than 20 per cent of the railroad transportation army is engaged in train operation. By far the most of us are behind the line and out of sight, doing the infinite varieties of work that are the foundation of the industry—that provide the means by which trains of all kinds are kept shuttling back and forth on the big and little roads that gridiron the country.

The huge shops, in which many thousand men of many trades must labor constantly in order to keep equipment in running order; the yards, terminals and belt lines that most people never see; the endless toil of other thousands of men in con-

struction and maintenance of signal equipment and in keeping tracks and roadbeds in order—here, and in many other like departments, lies the closer and more important concern of us railroad workers. For it is here that most of the accidents happen which take their toll of railroad employes. Here is where, as a matter of our own individual welfare, the need and the benefit of the Safety First habit are First—the economic angle. One of the most clearly seen.

There is still another angle to Safety big leaks in the railroad business has nothing to do with personal accidents. We mean the accidents or carelessness that result in claims by shippers for loss or damage to goods in transit. It is true that a considerable proportion of these claims is due to the carelessness of shippers themselves—to bad packing and the like. Another factor is the stealing of goods from cars, and we don't believe anybody will charge up much of that loss to railroad employes.

Much of the loss and damage leak is due to carelessness and is, therefore, preventable. Here's a very simple example, given by an old hand in railroad operation: A certain Eastern road that was doing its level best to handle refrigerated freight shipments and earn some profit out of them, was dismayed to find that in a certain transaction there was loss instead of profit. Inquiry showed that the difference between profit and loss was chargeable to the handling of a single carload of peaches. The car was properly iced and properly loaded, but nobody noticed that the ventilators were boarded up, and when the carload arrived at destination the peaches were spoiled and the railroad had to pay for them. After that there was careful inspection of every refrigerator car, especially its ventilators.

Any of us can figure out for himself that the prosperity of the railroad worker depends upon the prosperity of the road for which he works. And we cannot throw away millions of dollars a year in preventable damage to goods in transit or in preventable fire losses—and fire losses are never fully covered by insurance—without affecting the prosperity of the railroad and, therefore, the prosperity of the railroad worker.

The principal concern of this Association in Safety First matters is on the human side; it has to do with the protection of railroad workers against loss of earning power or loss of life through preventable accident. We are interested in the railroad worker as a man; we are interested in his happiness; we are interested in the comfort and security and happiness of his family. Our business, our reason for existence, is the conservation and assurance of exactly those things.

But no benefit that we or anybody else can pay to the railroad worker fully compensates him for serious injury or even in a small degree compensates his family for his death.

Day by day, as the claims come in for fatal accidents to our members, we are made to realize how inadequate the best protection is in such cases. Every such claim, originating in preventable accident, makes us newly determined to keep on campaigning for Safety First. We shall cheerfully run the risk of wearying our members and all other readers if we can help along this good work. We intend to write about it and talk about it at every opportunity we can find. If it would do any good, we would be perfectly willing to sing or whistle the songs of Safety First or try to play it on a saxophone—we are ready to do anything that will make the Safety First a fixed habit and a second nature to every railroad worker we can reach.

Justice a la Carte

(Concluded from Page 12)

seated himself on a bale of hay near Doc Everts who was lustily playing his battered violin, an entire orchestra in himself. Paisley, dancing with Mr. Dawson, spied the husband and favored him with a cool contemptuous glance.

Dawson rose from his seat, and walked out to the waltzing couple. Seizing his wife roughly by the arm he sternly said. "Go over and sit down before you get hurt." Turning to Paisley he continued: "As for you, you low lived cur. You intend to break up my home. Well I'll give you exactly ten minutes to leave this country."

Paisley reached for his gun and I ducked my head. The guns spoke at the same time, and when the smoke cleared away, we saw Paisley lying in a pool of his own blood, dead as a rock, but with the contemptuous smile still on his face. Dawson was in the arms of his wife.

"Now that's what I call rapid justice," concluded Old Bill.

"What did they do to Dawson?" I asked in a quiet voice.

"Nothin' at all," said Old Bill. "They just dragged Paisley out under the stars and put a horse blanket over him, and went on with the dance. Now that's what I call justice."

Lincoln Highway Tragedy

A tourist, in some ways grass green,
Quite incautiously filled his machine
By the light of a lamp.

Where the breezes did ramp,
Since which time he has never benzine.

—U. P. Bulletin.

The Cash Bird.—The bluebird brings happiness, but the stork brings a \$200 tax exemption.—Buffalo News.

At Home

Hazel M. Merrill, Editor



Helen Frost and Helen Strope

The above are two very close little pals; on the left is Helen Frost, niece of River Division Conductor Gerald H. Frost, and on right is Helen Strope, daughter of Section Foreman Charles Strope of Lake City, Minn.

Summer Flannels for Sportswear.

Who ever heard of anything so absurd as wearing flannel in this oppressive heat, but it is being done. This is the age of flannel, both skirts and jackets, and it is being worn from one end of the continent to the other, regardless of climate. Some of the skirts are all white, but the more favored ones have stripes of black or color, and there are also many checked flannels. With these skirts are worn tailored blouses of crepe de chine, lingerie, taffeta, or wash satin, frequently accompanied by a flannel coat in solid color, often sleeveless, and very apt to be red, as red is very popular nowadays at outdoor affairs. Blouses have the ruffles whipped in red, and the white sports hat may have a bow of red.

Black and white still remains in high favor, even in the sports costumes, and one attractive costume which has been seen, is a black and white flannel skirt with blouse of heavy linen trimmed with black cire braid and tied with bow of black cire ribbon. It is believed that black and white will continue in favor all through summer and fall.

There are sports hats of moire, satin, ribbon, duvetyn, felt, straw, mixtures of silk and straw, and those of quilted satin.

Never was there such a variety of shoes and stockings. Suede shoes inset with bright contrasting leather, often of the same color note as trimmings or accessories. Often the stockings are the same shade as your gown.

There are also some summer skirts of white crepe du chine and canton crepe. Nothing is cooler, and in the morning, may be worn with the popular sweater of black or

color; it is also worn in the afternoon with a blouse for more dressy occasions.

Some of the more stunning crepe du chine blouses have long, wide sleeves with deep armholes.

Lavender is running a close second to red for this season's most popular color. It is seen in millinery, blouses, corsage bouquets, for pipings and trimmings, and even entire costumes.

If You Know How to Keep Well in Hot Weather, You'll Enjoy It.

A circulation of air is more essential than cool air. If the breeze flows through your apartment, you will not suffer even when the thermometer is high. Keep your windows opened and screened. An investment in an electric fan will pay you better than more costly and less effective ways of "beating the heat."

Collars, belts, hats, and shoes should not be tight, otherwise ventilation is cut off. A cool bath on going to bed is a valuable means of cooling the blood and calming the nerves, thus getting the worker ready for sleep, which is the best preparation for the heat and toil of the next day.

The best food rule in hot weather is to eat little of sugars and sweets in any form. Meat should be only eaten once a day in small quantities, because its combustion increases the heat of the body. The summer diet should consist largely of fresh vegetables, fruit, fresh milk and buttermilk. One of the best lunches in the world is a bowl of fresh lettuce and tomato salad, a glass of buttermilk, some crusty bread with one part of butter, and cantaloupe or berries for dessert.

Cheer Up

Times may look blue

And no doubt they do

But the sun will not cease to shine,

After the gloom comes the sunny dawn
With its rays of light sublime.

So keep toiling on

And try to be gay

Even though your troubles come fast

For after the rain the sun will shine
And a smile is the thing that lasts.

Fern Leone Curtis, Kellogg, Minn.

HOUSEHOLD HELPS

To remove chocolate stains, sprinkle the spot with a little powdered borax and soak material in cold water for fifteen minutes. This will loosen the chocolate and it will soon dissolve if rubbed gently. If discoloration still remains, pour boiling water over the spot.

When hosiery is wearing thin in places, darn lightly over thin spot. It will save it from wearing into a large hole and does not make as heavy a darn.

A soft cloth dipped in gasoline will remove tarnish which forms on silver exposed to the air,



as candlesticks, trays, vases, etc. Little rubbing is required.

After carefully cleaning lettuce, let cold water run on it for a few minutes; drain well, put in tightly covered dish and set in refrigerator. Will keep crisp and fresh for several days.

To use up leftover steak or beef roasts, grind meat fine in meat grinder. Make cream gravy of butter and flour, milk, salt, and pepper. Then add ground meat. Serve hot on toast. Makes a palatable breakfast or luncheon dish.

To make a good, inexpensive filling for the ever-popular porch pillow, take clean white or colored rags clip into small bits about one-fourth inch square, mix together, and make very light, then pack into pillow. These give the fluffy appearance of feathers and are ideal for porch use.

To remove perspiration stains lay stain over blotting paper and sponge with alcohol and ether, equal parts mixed. Rub dry and then touch lightly with household ammonia. If it leaves a blur, rub well with powdered French chalk on the wrong side. The blotting paper keeps the cleaning fluids from forming ugly ring about the spot.

Make dishwashing a game. If the one who dries the dishes can wipe faster than the other can wash, and must wait for any length of time, she has gained a point. If she catches up to the washer three times she has gained three points, or won the game. If she wins every day for a week, then the washer must do the dishes alone for one entire day. If the washer is far ahead of the one drying the dishes she gains the points. Two young sisters who had always disliked doing dishes now play this game and do not dread dishes any more.

Lettering on flour sacks may be removed by soaking the dyes in kerosene, then washing in the usual manner. They may also be removed by rubbing sapollo well into the wet sack and roll tightly for several hours. Javelle water, made according to directions on chloride of lime cans, will effectually bleach the sacks.—"Woman & Home Magazine, Chicago American."

We may keep our flower gardens from looking ragged at this time of the year by taking a hint from the fields along the railroad which are still gay with gold and scarlet, made so by Black-eyed Susans, Butterfly Weed and Wild Zinnias.

GOOD THINGS TO EAT.

Nasturtium Seeds.—To a good pint of cider vinegar, add two tablespoons of brown sugar, a half teaspoon salt, and three or four hot chile peppers. Bring to a boil, simmer for ten minutes, and then pour over the nasturtium seeds and bottle.

Fried Carrots.—Scrape carrots until all spots are removed. Boil until nearly done, remove from kettle, draining thoroughly. Roll in granulated cornmeal or flour. Fry in bacon fat or butter. Serve hot.

Solid Gold Salad.—Cook 14 carrots until tender. Cut in small round slices. Remove seeds from ½ pint of yellow tomatoes, chop fine; add salt, pepper and one teaspoon of sugar, and mix with mayonnaise dressing. Makes a very tasty and also a very attractive salad when served on lettuce leaves.

Corn Fritters.—Beat two eggs until lemon-colored and thick; add two tablespoons of melted butter, two tablespoons of flour, blended with a little milk; one cup new milk, one cup grated corn, with salt and pepper to taste. Mix thoroughly and drop with spoon in hot lard, about two inches deep in pan. Fry to a rich brown and serve on platter garnished with parsley.

Baked Apple Dumpling.—Peel and core cooking apples, filling centers with sugar. Roll out biscuit dough rather thin and cut in squares large enough to cover apples. Place an apple in each square. Bring up the dough and fasten by pinching together. Place in baking pan close together, and when pan is full pour over them a syrup made with one pint of water and one pound of sugar. Let this come half way to top of dumplings. Place in rather brisk oven and bake about forty minutes. Sprinkle cinnamon over tops.

—Chicago American.

Green Pea Bisque.—One pint peas, one-half cup canned tomato soup or strained tomato juice, one teaspoon salt, one-half teaspoon sugar, one cup evaporated milk, one cup water, one tablespoon flour, two tablespoons butter, Cayenne pepper. Cook peas and rub through a sieve. Add tomato and milk and water mixed together. Heat in

double boiler. Thicken with the flour blended into the butter.

Carrot Souffle.—Two tablespoons butter, three tablespoons flour, one-half cup evaporated milk, one-half cup water in which carrots were cooked, one cup cooked carrots, three eggs, salt and pepper. Melt butter and add flour, and gradually add milk and water mixed together. Cook until thickened. Add carrots which have been ground in meat grinder or rubbed through sieve, well beaten egg yolks, and well beaten whites folded in last. Then add the seasonings, turn in buttered baking dish, and bake in slow oven until firm. Serve with parsley sauce.

Old-Fashioned Rice Pudding.—One-third cup rice, one-third cup raisins, one-third cup sugar, one and one-half cups milk, three cups water, one-fourth teaspoon salt. Mix all dry ingredients together in baking dish. Add to the ingredients the milk and stir well. Bake in slow oven about three hours.

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, 1247 Railway Exchange, Chicago, Ill.

THE PATTERNS

3666-3569—Ladies' Costume. Waist 3666 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3569 cut in 6 sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. To make the dress for a 38-inch size will require 3¾ yards of 42-inch material. The width of the skirt at the foot is 2¼ yards. TWO separate patterns—10c FOR EACH pattern.

3688—Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require 3¼ yards of 38-inch material. Price, 10c.

3689—Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require 4½ yards of 36-inch material. Price, 10c.

3670—Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 5½ yards of 40-inch material. The width of the skirt at the foot is about 2 yards. Price, 10c.

3675—Child's Play Suit. Cut in 4 sizes: 2, 3, 4 and 5 years. A 4-year size will require 1¾ yards for the bloomers and 1¼ yards for the waist, of 27-inch material. Price, 10c.

3655—Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size will require 5¾ yards of 40-inch material. The width of the skirt at the foot is about 2½ yards. Price, 10c.

3654—Child's Dress. Cut in 4 sizes: 1, 2, 4 and 5 years. A 2-year size requires 2¾ yards of 27-inch material. Price, 10c.

3656—Ladies' House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 5 yards of 36-inch material. The width of the skirt at the foot is 2 yards. Price, 10c.

3658—A Practical Seamless Apron. 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 2½ yards of 36-inch material. Price, 10c.

3687—Girls' Apron. Cut in 4 sizes: 4, 6, 8 and 10 years. An 8-year size will require 1¾ yards of 27-inch material. Price, 10c.

3668—Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 20-year size will require 4¾ yards of 38-inch material. The width of skirt at the foot is about 1½ yards. Price, 10c.

3657—Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size will require 4½ yards of 38-inch material. The width of the skirt at the foot is 2 yards. Price, 10c.

He who gives a child a treat
Makes joy-bells ring in Heaven's street;
And he who gives a child a home
Builds palaces in Kingdom Come.

—Selected

Household Hints

There are several ways of using baked ham. One of the best is to eat it.

Honey may be used for sweetening almost anything but a traffic cop.

Spaghetti should not be cooked too long. About ten inches is right.

A cold bath will be found more pleasant if made with hot water.—Milwaukee Journal.

Prairie Breezes Aberdeen Division

A. F. Rouland.

Once more do we appear in that beautiful Magazine, and it's greetings to you all. Although this appearance is not so much the fault of the acting correspondent as it is the chief train dispatcher, Walter Amundson, for on this bright Dakota morning the writer was greeted with his cheerful "Pop o' the morning," and he denounced every typist in the building with all the ease his strength could afford, saying very firmly that while the Aberdeen Division is one of the most important ones on the railroad, it has deserted from the columns of the Magazine. Ah, but wait, it's hardly anyone's fault, for our correspondent, Harold Murphy, has been confined very strictly to his office and, because of this, a vacation was needed, so for this month we find Mr. Murphy and family touring the East on his limited vacation.

Tell me, Beulah, did you exert yourself in assisting the transportation of the snow plows to Jintown on the 14th of June? I know you extended unstrappable sympathy.

Who is that fair young lady in the Minneapolis shops accounting offices who resorts to the call of the wild, reads about Lady Hubbard, then in all her activity shouts about to her associates that a certain Napoleon II. did not make a call to see Miss Zinn?

During South Dakota's greatest race meet, which was held at Aberdeen, July 4-9, the Milwaukee employees were greeted with a few distinguished visitors, among them being Bob Stewart and Frank Newell, traveling passenger agents, of the St. Paul offices, who were assisting in the ticket offices on account of the shuttle trains operated to the fair grounds. The trains were a great success and highly commended by the Fair Association; but it is hardly believable that in the midst of all these approbations that our beloved Frank Newell attempted a hazardous theft of a sandwich from the starved mortal Bob Stewart while on duty about the hour of noon, and had it not been for the vigorous efforts of Special Agents Burke of Aberdeen and Dougherty of Minneapolis, I am afraid that Frank would still be wondering where he could get a bite.

Beulah, do you suppose that the Polar Bears now camping near Jamestown on the Midland Continental Railway, will harm us? If they come any nearer, let's go to jail.

Well, who do we have with us now? Why, that sweet Miss Ruth Shortridge, Ruth is assisting in the division master mechanic's office in the absence of Chief Clerk Harold Murphy.

Mr. Capron, commonly known as Captain (of course, with much more stress when he is aboard

his launch at Lake Whyllé!), is spending his vacation in Denver.

Earl Coyne, assistant to the roundhouse foreman, is having considerable ill-luck since his sisters have departed. Earl doesn't speak so well of trouncing his feet against the rails and asking for a menu. Earl, we rather agree with you; but still, haven't you the advantage of us?

Why Mr. Kearns, is it true that your brother is the Duke of Catalina Islands?

Raymond Hoefs, chief timekeeper, spent several days in Huron last week attending a wedding party.

Miss Ida Clements, comptometer operator in the superintendent's office, has returned from a two weeks' vacation on the Coast.

Miss Lillian Patton and Miss Eva Ross, of the storekeeper's department, are spending their vacations at the lakes in Minnesota.

Ray Dodds, chief train dispatcher at Aberdeen, is spending his vacation at Big Stone Lake.

Paul McCarthy, who has just returned from attending school in St. Louis, has accepted a position in the superintendent's office. We are all glad to see you with us, Paul.

Oscar E. Erickson, more commonly known to employes in the building several years ago as "Ike," paid us a visit during the race meet at Aberdeen. "Ike" used to have a few race horses, but the darned old things ran away from him.

Jimmie Kennon, train dispatcher, likes to see the Aberdeen Booster play ball, but Jimmie doesn't finish until 4 o'clock and doesn't feel that admission is cozy enough. Tell you what, Jimmie, do like Don Owens and I do—go at 5:15 p. m. and see the last half of the ninth free.

Among the visitors to the division freight offices recently were Agents Guernsey of Faulkton and Spencer of Hillview. Glad to have you. Call again.

Fred Drellar, ticket clerk, was called to Mitchell on account of the serious illness of his wife. Reports are that she is recovering nicely.

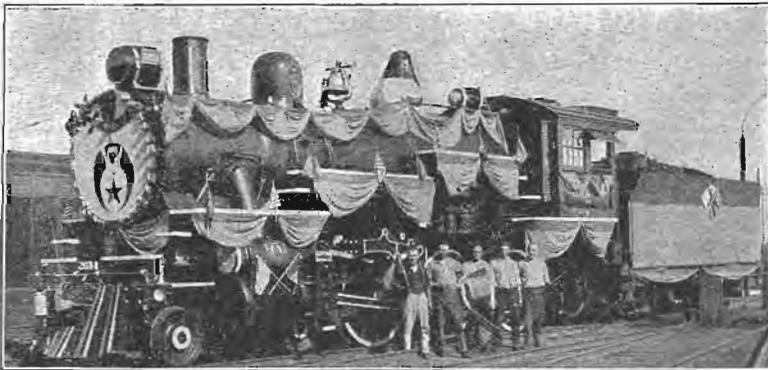
Who said that Leo Lutgreen and Charles Wales are not baseball fans? Well, they are—enough to cop the pool in the American and National Association.

Incidents do happen. Wonder why they pick on Frank Faeth's bank?

Miss Link—yes, it's Verna—does certainly play us in her discards.

Miss Ruth McCarthy of the legal department is spending a few weeks at Big Stone Lake. You can have suckers, Ruth (not all-day candy suckers), but leave the dogfish alone. You remember the story about that sweet little girl, Clara Zinn and her dogfish. Well, it did bite.

Beulah, fare-thee-well—until plows and boys come home.



Ready for the Shriners' Special

The Iowa division was a busy division during the Shrine Session, at least as far as passenger business was concerned. All of the available passenger men were used to handle the numerous trains which came to the division and were delivered to the Des Moines division at Madrid and Herndon. Two G engines were decorated for the handling of trains. Here is a picture of the engine which was decorated at Perry by Roundhouse Foreman G. M. Able, assisted by Otto Pohl, George Fénner, Frank Hoes, Arthur Yates and Painter Fred L. Cooper. The artistic painting

was the work of Mr. Cooper and brought forth many words of praise. The engine which was decorated at Atkins was brought to Perry and the two were taken to the passenger station one evening for display. About half the population of Perry was down to inspect them, having been attracted by the siren whistles, which were kept in use for some time. The Atkins engine was used on the Imperial Potentate's Special, which moved via the Milwaukee from Tacoma to Des Moines and brought forth many words of praise on its arrival at Des Moines.

No Money Down

The Genuine GOLD MEDAL Electric Washing Machine on

4 Weeks Trial

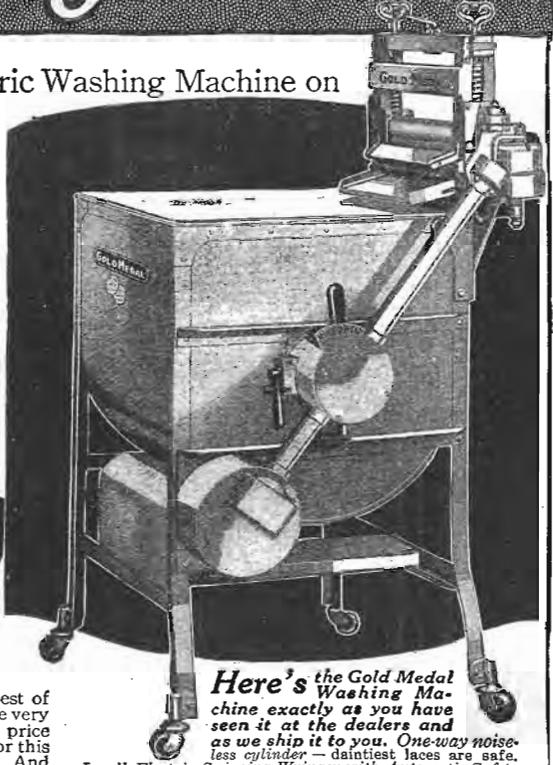
Sensational offer—send coupon for free catalog. The world's best machine—the winner of the Gold Medal at the Panama-Pacific Exposition in 1915—sent direct to your home for four weeks of washing *without a penny down!* Convince yourself *first!* No risk to you. Not a penny of cost—not even freight charges—if not satisfied. And:— for a limited time, on a special factory output, only

\$99⁵⁰!

Yes, \$99.50 net—the genuine Gold Medal machine—the best of all machines, washes as well as any make at any price—the very best. The factory price direct to you—less than the price dealers have been paying and are paying right today for this same machine, for this exact, identical 1921 model. And besides—*special easy monthly terms—as low as*

\$4⁰⁰ a Month!

Easy terms depending upon amount of first payment—but no money in advance—four weeks' trial first—then, if satisfied, a year to pay!



Here's the Gold Medal Washing Machine exactly as you have seen it at the dealers and as we ship it to you. One-way noiseless cylinder—daintiest laces are safe.

Lovell Electric Swinging Wringer with Automatic Safety Release, recognized the best wringer made. DOMESTIC ball-bearing motor, known as best for washers. Automatic oiling. All moving parts enclosed—no danger to children. Celebrated Armaco Rust-Resisting Iron (used throughout) is proof against any kind of water, soap and alkalis. A good sized family washing finished in about 1½ hours at a cost of only 2½ cents for electricity. Can be run from any electric light socket or from a farm lighting plant. Every Gold Medal machine shipped on this offer is sold on a

10-Year Guarantee This written guarantee sent with every machine. Longest and most sweeping absolute guarantee ever given on a washing machine. Sample copy sent with catalog.

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1921 Model Gold Medal Washing Machines were offered to us by the manufacturer (who was overstocked) at the factory cost for quick sale. We guarantee that these machines were formerly priced by the factory, to sell at \$150.00 up. But on this factory output offer, only \$99.50 direct to you—the equal in value of other machines at huge prices—\$150.00 and up. And on 4 weeks free trial and easy terms.

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Madam: It is time to get through with THE DRUDGERY OF THE WASH-BOARD which has killed more women than war has killed men. Surely the family can save enough for the small monthly payment to keep the mother well and happy. Send this coupon for free catalog now!

Special Commendation

The following named employes have received special commendation for meritorious services in the conduct of their duties:

Prairie du Chien Division Passenger Brakeman George Ballard for special interest in giving good service to passengers and going to the boat docks in uniform when boats are coming in from Michigan and announcing to passengers intending to take the Milwaukee Road that he was prepared and glad to give all necessary information concerning trains, etc. Mr. Ballard has been successful in securing many passengers in this way, which indicates that when a man makes up his mind to go after something, he can succeed.

Illinois Division Operator H. C. Eldred, Fox River Tower, for discovery of a fire and prompt action on his part, preventing considerable damage to the Tower.

Iowa Division Brakeman Shannon Randolph, on extra west, 8615, May 27, through vigilance while looking over his train when stop was made at Browns, discovered broken wheel under C&A 42829, averting a probable derailment.

On July 9, shortly after train No. 63 arrived at Milbank, S. D., Carman Dan Courtight passed through the yard and along this train and in so doing found SRL 10708 with one wheel cracked. The wheel had inside and outside plates cracked, with eleven breaks extending out toward the tread and through same. One of the breaks had daylight opening one-eighth of an inch across the tread. Inasmuch as it is not the duty of carmen at Milbank to inspect trains, as their work assigned to them does not cover this, it shows Mr. Courtight's watchfulness and indicates he is trying to work for the company's interest by doing anything he can to prevent accidents, going out of his regular line of work to do so.

On June 30, while Illinois Division extra 8243, east, was passing train No. 50 at Spaulding, Fireman George Zell, on train No. 50, noticed a broken truck frame under a car in the extra and signaled the trainmen, who brought the train to a stop, when it was discovered that the truck was in bad shape, and there is no question but that Mr. Zell saved a serious derailment.

J. Esner, agent, Hale, Iowa, for discovery of dragging brake beam on train extra 8611, west, while passing train on a gas car. He stopped the train and beams were removed. He also found several crossing planks torn up east of Oxford Junction and made prompt report of same.

Car Inspector William Lee of the Perry force, while walking through the yard on his way home, June 29, discovered half of a car roof which had been blown onto the westbound track, between the depot and wye. He called the attention of the dispatcher to it, and the section men were called to remove the obstruction.

Bridgeman William Farrell for special activities and good success in securing freight and passenger business on post-card solicitation.

Harry J. McVay, news agent of Van Noy Inter-State company, found a purse on floor of coach in train No. 101, arriving in Minneapolis June 25. The purse contained \$1,030, and Mr. McVay immediately turned the same, with contents intact, over to Conductor Buekner, who in turn passed it along to Ticket Agent McMillen, and through Conductor Thomas Fitzgerald and City Ticket Agent Bowman, St. Paul, the owner, George A. Peterson, secretary for the Retail Grocers' Association, was found. Mr. Peterson expressed much satisfaction at the prompt return of his property and this company has undoubtedly found a permanent friend and patron through the prompt and effective efforts of Mr. McVay and Milwaukee employes in finding the owner and returning the property.

I. & D. Division Operator C. B. Pfahler, Postville, Iowa, for discovery of brake rigging down on train No. 8 as it was leaving the station, July 5. The dispatcher was notified and the defect was remedied when train stopped at Monona.

Ed. J. Kubicek, treasurer's office, Chicago, for one and one-half round trip tickets and one

lower berth, Seattle and return, and Herbert Smith, of G. E. Simpson's office for round-trip ticket Chicago and White Sulphur Springs, Montana, also lower berth, both directions.

Olympic Division Brakeman S. M. Liddane for special effort in securing passengers from Port Angeles to Chicago. Party had intended traveling via Canadian Pacific and Soo Line, but Brakeman Liddane asked him to patronize the Milwaukee. He also notified Superintendent Sawyer of the prospective movement of the family of this passenger, in order that a representative of the passenger department might get in touch with the situation and secure the business. This indicates commendable interest in the drive for business on the part of employes not directly connected with the traffic department.

Dubuque Division Brakeman George Mahood found a purse containing a large sum of money on Dubuque No. 4, July 1, belonging to Mrs. Margaret Felton of Columbia college, Dubuque, who received her property back safely the day following its loss.

Car Lighting Engineer C. R. Gilman writes as follows to Trainmaster F. H. Allard: "This is to advise you that Baggage men Falk, Anderson and O'Donnell were on the job continuously while the Shriners' special trains were being cared for at Des Moines, June 13, 14, 15 and 16, and rendered me most valuable service in operating the dynamos as well as in helping to do any other work that was necessary."

Section Foreman A. Murphy, Luton, Iowa, noticed bad order car in extra west, July 19th. Immediately stopped train and car loaded with hogs was found with sand board down. Car was set out.

Section Foreman George E. Parker, Shannon, Ill., noticed smoke as No. 8206 was approaching and gave signal to the train, which stopped and brakes were found set, with eight wheels nearly red hot.

Letter of Appreciation

The following letter was addressed to General Superintendent J. H. Foster and is but one of many expressions of appreciation from grateful passengers, of the "old Milwaukee spirit."

"Dear Sir:—

"Please permit me to express to you my appreciation of the courtesy and kindness of the conductor on the Olympian reaching Minneapolis July 7, at 10 P. M., also of the sleeping car conductor on the same train.

"I was hastening from Seattle to the bedside of my sick mother, and they both did all they could to enable me to make connections in the Twin Cities that night, for Moline. Their efforts were unavailing, but I appreciate them nevertheless.

"ELLA J. CAUGHEY,

(Signed) "1616 Ninth Avenue, Moline, Ill."

W. K. Norris, president of the McQuay-Norris company of St. Louis, with his wife, were passengers on our Olympian train from Seattle to Chicago, in May, and in writing his appreciation and thanks to City Passenger Agent J. F. Bahl, Seattle, for courtesies rendered him, Mr. Norris concludes: "I cannot close this letter without giving Mr. Olsen, steward of the diner, a word of praise. He certainly gave us most excellent service at all times in the diner and the food was considerably above the average found on diners. Taking the home trip all in all, it was one of the most pleasant trips that we have experienced in our many travels."

The Imperial Potentate's Special

At the late Imperial Council of the Nobles of the Mystic Shrine, held at Des Moines, the Imperial Potentate and party traveled by special train on this railroad from Tacoma, Washington, to Des Moines, and the following letter to Vice President H. B. Earling, expresses the pleasure

and gratification which they received from Milwaukee employees, and with the splendid equipment furnished the Shriners.

"Tacoma, Wash., June 16, 1921.

"Mr. H. B. Earling,
Vice President, C.M.&St.P. Railway,
Seattle, Washington.

"My Dear Mr. Earling:—

"Again I am indebted to you and your railroad for the wonderful special train to the Imperial Council. The fact that every time the Milwaukee Railway has furnished an Imperial train it has been the best that has pulled into the Mecca of the Shrine, does not deter me from writing to you now, on the eve of my retirement, to thank you for this train which brought me to Des Moines.

"You know, of course, that it is the finest train that ever crossed the continent but perhaps you do not know that all the employees seemed to vie with each other in efficiency and courtesy towards the passengers, and I wish to thank them through you for the many courtesies and favors I have received at their hands, not only on this excursion but also throughout this whole year.

"I want to particularly mention Mr. A. P. Chapman and Mr. F. A. Valentine, whose untiring efforts and personal as well as official attention have been a great comfort and assistance to me this year, and this last excursion certainly is a climax in railroad efficiency and service.

"Thanking them and you, beg to remain,

"Yours very truly,

(Signed)

"E. L. GARRETTSON,
"Imperial Potentate."

"Courtesy, Consideration and Efficiency"

The letter below, addressed to General Passenger Agent George B. Haynes, is a fine testimonial to Milwaukee service:

"July 7, 1921.

"Mr. Geo. B. Haynes
General Passenger Agt.

"Dear Mr. Haynes:

"It has been our good fortune to have had the adage 'Consistency Thou Art a Jewell' exemplified.

"We travelled via: C.M.&St.P. to Minneapolis to attend our National Convention.

"Courtesy, consideration, efficiency, and a desire to please were the prime factors met with on the entire trip.

"It is with the keenest pleasure that I, on behalf of the Michigan Delegation, say 'Thank You,' and I would be doing an injustice if I did not commend two of your men for the interest taken in our behalf, which action on their part resulted in a most favorable impression of the company they represent.

"I have particular reference to your Mr. G. L. Crosby of Detroit and your Mr. McMillan of Minneapolis. Their efforts were of that kind that linger and become a part of that memory of pleasant things worth while, and that go a long way toward really making life worth while.

"You may rest assured that wherever and whenever it is possible to travel via: C.M.&St.P., we shall endeavor to reciprocate by giving it our patronage.

"With very best wishes for the continued success of the C.M.&St.P., I beg to remain

"Cordially yours,

"A. J. MOELLER,

"General Manager Michigan Motion
Picture Exhibitors' Association.

Resolutions of Appreciation

General Agent J. G. Love, Milwaukee, received the following advices of resolutions passed by Milwaukee Association of Commerce, at the conclusion of the trade trip which the Association made over our line recently, indicating how well pleased they were with the service and accommodations afforded by the company and its representatives:

"Milwaukee, June 13, 1921.

"J. G. Love, General Agent,

"Dear Mr. Love:—

"At a meeting of the participants of the 1921 Trade Trip of this Association the last evening of the trip, Friday, June 10, resolutions were adopted, expressing the highest appreciation for

Every
Man
Wants
Comfort



That's
Why
Many
Thousands Wear

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RUBBERLESS SUSPENDERS

Always elastic—Phosphor Bronze, Rustless Springs give the stretch. No rubber to rot and wear out. Slip-loop back gives easy action. Once adjusted, always right.

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Suspenders 75c Corset "Sew-Ons" per pr. 50c
Men's Garters...50c Hose Supporters, all sizes 25c

Ask Your Dealer. If he hasn't them, send direct, giving dealer's name. Insist on Nu-Way or Excello. Look for Guarantee Label attached to buckle.

Nu-Way Stretch Suspender Co., Mfrs., Adrian, Mich.

Mr. Car-Owner



Save Money! Buy Dependable Double Tread Tires. Guaranteed for **6,000 Miles Service**

Dependable tires are constructed of the highest grade material and hardly ever blow out. Order today at these low prices.

Size	Tires	Tubes
30x3	\$5.50	\$1.60
30x3 1/2	6.50	1.75
31x3 1/2	6.75	1.85
32x3 1/2	7.00	2.00
31x4	8.00	2.25
32x4	8.25	2.40
33x4	8.50	2.50
34x4	8.75	2.60
34x4 1/2	10.00	3.00
35x4 1/2	11.00	3.15
36x4 1/2	11.50	3.40
37x5	12.75	3.75

You'll reorder like thousands of others—because these guaranteed tires "make good" every where—everytime.

Dependable tires are only guaranteed for 6,000 miles, but it is not unusual for them to give 8,000 to 10,000 miles service.

Send \$2 deposit for each tire ordered, balance C. O. D. subject to examination.

State whether S. S. or Clincher, plain or non-skid. Send full amount and save 5% discount. Order NOW.

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the splendid equipment and train service furnished by the Milwaukee Road for this trip, citing particularly the uniform courtesy of the train personnel and excellency of the meals and dining car service, and the maintenance of schedules, and particularly appreciation of your able assistance in the direction of the trip.

"I am performing a most pleasing duty in transmitting this expression to you in behalf of the participants and add to them my personal thanks and those of the committee actively in charge.

"Very truly yours,
"CHALMER B. TRAVER,
"Secretary."

Idaho Division, Superintendent's Office

Spokane, Wash., June 13, 1921.

Friend Bill:

I got home late last night and my wife gave me "Fitz."

You see I was out "Girling."
She boxed my ear and now it "Burns."
My nerves are all "Shook" up and I feel kind of "Moody."

I'd as soon have the bunch, "Hays" me and be rolled in a barrel filled with "Roaches" down a "Hill."

I told her a fellow ought to have some fun after "Sleavin" all day at the office, but she said if I did it again she would "Shear" off my wool with a garden spade.

So I'm through—yes, "All-done."
As ever,

Dick.

Ticket Auditor's Office

Speed

August Rhode is recuperating after having been confined to bed for several weeks. A speedy recovery, Gus.

Robert Chessman has just returned from a month's furlough at the suggestion of the family doctor. Hope the rest proved worthy, Bob.

A. Dryer is taking to handball playing and can be seen at the courts regularly, excepting for a few days while confined to his home due to ankle trouble. I thought they used their hands at that game, Art?

If Lyman Grall continues to get his picture in the paper, commending him for his baseball twirling, the White Sox may be scouting for him. I hope someone does not worry, as they give him a chance to come around when they are in Chicago.

Miss Ruth Veitch returned from her vacation spent on the farm in Michigan and is looking good.

Sylvia Pelligrini has returned from Michigan after a week's vacation on the farm, stating several times that if he went up there again he would not come back alone. Why do they keep us guessing?

We have noticed that since Evelyn Collignon has returned from her vacation she has been coming to work on a southbound car, whereas heretofore she had only a few blocks to walk. I have a slight hunch, but—why don't you tell us, Evelyn, if you have taken another name?

Arthur Freitag has taken for a life partner Miss Ewarda Benson. Our congratulations, Mr. and Mrs. A. Freitag.

Miss Mary Ethel Benson, who left us rather suddenly and gave no reason therefore, secretly stepped into the matrimonial ranks on Tuesday, June 21, annexing the name of William Gatz. Sorry you did not inform us upon your departure, Mary Ethel. Our congratulations.

My, how they are leaving the single ranks and joining the matrimonial ranks. Miss Elsie Schroeder has taken for a life partner James Nolan, dating from July 2. Congratulations.

Dubuque Shops "Jingles"

"Oosie"

Lewis Howell went a-fishing;
What do you s'pose that Lewis caught?
Lots and lots of bites from 'squitoes—
That was all that Lewis got!

The train came in one afternoon
(Same as it always does),

But it seemed to whistle louder,
And I'll tell you why it was;

It brought to us two grand young men
From Kansas City way—

They are A-1, we like 'em fine
And hope that they will stay.
First entered James S. Tigerman
(Shop accountant, don't yer know),
His name might make you think he's wild—
But 'taint so, b'gosh, 'taint so!
And Payroll Maker Henry Prior—
We like you awful well—
But the poor little girl you left behind,
She misses you, like—everything.

Olive made herself a dress,
It makes her look so thin;
You'd think that she had "fell" into
A soda cracker bin!

The reduction took 'em from us,
We miss 'em like the deuce
And could shed an awful lot of tears—
But, heck, what is the use?

There wuz Margie, my inspiration,
She wuz taken from my side;
No longer can I sing the song
To which the trotters glide.

There's "Bobby" Stockwell, he has gone;
And "Johnny" Gorman, too;
And Katherine, Eve and Billy—
Now wouldn't that make you blue?

Also Agnes and Myrtle,
And Gertrude, last of all;
Makes us doggone lonesome—
We don't like it, not a-tall.

How-dee-do, Miss Fanny,
You're welcome to our bunch,
Jes' know we're goin' to like you—
Terrible, powerful much.

Miss Flanigan came to us just for a while;
Now we surely do miss that beautiful smile.

Hen Picnic—Big Success!

We gave a picnic at the Park
(The girls from Dubuque Shops);
Twenty-nine at the table sat
And ate till they had to stop.
We rode upon the coaster,
We danced in the dance hall;
'Twas just an "old hen" picnic—
And the boys weren't missed at all!

Our friend, Cletus Reilly, is home from school;
Taking it easy—well, I guess nifty.
We're betting real strong this plucky lad
Won't stop till he reaches the top.

Vacations this year to some of us clerks
Is what mealtime meant to a "coon."
For he said, "De 12 o'clock whistle to
mos' folks is EAT,
But to me it means only jus' noon."

Our Eddie took a nice long trip—
'Twas a mighty fine one too;
New York, Jersey City and Boston,
And I'd like to know just who
Wouldn't like to've been Mr. Eddie,
For he was treated fine,
Guest of a millionaire "buddy,"
And days when they used to dine
On hard tack, beans and gas masks
Were gone over just once more—
They live only now in memory,
But will last forevermore.

Buck Kolbe got a brand new car
(He thinks it's mighty nice!),
Looks like somethin' that might've been
Thrown in with a set of dice!

Jingle, Jingle, with this stuff—
Guess I've given quite enuff!

Signal Department "Wig-Wags"—Lines West

F. F. Seeburger

In the last few issues we have attempted to cover, under the head of "Timely Topics," points that some mainfainer has found to be helpful either in reducing work or cause for trouble. The article on high tension fuses was contributed by J. O'Dore, that on joints by F. C. Milns, and that on switch instruments by L. E. Weaver. This month we will pass along for the benefit of

On the Steel Trail

Iowa Division (East) and Colmar Line

J. T. Raymond

Agent W. E. Owen of Long Grove was away on a vacation accompanied by his wife, motoring to Denver, Colo., and other western points. Gerald House acted as relief agent.

Agent J. N. Swords of Wyoming took a thirty days' leave of absence. L. H. Baker acted as relief agent.

George Le Guire, who has been working at Savannah roundhouse past three years, has resumed work as an engineer on the road.

Operator and Mrs. A. J. Campbell motored to Chicago July 4th with several other auto loads of friends and spent several days seeing the sights of the windy city.

New L-2 engines are supplanting L-3 engines on Iowa Division.

While Agent Henry Seeger of Morley was autoing home Sunday evening, July 3rd, he ran off a twelve foot embankment and was quite badly bruised up. He was alone. It is reported that the road was being improved at this point and condition of road was poor. Frank Morton is acting agent until Henry returns, which is expected soon.

Superintendent and Mrs. Newman H. Fuller and daughter passed through Marion eastward on No. 20 bound for Canada to visit Mr. Fuller's relatives and later returned on No. 19. Mr. Fuller began his railway career on the Iowa Division as a brakeman, going to the coast extension with Superintendent Marshall during the construction period, and has succeeded in winning his way to a superintendency on the Coast Line at Moberg.

Iowa Division handled a number of Shrine Specials to and from Des Moines with fine satisfaction to all concerned. Division officials received letters of hearty commendation from general officials for good work done in connection with these movements.

Yard Conductor Jack J. Timson of Atkins Yard has been off several days on account of illness. Jack is figuring on an operation at the Iowa City hospital soon as he can get accommodations there.

Roundhouse Foreman J. R. Slater of Savannah was a very welcome visitor at the Marion office June 21st.

Conductor C. R. Cornelius laying off account an extended vacation, Conductor P. Pazour relieving.

Conductor F. E. Pike was laying off few days account hot weather, Conductor Buckley relieving.

Conductor C. N. Dow laying off indefinitely, Conductor Tolbert relieving.

Train Baggage man K. T. Kendall laying off sick J. G. Larkin relieving.

Passenger Brakeman Andy Carmichael received an injury to his hand while en route from Farley to Monticello on a speeder and it is possible one finger may have to be amputated. Understand he attempted to take hold of brake handle and got his fingers in the cog wheels.

Passenger Brakeman W. R. PoMard laying off for one month or more.

J. A. Swan has been appointed, Signal Maintainer at Green Island in place of E. L. Pauli transferred.

Train Dispatcher Curtis Marchant and wife of Perry spent a goodly share of their vacation visiting with their parents who reside at Marion.

Passenger Brakeman W. R. Johnson was united in marriage to Miss Kiel at Lost Nation on July 12th. They will reside in Marion. The Magazine extends congratulations.

River Division Homebrew

"Jerry-on-the-Job"

Old Man News was black-jacked, sand-bagged and buried, or else he departed for parts unknown last month because there certainly isn't much news on the River Division this month. Everybody's gone or going on a vacation trip so you have it all in a nut shell. Even Cupid and the stork took a rest.

Margaret Eddy of the accounting office is spending her vacation on a motor trip through Canada. There has been much speculation as to the date

of Margaret's marriage, and I have had several inquiries, but so far she has refused to tell me when she will stroll down the aisle with Jack to the tune of that old battle hymn of the republic.

Operator W. J. Martin has been commended for discovering two chains dragging under an oil tank car while a train was passing Lake City. He promptly had the train stopped thus averting a possible serious accident.

Agent Parker down at Rosemount recently requested screens for the station, saying that grasshoppers and frogs jump through the window and drive the operators out of the office. The heat must have been terrible down at Rosemount lately, or else they've been feeding 'em raw meat.

Passenger Conductor Harry Dodds is the "Beau Brummel" of the River Division. He has dolled himself up in a new outfit 'n' everything, and right before the reduction in wages, too.

E. L. Feddern has been promoted to agent at Red Cedar succeeding H. J. Holland.

Ruth Thomson of the accounting office says that a column devoted to "Advice to the Lovelorn" would fill a much needed want on this division, and has suggested that we reserve a portion of our space for this. She has also volunteered to act as advisor. She has had a great deal of experience in this line of work, especially around Blooming Prairie, and her advice should be of great benefit. Anyone desiring to avail themselves of this service should address Miss Thomson direct.

Prairie Du Chien Division Notes

"Jack"

OLDEST FIREMAN ON P. D. C. DIVISION

On March 1, 1842, in London, England, Charles A. Brown was born of an English father and an Irish mother. Shortly after his birth his parents moved to his father's estate near Belfast, Ireland. Early in his teens he was seized with the love of adventure and ran away to sea, becoming a cabin boy. His travels brought him to Canada at the age of eighteen.

A year later, 1861, his career as a railroader began as brakeman on the old Intercolonial R. R. working out of Quebec. For seventeen years he continued with this road in various capacities. Learning of the possibilities in the U. S. A. he turned his steps toward Chicago, arriving January 4, 1878. Here he worked as switchman for four years. In 1882 he entered the service of the C. M. & St. P. R. R. at Winneconne as extra brakeman and his work carried him over various divisions. A year later, he was transferred to the Prairie du Chien Division where he served in same capacity until 1887. In a wreck at Stoughton he had the misfortune to injure his hand. He was transferred upon recovery to a position as fireman on a switch engine in switching service in the Madison Yards where he may be seen daily performing his duties with the same spirit of faithfulness that has prevailed with him in past years. Mr. Brown has the honor of being the oldest fireman in service on the Prairie du Chien Division, if not the entire System. He is still very active, and from his youthful appearance it would seem he would rival his father who reached the age of 96 years and his mother who lived to be 103 years.

Lost, strayed or stolen, a dinner bucket. Finder please return to Thomas McDermott, foreman East Madison freight platform.

Myron Brown, warehouse man, East Madison, is taking a course in zoology at the Vilas Park zoo.

Margaret Crandall, clerk in superintendent's office, won first prize in a swimming contest on Lake Mendota. We don't want to detract from her glory, but really we think that loud bathing suit had something to do with it.

William Blau, engineer LaCrosse Division, well known to the bowling fans, has been seen quite regularly at the baseball games.

Frances Damm, bill clerk, Madison freight office, is on a two weeks' leave of absence. Be sure and write him every day, Frances, because we know he'll be lonesome.

Zoney Stormer, switchman Madison yard, has been seen wandering in the vicinity of the Velie Sales Room. Understand, he has his eye on a new Velie.

Chauncy Corcoran, switchman Madison yard, has returned to work after attending the Dempsey-Carpentier fight.

Now that Dempsey has licked Carpentier, Tim Crimmins, boilermaker Madison roundhouse, is getting his nightly rest again. All he is looking for now is the fellow that signs himself "T. B."

We hereby add one more name to that list of automobile fanatics. William Fagg, freight agent, has acquired a Hollier car and we understand that petition has been made to the Common Council to have all telephone poles and trees removed in the vicinity of his home so he can turn his car around.

Margaret Crandall, clerk superintendent's office and champion swimmer, left July 15th for Utica, N. Y., to visit her mother. While in the east she expects to take part in several swimming contests at New York, Boston and Philadelphia.

A pretty wedding took place Tuesday, August 2nd, at St. Patrick's Church when Garce Lyons, abstract clerk, Madison freight office, became the bride of E. J. Warnecke of Madison. The couple were attended by Frances Damm as bridesmaid and Leo Harrington as best man. After a wedding trip to Northern Wisconsin by auto they will be at home to their friends at 922 Erin Street. Heartiest congratulations are extended.

Lytton Building Secrets
Hodge Podge

The Milwaukee Action club of the auditor of expenditure's office, which consists of bureau heads, assistants and traveling accountants, held their regular monthly meeting at the Sheridan-Plaza hotel, Monday evening, June 27th, and as usual it proved one grand success. There wasn't any business transacted at this meeting as the evening was set aside for entertainment only. After a very elaborate dinner the social program took place. A very pretty Egyptian dance was given by a little dancer which was enjoyed by all. At eight o'clock dancing commenced. Tho the temperature was very high, the spirit of fun ran to even greater heights and "Old Man Humidity" was forgotten amid the gay scene of dancing and merriment. Several new members were initiated which helped considerably toward entertainment. On account of the hot weather the Action club meetings will be postponed until sometime in September when the usual business meetings will again take place.

There is nothing much to report in connection with our purchase bureau, only that Miss Opal Carr is still on the job trying to locate duplicate payments and we have been advised by Mr. Saup that the corn out at Shermerville is coming up fine and that he is going into the chicken (feathered ones) business. Good luck to you Mike.

Miss Lucille Morton, formerly of the purchase bureau, is going to step off to be married to Mr. Arne Rovelstad and will reside at Oakland, Cal. with the rest of the movie stars.

Miss Magdalene Tynan is also pegging away at entries and has to call Mr. Brown of the purchasing department a number of times to get things straightened out, but we do not know if all these calls refer to entries or otherwise. How about it, Brown?

We are also glad to hear that William Ryan will be back with the bunch in the purchase bureau soon.

The poor little fish up around Minocqua, Wis. had better run and hide for Bill Gutfahr is headed that way with a very large assortment of the most modern fishing tackle.

Mr. Netwig, handsome Bill, is convalescent at present, recovering from an operation. We miss you Bill and wish you a speedy return to work. Miss Kal McGuire and Mrs. Esther Jacobson are both enthusiastic about New York. Don't tell the rest but we'll tell you they spent their vacations there.

What's the name of the new toilet water Ray? The girls are just dying to know.

Miss Kennedy is vacationing in Seattle at present. Wonder who she will see out there.

The auditor of expenditure's office has a new member now. The tall and handsome Mr. Peterson, formerly in the comptroller's office.

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The fine brilliant Diamond is set in solid White Gold. No. 432 is a big bargain at **\$50 \$5 a Month**
Mounting is solid 14-k Green Gold, pierced. Also this ring and other styles at \$75, \$100, \$150 and up. See Catalog.

Cheapest Way to Go

to work, to school, or for fun and recreation is on a **Ranger Bicycle.** Choice of 44 Styles, colors and sizes. Save \$10 to \$25 on Direct From-the-Factory shipment. **30 Days Free Trial**, shipped on approval. We pay the express both ways if not accepted.

12 Months to Pay on Installments if desired. Saved time and cartage easily meets the small monthly payments.

Tires Cars equipment—half usual retail prices. **Mead Cycle Company** Dept. F247 Chicago



Write for big, illustrated free Ranger Catalog. Prices and Payment Terms.

Mr. Snellgrove where are you going on your vacation? Honeymooning, eh?

Born on July 7, to Mr. and Mrs. J. M. Nelson of Libertyville, Ill., an 8 pound son (the fourth one by the way.) Reports mother and son doing nicely. The fuel bureau presented John with a blanket for the baby buggy.

Colorado Springs had the honor of having Miss Lindahl and Miss Luetge spend their vacations there. Miss Lindahl nearly got an undesirable bath as she was there during the flood.

Hubert Severs is no longer in our midst as Le has been transferred to the statistical department and has been succeeded by Phillip Polloch. Good luck to both.

The Fifty-Fifty Girls' (payroll department club) were entertained by Miss Dorothy Achard at her home in Roselle, Ill., for the week-end. We wonder why Mae McCulloch insisted on turning out the lights. Evidently thought it was Wednesday night.

Red noses are getting to be an every-day occurrence in the payroll bureau. Now don't get excited as this is only caused by the sun at the bathing beaches.

N. H. Boardman of this department has been giving the passenger traffic department some good live tips that meant business. Keep it up, Boardman.

J. W. Severs assumed his new duties as assistant auditor of expenditure June 26. The bureau heads presented Mr. Severs with two very beautiful bouquets of American beauties, which he discovered upon his desk when he arrived at the office. Mr. Severs made a very pleasing speech to the heads of the departments which was very well received.

T. I. Walsh, formerly asst. auditor of expenditure assumed his new duties as special accountant reporting direct to Comptroller Wilson upon June 16. He was presented with a magnificent diamond ring from the employees of this office and made a very gracious speech in reply.

Mr. and Mrs. O. P. Barry accompanied by Mr. and Mrs. Kruckstein attended the regular yearly meeting of the American Railway Accounting Officers association which was held in Atlantic City the early part of June. Mr. Barry reports having a very fine time visiting the cities of New York, Washington, Philadelphia, Buffalo and Niagara Falls prior to returning home.

Miss Elsie Moss of the fuel bureau spent her vacation at Belding, Mich. Dame Rumor is saying a lot of things which the lady does not deny.

News Items from the Northern Division

Hazel E. Whitty

Variety is the spice of life. If you don't believe it ask Walter Schwaust of Richfield. On July 4, his wife was badly bitten by a dog and was being taken to the doctor when the little son was run down by an automobile and badly shaken up and bruised. They are all better at this writing and will surely have reasons to remember this sane Fourth.

Rate Clerk Ziegenhagen of Oshkosh, was married June 14, and went for his honeymoon up on the Valley Division somewhere.

Don Wilson, to satisfy the curiosity of many of us, tell us who the little girl at Iron Ridge is?

Will Paul Parent also tell us why he goes to Ellis Jct. to fish when there is such good fishing to be had at Milwaukee.

Brakeman Powell made an heroic rescue on June 29. A lady known to us all got on the wrong train. She was bound for Horicon and got on No. 6. This shows the brakemen are always on the job.

Fred Castle is spending his vacation at Duluth. It is rumored he had some trouble with his trains.

"Coming events cast their shadow before." I'll say they do for there was such a shadow fell on the doorway that I thought there was an eclipse of the sun but it was only Pat Reagan coming in to say "Howdy." Pat has not been with us since November 4, 1920.

Phillip Lamp has been wearing the smile that won't come off, the reason being a fine boy born June 30. Phillip is heavy on the treats just now.

Will Strange, why will you persist in over-eating and especially such delicacies as cucumbers. You know they always make you sick.

Ye scribe has had some siege of first aid work the past month. First of all Joe Privat let an iron rod fall on his hand; Next, R. Whitty,

to cool off opened a window that had not been raised since the year 1, and while fastening it this time let it fall and catch two fingers of his right hand. Third: One of the section men was overcome by the heat, and had to be taken to his home.

There were 97 cars iced at Horicon during the month of June.

Conductor Watson's brother, Corporal Roy Watson, one of the heroes who died in Flanders fields, was brought home from over there and buried with military honors at Fond du Lac.

B. Sioff has been appointed agent at Rush Lake. Leave it to Benny.

Mrs. L. Moe and daughter Eleanor are enjoying a splendid vacation at Park Falls, Idaho. They took a trip down the St. Joe river and it proved to be so cold that they were unable to go down to sit on the deck, but were forced to seek the warmth of their cabin. They will visit at Seattle before their return.

E. S. Pooler, tie agent, and party from University made an inspection of the test track at Hartford, Wis., on June 29. With the inspection party were R. D. Miller, trainmaster, and Mr. Armstrong, roadmaster, Mr. A. Otte, section foreman, Hartford and eight other officials of different tie treating plants and railroads. This test track was installed in the year 1911 and is for the purpose of testing the life and wear of hard and soft wood ties both treated and untreated. It has been found that treated maple ties will give from 20 to 32 years service while untreated maple ties will only give an average of 6 years service. Treated oak ties will give from 18 to 22 years of service while untreated oak ties will average 10 years.

While the party was at Hartford, Mr. Armstrong demonstrated his new disc weeding machine which he has patented this season and it is giving good service and is surely a great time saver, cutting about a mile on both sides in 30 minutes whereas it would take a man one whole day to cut a mile on one side and this could not be done if the weeds were very thick.

A quiet wedding took place at Berlin on Tuesday morning at 7 o'clock, June 21, when Miss Dorothy Fortnum became the bride of George C. Heilman, only son of Mr. and Mrs. G. Heilman, agent at Berlin. The young couple left by car during the morning for Ripon and took the train for Merrill and other northern parts. Upon their return they will reside in Berlin. The groom is one of our own Milwaukee family. He was in service in the World war, entering the SATC at Milwaukee and later being transferred to Camp Sheridan and then to Camp Grant. He is at present employed in the C. M. & St. P. R. Ry office at Berlin. The Northern Division employees extend heartiest congratulations.

Fred Shilke and family of Stoughton, Wis. spent the 4th. with Horicon relatives. Fred was cashier at Horicon previous to his promotion.

Bill Yerk says, "A friend is one who knows all about you and loves you just the same."

Mr. Armstrong's favorite maxim, "Let us learn to know one another better."

R. Whitty's favorite maxim, "The mill will never, never grind, with the water that has past."

Jed Taylor's favorite, "The steam that blows the whistle, never grinds the corn."

L. Moe's, "Count that day lost, whose low descending sun, views from thy hand, no worthy action done."

R. Onkes, "Labor conquers all."

Operator Robertson, "Go forth under the open sky, and list to nature's teaching."

Ye scribe's, "Kind hearts are more than coronets, and simple faith than Norman blood."

Am-going to get some more for next month so be sure and look for them.

Splinters from the Wooden Shoe

"Red"

Machinist Helper, Sub Anderson still keeps on playing ball. Fifteen to two in favor of the other fellow. This is the general run always in favor of the other fellow.

A swing crew has been cut in on the East End Way freight.

Engineer John DuBois is taking a thirty-day vacation.

Engineer Andy Rasmussen is taking J. DuBois' place on 31 and 6.

Congratulations to Engineer Chas. Heyrman.

OVER ONE HUNDRED well known street railway officials and engineers witnessed a successful demonstration of the trackless trolley bus at the plant of the General Electric Company, Schenectady, N. Y., recently.

A half mile of double wire overhead was erected for the tests and the visitors spent the day examining the car and riding over the route. They were entertained at luncheon by the Railway and Traction Engineering Department of the Company.

One of the interesting points in connection with the demonstration was the announcement that the first installation of the cars will be made in Richmond, Va., famed as the birth-place of the first successful electric street car in this country.

Description of Car

The trackless trolley bus resembles in general appearance the present safety car and seats 30 passengers. Its speed is about 20 miles per hour.

The electrical equipment consists of one G. E. railway motor and a K type controller arranged for foot operation, arranged with deadman's control. Protective apparatus includes a circuit breaker on the positive side and fuse on the negative.

Two overhead wires on 14-inch centers supply the current at 600 volts, taken into the car by a sliding type collector, maneuvered by the motorman from his seat by means of a lever which disengages the collector from the overhead and allows a leeway of 18 feet—nine feet on each side—for passing other vehicles.

This arrangement allows two cars to operate in opposite directions on the same wire. The collector can be disengaged, swung off to the side, and reconnected to the wire after passing the other car.

When running over the track area of the system—that is, in returning to the barn—the trackless car is equipped with an adaptor on the collector for connection with the standard overhead, and a magnetic shoe which fits into the trolley track groove and gives the necessary ground connection.

A 12-volt generator direct connected to the motor charges a 120 ampere hour 12-volt storage battery, which lights two 21-candle-power headlights, a 2-candlepower tail lamp and three low voltage lamps inside the car. There are also two five-light circuits connected to the main source of supply.

Detailed Summary

The bus demonstrated at Schenectady was built by the Atlas Truck Corporation, York, Pa. A summary of the general equipment follows:

Seating capacity	30 passengers
Standing capacity	15 passengers
Length overall	24 ft. 8 in.
Width of body	7 ft. 4 in.
Height	10 ft. 4 in.
Head room	82½ in.
Amt. of ft. occupied per seat	5 1/3 sq. ft.
Ht. of bus floor (from ground)	3 ft. 4 in.
Ht. of bus steps	15 in. (2 steps)
Tread of front wheels	4 ft. 8½ in.
Tread of rear wheels	4 ft. 8½ in.
Drive	Standard worm
Wheel base	140 in. [drive
Tires	Solid rubber caterpillar
Seats	Longitudinal
Width of seats	32 in. [cross seats
Width of aisle	18 in.
Cross seat centers	28 in.
Ventilators	Atlas special
Method of lighting	Standard 600 v. electric
Method of heating	Standard 600
Interior trim	Metal [v. electric
Roof	Arch
Color scheme (outside)	Green
Color scheme (inside)	White enamel

Comparison of Trolley and Gas Buses

The following statement was issued at the demonstration:

"The construction of new electric railways, or extensions to many existing railway routes, is becoming increasingly difficult to finance, as the net returns under present construction costs will not in most cases justify the expenditure of \$60,000 to \$100,000 per mile which it costs to lay rails in city streets.

"Where new routes or extensions to existing routes are required, it is desirable that careful consideration be given to railless transportation, to be provided either by trolley busses or gasoline busses.

"The relative operating costs per bus mile of the trolley bus and the gasoline bus are approximately as follows:

	Cents per trolley bus	Bus mile gasoline bus
Maintenance of way and structure	0.5	0.5
Maintenance of equipment	4.0	9.5
Power	2.1	4.0
Platform	7.05	7.05
General expenses	2.4	2.4
Depreciation	1.9	3.43
Total	17.95	27.87

"The maintenance of equipment, general expense and depreciation of the trolley bus are based on known costs of the standard safety car, while the platform and power costs are calculated on the basis of 60 cents per man hour, 8.5 m. p. h. schedule and 1.5 cents per kilowatt hour for power. The costs for the gasoline bus are the average of seven companies operating this type of vehicle in city service.

"The saving in operating cost is about 10 cents per bus mile in favor of the trolley bus. Assuming 33,000 miles per year per bus, this is equivalent to an annual saving in operating cost of \$3,300 per bus in service.

"The first cost of a trolley bus installation is higher, due to the overhead construction required for the operation. This will cost about \$4,500 per mile of single set of wires and \$5,500 per mile of double set of wires, based on wooden poles and cross span construction. Fixed charges covering interest, depreciation and taxes on the investment on overhead line will not exceed 15 per cent; however, the total costs of operation, including these fixed charges, will be materially lower than that of the gasoline bus.

"A five-mile route can be operated with trolley busses on a 15-mile headway at a total cost, including fixed charges, of \$40,000 per year. To give the same service with gasoline busses would cost \$52,000 per year. With 10-minute service, the saving by use of trolley busses would be \$17,500, and on shorter headways still greater."—Adv.

Chas. was married July 12. Pretty hot weather Charlie.

The Fourth of July brought out the sickness and death of a number of mother-in-laws and great grand mothers.

Miss Stanis Ahern, payroll clerk in D. M. M. office, was married in the month of June. We noticed Stan and Clara having a little confidential talk.

Engineer Phil Gavin left July 12th for an auto trip along the lake shore to Milwaukee and back by way of Fond du Lac.

We sympathize with D. Maes of the store department account of the death of his daughter.

Tim O'Connor has returned to work having been on the hospital list. Tim returned with one-half a thumb short.

Engineer Al Schaefer has been off, due to being overcome with the heat.

Engineer J. P. Kraemer has moved to Channing. Some city.

A reduction of mileage to 3,200 miles on this division keeps the wolf away from the door in a good many cases.

Passenger Conductor F. Dubois is off on a thirty day vacation. Conductor Dan Kane is taking his place.

The warm weather doesn't seem to have any effect on the freight office force—they are still all wearing the same smiles.

Ray Zimmerman has returned to work after a short vacation which he spent in the hospital. He surely doesn't look like a sick baby.

Tony Petosek is trying to "bump" Sophia, the scrub lady, out of her job. Why he even took the scrubbing brush and took all the "varnish" off his desk. But Tony likes to be clean.

Cecil asked Luella why she didn't go to the beach with the rest of the bunch. She said she took a bath at home. That's a good one for the rest of those bathing beauties.

When Adolph Giese sees a cockroach he gets down on all "fours" with a broom, an ink well and any other weapon—then he misses it. You'd think he was after an elephant.

All the boys in the freight office have shed collars and ties—I think the heat was the reason for that.

Milwaukee Car Shops Superintendent's Sanctum "Lol"

These Turkish baths our girls are taking are making them wonderful dancers.

They tell me that George Voth is going to buy a new pipe; not that he needs one, but the neighbors are complaining.

On the arrival home from a business trip at Chicago on June 14, Gilbert Allcot was rushed to the hospital and operated on for appendicitis. During his absence, two abandoned baby mice were found in his desk.

Is our Elmer ever witty. He says, "Us poor working guys can't be too careful."

William Stegemeyer made a trip to California with his wife. I do miss his fruit cake.

Billy Wetheral is the proud daddy of a baby girl. Congratulations Billy.

Henry Jones of the mixing room, was at Star Lake with his "girl friend" and caught a pickerel as large as a minnow. From the story he tells, he was about as tickled as a kid with a new red wagon on Christmas.

Betty Weerts was transferred from the office in the Wood Mill to Mr. Jensen's office, Fred Scheibel taking her place. Mr. Scheibel was formerly connected with the accounting office.

Lawrence Dornuf is the new clerk in the Pattern Shop. Mr. Dornuf at one time worked at the depot.

After an illness of several months, Edith Lefstrom, one of the clerks of the Blacksmith Shop passed away on June 19th. She is missed by her many friends.

Our boys beat the Mechanical Engineers in a game of baseball on June 23rd, the score being 10-0. We haven't very many boys, but what we have we can depend on—flowers.

I am requested to tell Benno Meyers that the next time he buys a car to purchase one with an alarm clock attachment. Evidently someone must have been late in getting to work.

Charles Berodin, our paint mixing foreman, has been in the service of this company for forty-three years, forty years of continuous service. He worked for this company a short time in the fall of 1869 at the old shops when they were located at the foot of Second street, Milwaukee. He left the employ of the company for a short time and again started in 1872 at what used to be the North Milwaukee Shops and later went braking freight on the Northern Division. After a few trips he got all he wanted of the old system of coupling and uncoupling cars with link and pin and decided that he would make a better painter than a brakeman. On April 5th, 1879, John Ballie, then master car builder put him back to work at painting under A. T. Schroeder at Sixth and Fowler streets, Milwaukee.

Feb. 14th, 1882 the shops were moved from Sixth and Fowler streets to what is now called the "West Milwaukee Shops." At that time the shops consisted of six buildings while today we have about fifty. Here Mr. Berodin was put in charge of the floor as assistant foreman under Mr. Schroeder until the fall of 1882, when he took charge of the paint mixing room, supervising the making of paint for the entire system, in which capacity he is still serving under L. B. Jensen, shop superintendent of the car department. Mr. Berodin was never late and was absent but once, that being a half day.

Twin City Terminal Division "Molly O"

The "Daily News" Amateur Sport Carnival on June 20th attracted thousands of people. One of the most interesting as well as the most grueling event of the day was the six-mile run which was won by Stephen Springer, one of the ushers at the Minneapolis passenger station, who competed unattached. Harry Duell, veteran from the Y. M. C. A. finished second. They ran neck and neck until the last quarter of a mile when Springer's superior stamina asserted itself and he began pulling away from Duell. The fleet-footed colored boy widened the gap as they drew near the finishing line and crossed the tape 100 yards ahead of his opponent. Springer finished strong and walked to the dressing room unaided. Duell ran himself completely out and collapsed after finishing.

J. L. Cook spent a few days fishing recently and caught some fish of record breaking size. At least that is the way he tells it.

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MONTREAL

Miss Katherine Wright is spending part of her vacation at Lake Minnetonka.

Miss Hannah Lokkeu is vacationing in Wisconsin and Chicago. Understaud she made the trip by train.

We are all happy to welcome back the smiles of Miss Violet Rundquist, who has been subbing in the engineer department.

George Pasco and family are visiting in Illinois. Clarence Prescott is taking his vacation on installment plan. Spent first week in Duluth and on the Range getting rested up in order to devote his second week tending his potato crop.

F. E. Rice has gone to Montana via the Ford Route to spend a few weeks on his ranch near Iliad.

Miss Elizabeth O'Brien, of the telephone department, is visiting friends and relatives at Mason City and Clear Lake, Iowa.

Harry McCall is wearing the "smile that won't come off" over the arrival of a baby boy at his house. The young man will be known as Charles Herbert II, and weighs 8 lbs, 2 oz.—but Harry says it is only a matter of time until he will be in the Dempsey class.

Why all those new gowns in the accounting department—no, not for the Fourth.

Division Accountant F. L. Brackett has been appointed traveling accountant with headquarters at Minneapolis, assigned to northern district. F. L. B. has made an enviable record while on the TCT division and has been commended a number of times for his efficiency as an organizer and executive. While we are sorry to lose him in the terminals, we wish him success in his new field. Not the least of our grief is to lose him after he got that new sedan.

S. J. Farley, formerly assistant accountant at Green Bay, Wis., has been transferred to Twin City Terminal Division as division accountant.

Joe McD wants to know if "Jerry on the job" has given up LAW to be a Doctor, according to the Reports on Births and Storks in July Magazine.

M. C. B. Jottings
"Izetta"

F. P. Brock, assistant chief clerk, made a business trip to Dubuque during the latter part of June.

A. E. Rowse, architectural branch of the New Zealand Government Railways, who is on a three months' visit to the United States to inspect railway plants and facilities, made a brief call at the Milwaukee Shops on June 22nd. He was shown over the plant and inspected the Coach, Wheel and Machine Shops, Wood Mill, Foundry and Repair Tracks. He was very interested in what he saw, as Mr. Rowse is primarily interested in wood-working machinery. After his visit to our mill he passed complimentary remarks about the method of handling timber going to and coming from the machines and also the manner in which all machinery was provided with guards and other preventatives of injury to employees.

Rose Schultz, formerly clerk and stenographer in the Pattern Shop is doing the work which had been handled by Margaret Stromberg.

Two weddings which took place during the month were those of Art Rheberger and Jack Poenisch. Art and his bride took a honeymoon trip to Omaha and thereabouts. Mr. and Mrs. Poenisch started on their wedding trip, intending to go to New York and other Eastern points, but were called home account of the serious illness of Mrs. Poenisch's mother. The wishes of the entire M. C. B. Dept. are extended to the two young couples.

Quite a few of our people are on their vacations now or have just returned. Albena Wittak enjoyed an auto trip to French Lick Springs, Indianapolis, LaFayette and Louisville; Norma Luetzenberger and Julia Weins are on their vacation now, going to Niagara Falls, Buffalo and Toronto; Robert Shand and Steve Filut are stopping at several Eastern cities, spending most of their time in New York. Josephine Swoucey is going to Chicago and Pewaukee, and Geraldyn Nelson spent her time with her parents at Loyal, Wisc.

Leona Schultz attended an Eastern Star picnic at Burlington a week or so ago.

We have had quite a few very interesting ball games lately. Our boys have been playing the mechanical department, and I must say there are some very interesting plays made. The M. C. B. office played the accounting department and the game was most exciting, the score being 2 to 0 in favor of the accounting department. However, our boys rallied and brought in two runs, tying the score. And then it rained ! ! !

The home of Gertrude Haas was saddened by the sudden death of her mother on June 11th, which was caused by heart trouble and the intense heat. The heartfelt sympathies of the entire M. C. B. office are extended to Gertrude in her bereavement.

Frank Skola is home at the present time with a swollen face. We told him he had the mumps, but he vowed it was just "swollen glands." However, we'll bet 10 to 1 on the mumps.

C. R. Murphy has been passing around cigars and wearing a great big smile the last few days. Is it any wonder—be's the daddy of an eight pound boy. Congratulations are in order from all of us. (No, we don't care for candy in warm weather ? ?)

Fourth of July "trippers" were Leona and Rose Schultz went to Beaver Dam; Martin Biller was at Madison; William Stark, wife and boys went to Minneapolis; Lorene Oelke was at her home in Markesan; Louise LeSage went to Tomahawk and Merrill, and J. M. Bremser and wife spent the time at Elkhart Lake.

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Signal Department Wegwags

In addition to the other minor duties the maintainers now have, they are to assist the section men in maintaining gas cars in "their leisure time." If Signal Material Inspector Newlin could spend about a week with a Lines West Maintainer on a fifty-mile territory of automatic signals, with a few crossing alarms and an interlocking plant or two to take care of, he could understand why there was so little time for the conservation of material and why it wasn't the Eighteenth Amendment that stopped the old spirits. Even with all this, our department makes a very good showing on the unit cost basis comparison.

R. F. Tyler was a delegate to the Annual Convention of the American Association of Engineers at Buffalo, May 9, 10 and 11, and

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President

Steady Customers

Like merchants, ticket agents have their steady customers—the men who come back to them regularly.

Sell such a steady customer an accident ticket once and you'll probably sell him one every time he takes a trip. Ask him each time if he wants an accident ticket. Eventually he'll buy one. The next ticket, and the next ticket, and the ticket after that, will be sold more easily.

Steady customers for accident tickets means steady extra income for the ticket agent.

TICKET DEPARTMENT

The Travelers
Insurance Company
HARTFORD CONNECTICUT

AT EAST PITTSBURGH is located the main plant of the Westinghouse Electric & Manufacturing Company, one of the largest manufacturers of electrical apparatus in the world. The floor space used by the Company comprises more than two hundred acres. Its power house capacity is 28,000 horsepower. Its daily coal consumption is 500 tons and its average monthly shipments are 1000 carloads. Section R, 1610 feet long and 70 feet wide, is one of the largest single areas devoted to manufacturing purposes and it is given over mostly to large transformer and locomotive building, it being in this aisle that the 275-ton electric passenger locomotives for the Chicago, Milwaukee & St. Paul Railway were built.

Electrical apparatus made and installed by the Company is to be found in every civilized country, and ships equipped with Westinghouse electrical appliances are constantly traversing the oceans all over the globe. Vessels to the number of 370 are now in service, or under construction, bearing Westinghouse propelling machinery. The company introduced the Alternating-Current System in America, initiated the Polyphase Induction Motor and marketed the first American Direct-Connected Turbine Generator. Generators are built from 1/10 to 70,000 K. V. A.; transformers from 3/4 to 23,000 K. V. A.; and motors from 1/100 to 15,000 horsepower.

Visitors to the works at East Pittsburgh are always welcome; a staff of guides are in attendance during office hours and every courtesy is extended to persons wishing to inspect the plant. If the visitor comes to the Works at East Pittsburgh by means of an automobile, via the Lincoln Highway, he will obtain a good view of the Research Laboratories, set on a high hill away from the noise and vibration that is attendant at a plant such as is located at East Pittsburgh. The building is convenient to the main works. This laboratory is important and interesting, because to Westinghouse Research, Industry owes a goodly part of its advancement, in its growth, size and efficiency.

stopped in Chicago and Milwaukee on Company business and in Minneapolis visiting his parents on the return trip.

The Maintainers West of Avery just received another bunch of back pay, around four to six hundred dollars each. About this time, the Tacoma Office was all calm and quiet when a message was received from Montana reading "I have \$485.00 back pay coming. When do I get it? Please hurry." After the storm had quieted down and several more messages were sent and received, we found out it was all a joke framed up on the maintainer by some one during their "Leisure Time."

Miss F. M. Conway has been a little under the weather this month. She was absent May 14 and 16 with a bad cold. We also missed her from her desk May 31. We understand she was suffering from a slight attack of indigestion. Of course, when we consider the following: M. P. stops Sergeant on Tacoma street—Sergeant has no pass and is arrested—Relief party arrives at the bus station—A scene in a doughnut house—A suspicious plate in a lady's pocket—A dance—The butterfly with clipped wings,—we begin to wonder whether or not Romeo had been found.

Kansas City Terminals

L. E.

June 1st the Joint Live Stock office was abolished in Kansas City. T. E. Jones is our new live stock agent with offices in the Live Stock Exchange Building.

J. C. Boyle, acting storekeeper, spent Sunday, June 19, in Davenport.

Night Yardmaster Craft while out motoring June 27 was struck by a street car at Fifteenth and Harrison streets. His auto was picked up and carried or shoved ahead of the street car fifty feet or more. Mr. Craft suffered two broken ribs, severe cuts on right shoulder and face and was more or less skinned up otherwise. His auto was slightly damaged. He resumed work July 11th.

Following entry was made on record of James Wagner, switchman in Coburg yards:

"Commendable action: June 14, 1921, stopped at Cherry street and loaded a draw bar which had been pulled out at that point a day or two previous, taking the draw bar to Coburg. Indicating a commendable interest in his work."

The car forces, effective July 1, were increased nine men and they are now working six days a week. Expect they'll clean up the bad orders soon.

D. Yarbrough, section foreman, is enjoying a visit with his daughter, Mrs. Anderson, and family from California.

Katherine Barry, clerk at Liberty street, is spending her vacation in McAlester, Okla.

Howard Glasco spent July 4 in Chillicothe with his family.

Walton Madison, switchman, stepped off a car onto a lower car and ran a nail through his left foot. He will be absent from work three or four days.

We understand that "Candy" Hamilton is contemplating a trip to Junction City but he doesn't say what he is going for.

G. H. Mork, storekeeper, returned from his vacation the early part of July. J. C. Boyle, who relieved him has returned to Davenport.

Switchman W. F. McDaniels and wife spent July 4 at Chillicothe.

George Deyo, bill clerk at the local office, and his mother enjoyed a vacation in the West, visiting at Walla Walla, Wash. During his absence Paul Draver was official bill clerk.

Mrs. Williams has returned to work again after her vacation.

Miss King spent July 10 at Cowgill, Mo.

J. H. Lord, roundhouse foreman, is spending his vacation at some of the Minnesota lakes. We sure miss him when we go swimming at Fairmount.

During June 1921, 1,498 cars of oil were forwarded from the Kansas City terminals.

Fred Lincoln and Joe Ellerkamp, machinist helpers, are enjoying vacations.

We saw Jimmie Tigerman riding through here on the Limited one day not long ago. Next time we'd like to have him stop off and say "hello."

The elevator was shut down for a few days the latter part of June and early part of July while repairs were being made. Mr. TeBrake and Mr. Evans with their gangs were making the repairs.

H. C. Swartz and wife returned from Shenandoah, Pa. He says the service on 25 and 26 excels all the B & O crack trains.

Nellie McGraw and Pauline Neher gave a dinner party at Dew Drop Inn near Winnwood Lake. This is their "official" summer home.

Switchmen W. F. and A. D. Kern are taking a ten days' vacation. Weaver says he's going to visit the Ozarks. We didn't hear where his brother was going.

F. R. Dignan and family spent a few days visiting relatives in Iowa the latter part of June.

Sibyl Clifford, stenographer, at the local office, spent the Fourth at Noel, Mo. She also visited relatives and friends at Joplin, Mo.

Mrs. J. F. Anderson and her sister, Mrs. M. Emery, autoed to Perry, Iowa, for a few days' visit. Mr. Anderson accompanied them as far as Des Moines, returning the next day.

Freight Auditor's Office

Messrs. Reynolds and Carney, having resigned as of May 1st and June 1st respectively naturally means a new line of officers.

Mr. E. B. Conrad heads the Freight Auditor's office as freight auditor, with W. P. Heuel, as assistant freight auditor. W. F. Miller, chief clerk and A. J. Frandsen as assistant chief clerk.

We all wish them the best of luck in their new undertaking.

Notice the smile on Arthur LaRue, Suspense Claim Bureau? Arthur Jr., is the reason.

Albert Wackrow has been promoted to assistant bureau head, Overcharge Claim Bureau. Good luck to you Al.

The "Gentlemen Three," John Zighan, Charles O'Connor and Oscar Lindstrom, who patrol the Fullerton Driveway daily in the cause of the Fair Damsels, have grown tired of walking and elevated themselves to the height of horses' backs, forming what is known as the "Knights of the Bridlepath," or the "Riding Cadets."

"I'm a little horse," Charles cries.

"A horse on you," roars Oscar.

"Yes Oscar, the 'horse' may be on me, but the 'joke' is on your horse," bellows John.

Some of the Fair Ladies of the Castle Fullerton—De St. Paul planned to strew the driveway with roses for the tournament of the good knights, but gave up the plan on learning that the good knight Charles had already hired a horse and wagon to carry away the roses after the affair.

Miss Edna Grlenke has her kitchen silver-ware already. When is it coming off Edm?

Welcome to our Suspense Bureau as head clerk, Frank J. Wald.

B. J. W. and O. E. B. have you received payment on a claim filed against E. M. G?

During the noon hour and 5 o'clock Fullerton avenue resembles a LOVERS' LANE. At the main gate (not of heaven but of the building) one may see a mob of unconscious young pencil pushers waiting for their intended better "Fourths." Among the noon hour victims we often see Clifford Hamner, the dashing blond, dashing away with his brunette friend, Macy Selig, who does not care who she dashes away with, as she comes from Deerfield, Ill., where all the "Dears" come from and we all know that "Dears" are used to dashing. Maybe "Glittering" Clifford lost his hair worrying about someone else doing a little dash with his "dear?"

It appears as if the Interline Bureau is changing hands with the Statistical Bureau better known as the Matrimonial Bureau. Two of our young ladies are leaving us to become June brides, i. e. Frieda Kunde and Anna Holtzman. May your married life be a long and joyous one.

Atkins Roundhouse Team Defeats Perry

Milwaukee employes from the Atkins roundhouse with their families went to Perry last month to see the Atkins R. H. baseball team defeat the Perry nine, which they did with a score of 18 to 1. The Perry bunch in spite of their defeat, royally entertained their guests, meeting them at the train with autos and driving them about the city and entertaining them at dinner and a picnic supper. The Atkins crowd is planning to return the compliment soon, when a return game will be played.

Some of our budding poets burst into verse over the occasion, and where the rhyme and the meter does not seem to measure up, just consider the

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. Employees

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

Rebuilding locomotives of old design to give high efficiencies is a feature of Baldwin Service

MANY locomotives which have given years of good service, and which are today wasteful in operation, may be rebuilt so they will render excellent service for years to come, and make favorable efficiency showings even when compared with modern types. We specialize in this work.

The
Baldwin Locomotive Works
Philadelphia

provocation, and also that "vers libre" is a broader and freer medium for ebullition than the metres and bounds of strophe or dactyl.

The Remembrance of a Perfect Day

W. E. Cooper

Perry shop men invited us to come and play ball,
They swore they'd win the game;
But they didn't seem to have the pep
And their Pitcher's arm went lame.
The manager he went up in the air
And lost his voice beside;
And when the umpire called them 1, 2, 3, Out,
They threw down their bats and sighed
And wondered how it could be done
With the confidence they had.
And they finally owned up that the Atkins' team
Was not half so bad.

And when Red swung his arm to throw,
The batter got weak-kneed;
He had no chance to hit the ball
On account of its excessive speed.
He finally let him knock a fly
But it fell in a well
And they decided they could not play ball
And told Atkins to go to—
The motor cars were called to the front,
To the Pattee Park we went;
And there are no words which can express
The pleasant evening we spent.

The picnic spread had been prepared
It surely was some class,
They filled our plates till they'd hold no more
And we all sat on the grass.
They had everything from chicken to ice cream;
I pinched myself several times
To be sure it was not a dream.
We were all so full we could not rest
When "Smoke" suggested we'd have some con-
tests.

Four pies were brought out by Francis Hoops
And the contestants who were named
Were Notley, Abell, Cooper and John Lutze.

Behind their backs their hands were tied
And the pies on the table side by side,
Fitz says already now, let's go—
And the pie-eating contest sure was some show,
And as to the winner, Atkins was called.
And the Fat Men's race won by Captain Law.
The Perry ladies showed they were game
And won the Fat Ladies' race to save their name.
We left for home with a thought in our heart
That the day was a success right from the start.
We certainly appreciate the way we were enter-
tained.

And when the Perry folks come to Atkins,
We'll try to treat them the same.

Response to Mr. Cooper

G. M. Abell

Your letter arrived and also your verse,
It could have better and could have been worse.
All honors you claim it's plain to be seen,
For your runners and jumpers and (2) man
ball team.

Now I wish to impress on you men from the East,
We are not discouraged—No, not in the least.
And when we return the visit to you
I am sure your Team will have something to do.

Besides hitting the Mill and running foot races
And squaking about our few stolen Bases.
We have a few left that you haven't yet seen
And we'll sure have them with us on No. 14.

And when we get started, we're not going to stop
We're going to keep going right on to the top,
And I think we can do this providing one thing
That Old Man Law be barred from the ring.

Talk about steam from a whistle or tooter,
He's got them all beat when it comes to a
Rooter.

He sure got our Goats with that awful yell,
Mr. Abell says he can also run like—

So if you can possibly keep him at home
For he makes too much noise from the top of
his Dome;

I think we could play a much better Game
And act like men that are smart and sane.

Now, laying all joke stuff on the shelves,
We are all very glad you enjoyed yourselves.
And if ever again you come to Perry
We will treat you right and make you Merry.

Cow Town Gossip MILES CITY SHOPS "Gertie"

Well, well, our ears are still ringing from the
panning we got from Walt, et. al., but you can't
subsidize this here press, and so long as we are
on our two pins we will continue to throw dis-
cretion to the winds and cite our news just as we
find it. Selah!

Speaking about Walt just reminds us of an
incident at which no little attention was made to
hush up. Seems as though Harry Ricelus couldn't
get his Mitchell to propel under its own power
and he called in on his trusty Lieutenant, Walt
Ohnesorge, for succor (no, not sucker.) Walt, im-
mediately hied himself hence (we got that from an
O. Henry story) saddled up his Dodge and with
a stout piece of hemp pulled Harry's car up and
down the Fort road for five or ten miles. And all
the time Harry had the vacuum feed valve in his
pocket. But what gets our goat is Watts' ex-
planation as to the proper functions of the vacu-
um feed, which he styles in the same light as a
Simplex No. 11 on a loco. Ye Gods, and to think
they are sending missionaries to China every day!

F. A. Jones, machine shop foreman, wife and
automobile, are off on a jaunt through Yellow-
stone National Park, and Jimmy Noctor is officiat-
ing in Frank's place during the latter's absence.

The boilermakers and machinists played a game
of ball. We understand this game started some-
time early in July and has been postponed seven
times account of darkness and the machinists still
at the bat.

Dam Floyds Puzzle No. xxxvi: change one let-
ter in the last name of the master mechanic's
chief clerk (Hill) and you will find what place this
weather reminds one of. One pound of raisins and
a cake of yeast for the best solution—(to this
puzzle.)

Katherine Kittinger done went and got married.
Now it is Mrs. Louis (Rabbi) Allen. As old Joe
Decker would say, "Who's next?"

Doc Meek and wife are spending a couple of
weeks with relatives on the coast. Doc is working
on an invention, endeavoring to locate a substi-
tute for gasoline. He already has perfected a high
class of concentrated dynamite.

George Gagnall, second shift counterman in the
storehouse, has been off sick for a couple of weeks.
Go see Doc Meek, George, and you'll be back to
work pronto and probably claiming back pay, who
knows. The Dr. sure does work wonders.

Much credit is due in Roundhouse Foreman B.
H. Smith for the very artistic manner in which
he decorated the Elks special locomotive that
hauled the Bills from Minneapolis to Los Angeles
the fore part of July. This was highly appreciated
by the members of the "Bills" and many favorable
comments were made by the traveling members of
the order. The local lodge furnished the trim-
mings and Ben did the work. Cost of advertising
.00, and good will obtained from travelers 100 per
cent.

Emma Holter and husband spent their vacation
somewhere in the neighborhood of Portland, Ore.

Why don't you get a key to the garage, Car-
liste, and then you won't have to sit outside on
the curb until Jimmy gets around.

Cy Haggerty is visiting with his daughter on
the coast.

We asked several ball players for a few side-
lights on Geo. Mansinger, but the dope they gave
us will not permit of it being published in this
magazine, as we cater only to ladies and gentle-
men.

What's the matter with the Idaho Division. We
would like to see something from out there, as we
have many friends in that country. Won't some-
one please drop in the station masters office at
Spokane and find out if Ethel is still single and if
she has any new prospects.

Gosh oh gosh, do you remember the days when
you were a kid and pa and ma took you down-
town to one of the offices, and do you remember
how you kept tugging at ma's skirts all the while
you were keeping your eye on the blonde steno-

grapher and how you marvelled and were captivated by the mechanical appliance which wrote words at her touch with lightning rapidity, honest, now don't you remember: and now when you go into one of those same offices and see the blonde stenographer sitting there with her half stockings and georgette waist, honest now, honor bright, is it the typewriter that is uppermost in your thoughts?

We recall in ye olden days the editor used to make quite regular pilgrimages out on the western lines. Does she still come out this way occasionally and when will be her next visit.

Geo. Mason and his new set of teeth dropped in on us recently. We told the old story to George about the lady that took out her false teeth and put them on a chair and then when she sat down she bit herself, but somehow or other our story fell flat. We got that one chalked off the list now.

Someone gave us a line of bunk about some airdates and boiler-makers, but we fail to see the connection. We understand Isabel Kelly has the key to the situation and if we can get an interview from her before the next issue we promise the grand expose.

And to think that one party in the "Supers" office classified us as "ivory top." Yea, verily, this is too much. Quick, Watson, the wood alcohol.

Dear Bertie:

I wear a 15 size shirt but a 15 1-4 collar nearly chokes me to death. What shall I do?

BLACKIE.

Dear Blackie:

Wash your neck.

"G"

I. & M. Division
Parson Schultz

Robert Krogel, I. & M. Division pump repairer, has taken a month's vacation and during this time will take his wife and son for a visit with relatives at Council Bluffs, Ia. Robert Kral is taking his place.

T. E. King assistant engineer has been added to the official staff of the I. & M. Division. Mr. King was formerly district carpenter of the H. & D.

Division with offices at Minneapolis, so does not come to us a stranger. We welcome him with a pledge of full support.

Pile Driver and Bridge Foreman J. Rush has returned to the southern portion of the division and at present is working on the Calmar Line. The Mankato and Farmington line has kept him busy.

James Jakubec B. & B. department clerk, accompanied Chief Carpenter A. A. Kurzejka over a portion of the division on the annual bridge and general inspection tour.

Wm. McManara section foreman at Farmington spent the Fourth at Dubuque with Roadmaster N. Kelsey. Mr. Kelsey sends his best wishes to all his co-workers on the I. & M. Division.

The Safety First committee of the I. & M. and River Divisions were advised at last meeting that the monthly meeting for July would not be held on account of safety inspectors being absent. The committee however will not forget the movement during the period.

Roadmaster A. H. Hobert is wondering how weeds can be kept down without cutting or extracting them. This same question has been up before and we understand there is a big bonus up for the man who will Edisonize himself and solve the problem.

Speaking of "Canned heat" we have no such canning factories along the division. A few dozen along the line would increase freight business. Old Sol has been very good to us, gave us at least 35 days of 102 in the shade during June. Some of the boys are a month behind with their sleep. July is keeping up the good work.

Miss Inez McCarthy of Austin is sure going to hook some guy. Who could resist that new Buick. Inez was seen to use a powder puff in giving the car the once over.

Engineer Dan Paine and daughter Anne are visiting relatives in Boston.

Englebert Lauffe visited with his son John at Bismarck, N. D.

After being released from a siege of the small-pox ticket clerk Schultz of Austin was arrested as an I. W. W. and Bolshevik. Seems no one would trim his whiskers.

OLIPHANT-JOHNSON COAL COMPANY

1527 RAILWAY EXCHANGE BUILDING

HARRISON 3919

CHICAGO :: ILLINOIS

Home Office - VINCENNES, INDIANA



Miners and Shippers

Old Vincennes Coal

Daily Production 5000 Tons

PERFECT PREPARATION

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has especially designed policies covering accident and sickness separately or combined for Railroad men in all branches of service. **Prompt claim settlements.** Over \$27,000,000 paid in claims to thousands of satisfied policy holders. Ask our agent or write the Company.

RAILROAD DEPARTMENT
H. C. CONLEY, Supt.

Yard Master Jim Plum is spending his vacation on his farm harvesting a large crop.

Conductor H. Bushman and wife are visiting relatives in Montana.

Ticket clerk Schultz visited with his mother at Postville, Ia., where Henry Miller holds forth as agent with his bald head.

Sleeping and Dining Car Department

"Ain't we got fun." I'll say we have, but it's all over now. At least we hope so for a while. Weddings cause lots of excitement, and our third groom from this department has just returned after spending his honeymoon visiting Tacoma and Seattle.

Latest fish story from Star Lake. After spending the week-end up there one of our stewards claims he caught one fish, but threw it back into the lake. He did not know we were from Missouri. Mabel Miller and Catherine Helligeth of the accounting department, as well as Lester Sullivan spent the Fourth at Star Lake, but did not bring back a single fish. We were of the opinion that all the fish stands up there were closed Sunday and Monday.

Suggestion for Hazel Merrill, Editor, "At Home." Kindly publish an article on how to overcome blushing, as Tom Rowley blushes considerably every time he has occasion to talk to a certain Fullerton avenue clerk. We never did find out if he went to Shermerville after the C. M. & St. P. Minstrel.

Our accountant, W. R. Cregier, has just returned from a business trip to the coast, and from his appearance we would judge that the sea air agrees with him.

What'cha think, our chief clerk L. J. Pauly and assistant cashier, W. Wallace travel with the 400 now. They were in a crowd of about 400 taking the boat trip around the Upper Dells at Kilbourn where they spent a day recently, and to their surprise found they were not the only ones from this department who were also visiting the Dells, as they saw Mary Madigan and Bessie Franey all dolled up and no place to go.

Steward Ralph Downs has resigned to enter the employ of the Carnation Milk Co. We wish him success.

Steward R. B. Sullivan is on a leave of absence, having gone to Canada for a visit.

Steward P. Gaffney is also on a leave of absence, and contemplates visiting California.

Tacoma Local Notes

T. J. D.

C. D. MacLennan reported for work June 24 after having enjoyed a few weeks vacation. Chester returned very much refreshed from his trip south and east and brought with him a heavy coat of tan. Guess the sun must be pretty warm these days back in the central states.

F. J. Allenan made a short trip to Spokane Washington during the early part of June where he attended a state convention of Masons. On his way home he visited our former assistant agent, Paul Wilson, in Seattle, Wash.

Miss Rose Zerfuh, our champion kiddier, pulled out her switch-plugs June 24 and said she was going to have a vacation. We admit that it is very hard to keep cheery seven days a week for a year or more in a stretch while operating the Milwaukee Local Exchange Board, and agree that Rose needs a rest.

Mrs. Myrtle McKay gave a very nice party at her home June 2 to the Milwaukee employes in honor of Miss Minnie Rohrs and O. R. Powell who were quietly married June 28. More than thirty fellow workers from the Docks, yard office and local freight office enjoyed a very pleasant evening. Two very interesting games were played. The first was a penny game. No, that was not a gambling game. Mrs. W. S. Burroughs won this contest for the women and E. Maloney was first amongst the men. The second game was a flower game. Mrs. W. S. Burroughs also won this contest for the women and Keith Williams took first honors for the men. I never knew there were so many kinds of flowers. Prizes were given for the best answer and also for the poorest answer. Miss Blache, Sandvig and T. J. Dolle were awarded the booby prizes in the first contest and Miss Sophie Hansen and Lester Prescott were at the foot in the second contest.

M. McEntee began a few days vacation June 17. He is killing time by fixing up his home in tip top shape, in order to give his wife a pleasant

surprise when she returns from Wisconsin. She was hurriedly called to her father's bedside in Wausau, Wis. during the latter part of May, but was unable to reach him before his death.

F. C. Clover has not been drinking and he did not aspire to pugilistic honors. He just went out to gather the eggs on his chicken ranch last evening and when he came out of his chicken coop a mad black hornet sat down on the end of his nose. This is the explanation given by Mr. Clover.

Notes from the Docks—Tacoma

These notes are now written at Dock Two, for at the end of June the entire office force for both Export and Import was transferred to the office at Dock Two where both lines will now be handled until such time as an increase in business warrants the re-establishment of the import office at Dock One. Let us hope that may be soon, for all of us regretted leaving the magnificent outlook upon the bay, the surrounding hills and islands and the snowy Olympic range in the distance which we enjoyed at Dock One; the outlook on a wilderness of box cars at Dock Two is not nearly as inspiring.

The merchandise movement in Export is light at present but the Osaka Shosen Kaisha steamers are taking a great deal of lumber just now. For instance the Manilla Maru cleared the other day with two million three hundred thousand feet of lumber in her hold besides other freight. Have you an adequate idea of the size of a pile of lumber equivalent to such a cargo?

The other day General Manager Nicholson called for a statement of the tonnage exchanged between our line and the Osaka Shosen Kaisha steamers at these docks in 1920. Although, of course, the business did not begin to approach the figures of 1917, 1918 and 1919, it nevertheless ran into big figures, we can assure you, and the entire force worked hard for several days to get out the statement by commodities. Some queer commodities are handled in both export and import. For instance, would you think that enough incense is imported to require separate listing? Cycas leaves come in carload lots; who knows for what they are used? Dried pyrethrum flowers are also imported to the tune of many carloads. You are better off if you are not acquainted with their use, for they are death on bedbugs. Arsenic, antimony and its products, and quicksilver are other unusual items; the latter in its iron bottles does not require many packages for a carload. And would you believe that we imported one large consignment of Chinese wine? However, it was only in transit for Canada.

On June 8th the Docks were honored with a visit by President Byram and Messrs. Greer, Earling, Veitch, Lalk and others, piloted by our own Mr. Alleman. We regret that the warehouses did not present as much activity as we might have wished, but we can't help present conditions.

Mrs. Wells from the local office, favored us with her society for a short time in the early part of June but had to return to the local office when Assistant Cashier McLennan laid off to go to Des Moines with the Shriners. However, she is with us again, having returned to the docks when Timekeeper Powels laid off. Miss Minnie Rohrs from the local office also helped out at the docks for some time in June.

This brings us to the outstanding social event of the month: The long-anticipated Rohrs-Powels wedding, uniting our charming former cargo clerk

and our elongated but handsome timekeeper. The happy event took place on June 28th. Mrs. Keith Williams acted as matron-of-honor, our own lovely duchess, Her Grace Miss Erickson, was the bridesmaid and Keith Williams was best man, supporting the trembling groom manfully. The newly-weds left for Los Angeles to be gone about a month. Their friends of the Milwaukee forces presented them with a very handsome mantel clock, which we hope may count none but happy hours for them.

Mrs. Margaret Bolander of the local office, who is off on her vacation at Dash Point, returned to her old home when Miss Rohrs laid off. She displayed great ability during the noon-time games of the Dock One Indoor Baseball League in the warehouse; she batted Emmette Maloney out of the box repeatedly and gave James Hennessey, our genial and long-legged general foreman, more exercise in the outfield than he had bargained for. Miss Grace Erickson is also an ardent baseball player but is a little shy at the bat.

Our popular chief clerk, Ed. Collins, was quite sick for a week in June, but has improved so much that he is back at work, to our great pleasure. However, he has had to cut out high living and picnic parties and confine himself chiefly to buttermilk—healthful, no doubt, but likely to become monotonous, we should think.

Fay Clover has bought a house and a half acre of ground at Summit, a suburb of Tacoma, and expects to become a chicken rancher. He qualified for his new endeavor the other day by killing a chicken for the first time in his life. Fay is ordinarily so peaceable a citizen that we should never have thought him capable of "so fowl a deed."

We called Ray Powell's attention to the note addressed to him by "Suds" (in "Signal Department Bubbles, Lines East"). He desires us to tell "Suds" that he is much obliged to him for his congratulations. The Roxboro incident has escaped his recollection, but he would be glad to get in touch with "Suds" and to revive memories of construction days.

We are credibly informed that Captain Kearby, the well known truck oiler at the Docks and ardent advocate of Irish freedom, was hailed into police court the other day by an envious Italian neighbor at Fern Hill, due to a little argument of a personal nature over a cow pasture. However, leave it to the Irish—Captain Kearby came off triumphantly on both occasions and defies all Italy to oust him from the cow pasture.

Wisconsin Valley Division Notes

Lillian

Mrs. Frank Mathies and children spent a few weeks visiting relatives at Milwaukee.

J. Horn, roundhouse foreman, was fortunate in drawing the lucky number of the Ford Touring car, which was being raffled at the July 4th celebration at Tomahawk. Congratulations, and here is hoping for a joy ride.

Mr. and Mrs. Gehrke have returned from a four day visit with friends and relatives at Elroy, Wis.

The sad news of the accidental death of Clarence Case, switchman in the Antigo yards, C. & N. W. Ry., was received by Wisconsin Valley Division friends with sincere regret. Heartfelt sympathy is extended to Mrs. Case and family.

Mrs. E. B. Stoddard and granddaughter, Doro-

R.R. Man's Knife \$1⁰⁰

INTRODUCTION OFFER. Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle, will be mailed you for \$1.00 and this adv. For only 25c extra your name and address will be shown on knife.



Size 3 3/4 inches long.

EASY MONEY

\$75.00 to \$200.00 Monthly. All or spare time. Railroad employes, your spare time can be turned into dollars with a little effort. WE WANT

A SALES AGENT IN EVERY LOCALITY to

introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems

of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on

the other side. Blades finest steel; handles handsome as pearl, clear

as glass and unbreakable. Every knife guaranteed to be perfect. Every

railroad employe will want one as a mark of identification. We can also

give permanent employment and exclusive control of territory to those who can

give full time in taking orders from the general public. If you are earning less

than \$1,500 yearly, let us show you how to

make more.

NOVELTY CUTLERY COMPANY

331 Bar Street, Canton, Ohio

thy Dexter, expect to leave soon for a visit with Silas B. Stoddard at Butte, Montana.

Any plans under way for M. N. G. meeting this summer?

Nell Redlich, clerk in the accounting department, C. & N. W. Ry., Chicago, is spending a week's vacation at Wausau. Nell was formerly "one of us" in the freight department, first floor, and her visit to the office was welcomed by all.

Mr. and Mrs. P. H. Nee spent a few days at Minocqua.

G. A. Bankert, cashier at Wisconsin Rapids, is visiting in Chicago.

Mr. and Mrs. C. O. Bradshaw spent a few days' outing at Minocqua.

A very pleasant outing was spent on July 3rd at the cottage of Mr. and Mrs. Art Jesse, at Twin Lakes, by the employees at the Division Headquarters, who left Wausau on No. 1. Upon arrival at Tomahawk the party was met by a special messenger who had arranged for a motor trip to final destination. The water was cool and inviting and fishing excellent. Tempting meals were served by the hostess, assisted by Mrs. O. Jahn, and it was agreed that Art had picked a first-class cook. The entire day was enjoyed and will be remembered as a most enjoyable outing by all—Sorry I had to miss it Flo—LGA.

Mr. and Mrs. J. McCloskey and children are visiting at Chicago.

Mr. and Mrs. Whaley spent a few days at Lacrosse with relatives.

Mr. and Mrs. F. H. Schiefenbein visited in Chicago.

During the first part of May, Mrs. M. McEntee, wife of our assistant cashier, was hurriedly called to her father's bedside in Wausau, Wis., but was unable to reach him before his death. We wish to extend our sympathy to Mr. and Mrs. McEntee at this time in their hours of grief.

Miss Sophie Hansen, who has been out of work quite a bit since they started reducing forces, is with us again. She is now pounding the keys as assistant bill clerk, in the absence of Miss Guslander.

Charley had a very narrow escape as the appendix broke before the operation could be performed. He said he was only out on parole, as he must go back to the hospital in a few months to serve out his sentence. We hope he will not have such a hard time of it when he goes back.

Lyle Sampson, Pat Freely, Mr. Hendricks, Mr. Peterson, Mr. Stovey, and Eugene Stoddard, all of Bensonville, Ill., attended the funeral of George Maurett, which was conducted at Wausau. We regret that this mention was overlooked in the last issue, but the girls say they regret having missed the opportunity of giving you the "once over." On your next visit to Wausau please call at headquarters.

Wausau was visited by a terrific hail storm on May 22, doing much damage. Roofs were destroyed and windows broken; scarcely a home in certain sections of the city escaped without some loss. Hailstones as large as hen's eggs were common, some were picked up as large as 9 and 10 inches in diameter. For a few days the icemen were able to deliver hailstones in place of the usual ice cakes used for refrigerator purposes.

Mr. E. Morin received word of the death of his father, who died at Muskegon, Mich., on May 2. Result of injuries received while at work in a rubber plant, where he had been employed for several years. The funeral took place at Muskegon.

"Gossip from the Trans-Missouri!"

M. F. H.

Wrecking Foreman Charles Turner is enjoying a visit with his wife and small son from Miles City. Mr. Turner expects to be transferred to Miles City in the near future to make his headquarters at that place.

Lucille Maricle, from Mr. Nicholson's office, stopped off at Moberge between trains recently to spend a few hours with old acquaintances.

Chief Clerk Obst is taking his vacation the first two weeks of July and in company with his wife is making a motor trip to points in North Dakota.

Mrs. R. E. Stubbert was taken suddenly ill on the Fourth with acute appendicitis and it was

found necessary to perform an operation. She is able to be at her home now and is improving.

Lillian Clark returned to her old desk the other day and we are all glad to have her back.

F. H. Lollyson returned recently from West Virginia where he had been since last January. Master Mechanic Thos. McFarlane has been seriously ill, but at the present time is getting along very nicely and will be able to return from Chicago within a few weeks.

Louise McComb will take her vacation this month, spending the time at points in the east.

Mrs. F. W. Kellaher is spending a short time at Minocqua, Wis.

George Hilton has been working at the round house office for the past week.

Boilermaker J. A. Bridges was burned quite severely recently when he accidentally used gasoline instead of kerosene to start his fire. On the same date, Boilermaker Cartwright burned his nose.

Mrs. J. W. Rodenbaugh, of Shields, is at the Moberge hospital, but is reported to be getting along nicely.

Clyde Caldwell is spending his vacation at his home in Chippewa Falls, Wis.

Charles Kidd of Marmarth visited at Moberge recently.

Mrs. Charles Blechener and son Charles returned from Helena, Mont., where they have been for several weeks.

Conductor Hunter and family are visiting at Mauston, Wis.

Ivan Lind left for Seattle a few days ago.

What is the difference between a Briscoe and a Buick? Ask Joe, she knows.

Mrs. James Waters and children of Marmarth returned recently from Shell Lake, Wis., where they have been having their summer outing.

Mr. and Mrs. Robert Wolgram are enjoying a trip through the eastern states.

Ann and Louise Marx attended the round up at Miles City on the Fourth.

Any number of people who considered themselves prospective hotel keepers were rather disappointed after the Fourth when they found they were not the lucky ones. Remember there was only one number.

"Society" made a home run last Sunday when Moberge played Pollock. He is probably getting in practice for he will soon be making them regularly.

Agent R. S. Lewis and family spent a very pleasant two weeks in the mountains around Lozeman, Mont. They camped, fished and had a general good time. One of the members of the party certainly showed the effects of it in the way of a sunburned face and head.

Signal Department "Bubbles"—Lines East

Lieut. Marl J. Plumb, aviator, formerly with the Signal Department of this road, was instantly killed June 21st, during bombing tests fifty miles out on Chesapeake Bay. Lieut. Plumb was 4,000 feet in the air, traveling 150 miles an hour when he crashed into another plane. Both fliers plunged into the Bay and were instantly killed. Lieut. Plumb's body was found in twenty-five feet of water strapped in the seat of the plane. The bay at that point has many shoals. The body of Capt. Douglas, the other unfortunate pilot had not been found at this time. Lieut. Plumb loved his occupation and was considered one of the foremost air-men in the U. S. Army. Had he lived he was to have gone to Italy this month to pilot a large plane across to the U. S. A. He had the priceless gift of magnetism and made many friends. The memory of him will long remain with us, who gave up his life in the interests of science, his country and his fellowmen. A number from this department attended the funeral which was held at Fond du Lac, Wis., the services being conducted by the American Legion.

Neal Simpson, signal inspector, has taken a three months' leave of absence. Neal has been working hard and needed a long rest. He secured transportation to Denver, so presume he is somewhere in the mountains of Colorado.

F. D. Morehart is making several A. C. track circuit tests on the C. & M. division, the data secured to be presented to the R. S. A.

Ralph Whitacre of the signal valuation department has returned to the Chicago Terminals to resume his duties as maintainer. No doubt we will see Ralph often as there are,—or at least there is a special attraction here.



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F. P. Leahy took his family to Sioux City, Ia., to spend the summer on the farm. F. P. L. remains a week with them and then returns later for a week and brings them back.

John Ellefson has taken a two weeks' leave of absence and intends motoring with his wife through the northern part of our fair state.

F. D. Morehart and family spent the third and Fourth of July with friends at Randolph.

B. E. Wilkerson and family are taking a two weeks' vacation at Terre Haute.

A severe electrical, wind and rain storm visited us on the seventh. A bolt struck the tower of the depot, totally destroying the flagpole. The rain was a blessing as the tremendous heat of the two weeks previous had this part of the country all burned up.

S. M. P. Notes
"Krazy Kat & Ignatz"

Lillian Van Laanen spent nine days in Minneapolis, including the Fourth. She says all the men in Minneapolis drive their cars with one hand. Must be awfully romantic!

Rueben, the "bul gang" extends its sympathy. You surely have got a hot place to sit in. Suppose you stop smoking and buy a fan?

"Em" Kelly is spending a month in the East. He expects to visit New York, Atlantic City, Philadelphia and Pittsburgh. We wonder if he will stop at Waukegan also!

Emily Katzer spends every week-end at Lake Beulah. Perhaps we all would if we ever saw her in a one-piece suit.

Harvey Trevillian spent part of his vacation fishing near Mineral Point. He says he caught two. Gee! what a bum sport you are, Harvey.

Marty Krueger took a mysterious trip and wouldn't tell us where he went. We'll have to ask Oulji.

Walter Hartford spent ten days camping in northern Wisconsin.

Walter Hanneman, Joe Macht and George Lusty spent the week-end of the Fourth in Minneapolis. They said it was awfully hot up there and cannot agree with Lillian that Minneapolis is a "wonderful place."

Hazel Bilty participated in the Annual Journal Motorcycle Tour to Elkhart Lake, being the only girl who answered the roll-call at the finish.

Say, Frank won't you please tell us fellows where they sell those glove fitting trousers? The only thing we object to is greasing our knees.

Harvey Von Wald spent a week "down on the farm." Some coat of tan you have, Harvey.

"Kat" Ryan is taking Jane Kimmich's place while Jane is spending her vacation at home in Dubuque.

Ed. Zimmerman says this hot weather is awfully hard on "us fat men."

No doubt, Casper is very interested in checking over Myrtle's accounts, but for Pete's sake, Myrtle, have a heart.

Rose Ritzinger leaves Saturday for Phantom Lake to spend her vacation. We know someone who will miss her. We hope you have a good time, Rose.

Des Moines Division
Frenchy

Supt. B. F. Van Vliet spent several weeks during July visiting points in the West and Alaska. He was accompanied by his wife and daughters.

Mr. and Mrs. Clyde Kinney spent several days during July visiting Mrs. Kinney's people at Ableman, Wis.

Leo McGovern and family are spending several days at Denison and Dubuque, visiting friends and relatives.

M. C. Corbett spent his vacation visiting his daughter in Kansas City. Also spent some time at Faribault, Minn.

Chief Dispatcher F. S. Bauder is enjoying his vacation by staying in Des Moines and, incidentally enjoying (?) the hot weather.

Miss Thelma German is spending a few days at Lake View, Iowa, enjoying the bathing, boating, etc.

Miss Maude French and her mother spent some time in June visiting their sister and daughter, Mrs. Wm. F. Piper, at Seattle, Wash.

Dispatcher R. P. Edson spent his vacation rustivating at his country home in Urbandale.

Miss Florence Nelson left July 16 for a short trip to Denver and Colorado Springs.

Brakeman S. J. Foster is taking a 60-day leave of absence and visiting his people at Minneapolis.

Train Baggage man Wesley Painter, accompanied by his wife and daughter, are visiting in Donna and Houston, Texas.

We are pleased to announce the marriage of Brakeman W. S. Ferguson, which occurred July 18, to Miss Madeline Con of Des Moines. Congratulations, "Fergy."

Conductor Wm. H. Hayden and wife spent some time during July in Denver and Colorado Springs.

Anybody desiring to enter a walking contest communicate with Roadmaster Louis Anderson. We are informed that he has had quite a little practice in walking lately.

For painless dentistry (perhaps it was painful) consult Engineer Coles. Wm. Marshall says Engineer Coles extracted one gold tooth from Engineer Pete Griffith at Herndon while baggage was being transferred from one train to another. We are not supposed to say anything about this, but since Pete divided up with us on the money he saved on his dentist bill and the proceeds derived from the salvage of the gold from the molar, of course we could not be expected to keep quiet.

We were going to buy a couple of issues of the last "American" in which a well known writer dilates on the disadvantages of single blessedness, and scores bachelors in general, and send to former Trainmaster Andrew Dutton, but since the Shrine parade we thought we had better hold off for a while. The only thing we have to say is that she was good sized.

We were sorry to learn that District Freight and Passenger Agent C. E. Hilliker was prevented to a large extent from enjoying the festivities of Shrine week by a case of blood poisoning in his foot. We hope for his speedy recovery.

Operator R. H. Martin, Roadmaster Louis Anderson, and Bones Owens drove one Saturday night in the former's auto to Varina to catch fish on Sunday. Being Sunday they caught no fish, but "Bones" fell into the river about three o'clock in the morning which accounts for his looking so unusually clean the following Monday morning.

"Izzy" says the next bicycle he gets is going to be one of those great big high ones like they had in the Shrine parade.

La Crosse Division C. W. Velsor

First of all, we are pleased to mention that Chief Car Record Clerk Devine of the La Crosse Terminal has another baby boy at his home. Muggs tells us this makes a baker's dozen.

Engineer Ambrose and family visited in Milwaukee during the month. Suppose you gave all the high buildings the once over.

Brakeman Willard Leslie of Oconomowoc, who recently had his hand very severely injured, is getting along fine. We don't suppose that this stopped you from running your new auto, did it?

The marriage of Brakeman Jesse Taylor took place on June 21. Mrs. Taylor's home is in Baraboo. After an extended trip they will be at home in Portage. The boys wish you good luck, Jesse.

Our old-time friend, Frank Rusch, superintendent of motive power on lines west, was in Portage the other day on a visit to his old home. He was given a hearty welcome by all the old-timers. Mr. Rusch was an engineer on this division before going to the Puget Sound lines, having his home in Portage.

On the sick list during the month we find Carl Loeffler, yard conductor of the La Crosse terminal, who had an operation; Muggs Devine, car record clerk, who recently dropped a large sample trunk on his leg. Suppose it was a good thing that the trunk was but a sample; had it been a real one it might have broken the limb. Machinist Ferry of the Portage roundhouse also had an operation, but is now back on the job and as good as ever.

Mr. and Mrs. Sam Hunter spent a busy day in Milwaukee recently, looking for Ford tire bargains. You should have seen the bundles Sam took home on No. 23.

Roundhouse Foreman Joe Allman of Watertown Junction is planning a trip to Seattle just as soon as the cool weather shows up.

Brakeman Harry Forkenbridge, son of Conductor Forkenbridge and manager of the Watertown baseball team, is very anxious to arrange games with any teams along the division. As yet they have not lost a game, so be careful. Conductor Forkenbridge says this is what Watertown water does.



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Guy E. Sampson, yardmaster at Bensonville, Ill., paid the office at Portage a visit on June 29, while on his way to La Crosse.

Edwin Buffmire, formerly maintenance clerk in superintendent's office at Portage, resigned his position and on June 18 left for Grand Rapids, Minn., where he has accepted a position with the King Lumber Company. We regret very much to have him leave us and all wish him success in his new field.

Trainmaster Bowen has purchased a fine new Studebaker car.

The warm weather of June lured several members of the office force at Portage away on vacations: Supt. and Mrs. Thurber taking a trip to Seattle, Wash.; Mr. and Mrs. Bowen spent a week in Detroit and on their return motored to Lost Lake, Wis., for the remainder of their vacation period; Chief Timekeeper Jos. C. Buckley also went to the lake region of Northern Wisconsin, and Miss Lucille Stowell took a trip to Niagara Falls.

Miss Hazel Helmann was absent from duty for a week on account of illness.

Lester Merrill has been appointed assistant timekeeper in superintendent's office at Portage.

Weddings, weddings—there seems to be no end to them. Now if Train Baggageman Harry V. Warner hasn't gone and done it. The boys all join in wishing you and Mrs. Warner heaps of happiness, Harry.

Conductor Decon Schutter of Sparta had on his new uniform the first eight days of July while Conductor Dau Smith of the Viroqua branch took a much needed rest. Did you make a batch of home brew while you were off, Dan?

Agent W. H. Sherman and wife, of Marshall, have just returned from a trip through the East.

Now that Joe Buckley has been promoted, he wears white trousers. That's all right, Joe; everyone admires them.

Everyone was glad to have a cigar on Fireman John Robertshaw when he said that a fine big baby boy had arrived at his home.

Fireman Charlie Mosser of the Viroqua branch made a trip to La Crosse recently, where he purchased a new Paige motor car. Business must be good on the branch, eh, Charlie?

Dewey Brown, assistant to the chief dispatcher, made another trip to Green Bay during the month. We are sure that there must be some attraction there to take that long trip every month.

Motoring on the Milwaukee—Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

If any one, anywhere, thinks they have the hottest weather, just let them come to Gallatin County right now. We won't take a back seat for anyone or anything, and I almost wish folks would all stay at home or if they have to go some place, would stay there, so I wouldn't have to write about them. Of course I do, to keep my job.

Well, Mr. and Mrs. Barton and those two nice daughters who went out to the coast last month, are back here again this month and Mr. Butler is bumped off the trouble shooter again—yes and who but Jim Toy is the present conductor there in place of Mr. Rogers who bumped James off the east-end local.

Mrs. Harry Hamp and two small daughters who went to the coast also, last month, are back again, and Miss June lives around the Milwaukee Union station now, in hopes of seeing her classy looking Dad in his brand new uniform and perhaps coaxing a nickel out of his cash fare pocket.

Conductor Cosgrove, who went east for a visit with home folks, has returned and is again on passenger, bumping John Rice off the turn.

Fireman and Mrs. Guiott, who went west last month, are back again and although it's hot weather to shovel coal on the North Montana, Mr. Guiott thinks it's better than pulling stumps, and the pay is staidier.

Goodness, Fireman Sam Haffner and Mrs. Haffner, who left us for California last month, are not back yet. Wonder what's happened. They will be in time to help out next month's notes though, I hope. I can't imagine what I should have done after all, with all the people going away, if some of them hadn't returned.

C. G. Hurlbut and Mr. Ragen of the claim department were R M visitors a few days this month, going east to round 'em up, near Roundup and Miles City, from here.

Brakemen Greer and Gill have left us for the yellow cars too—pretty soon there won't be any freight crews left. They will all be promoted to brass buttons.

Roadmaster Walsh took a short trip to Moberg July 1, to ride that far with his wife and good looking daughters, who went to Minnesota for a visit and came back in time to get this in the August magazine.

Mr. and Mrs. Vaninvegan and family left first week in July for way back in Massachusetts some place, for a month's visit.

Mrs. Frank Hamilton has gone to Pittsburg, Kansas, for a visit with relatives for the remainder of the summer.

Mrs. W. H. Thompson and small daughter and son are visiting in Chicago while Mr. Thompson is fishing up the Madison.

Charlie Steel has as a guest for part of the summer his father, Dr. Steel, from Missouri. He says Charlie used to be a real good boy before he got to be vice-president of a bank and could sign all the money.

July 3, an Elk Special, bound for Los Angeles, came over the R M division and Engineer Asher, Fireman Gilliam, Conductor Hurst and Brakemen Greer and Manley escorted them safely to Deer Lodge from Harlowton.

The most important bit—what do you mean bit—no I mean the most important news item on record this month is the sudden and unexpected wedding of Fireman August Kunzue to Mrs. Mary Jones, of Brooklyn, and we understand, it took a girl from that far away to grab him as everyone, even Gus himself, thought for sure he was a safe and confirmed old bachelor. But he isn't any more and don't have to pay the tax again. That is, not that tax, but there are plenty of others, August. Anyway, we all, especially the Rocky Mountain, extend to the happy couple very best wishes for a long and happy life.

Superintendent and Mrs. Phalen have returned from a trip through the Yellowstone Park.

Conductor Jinkins and family are camping in the Park the past ten days. Conductor Bates and wife have just returned from there.

Mrs. Ralph Spayde and family are visiting in South Dakota for a few weeks while Ralph is killing time on the work train on the west end.

I can't think of any more people who have gone away or come back but I guess there are some I have overlooked—anyway Mary said she would tell me something, and she didn't, so blame her for the lack of news this time, and it's too hot to read anyway.

Illinois Division Mabel Johnson

Fireman Henry Hurd returned from Becker, Wyo., where he took up one of the soldier's claims. While there he erected a cabin on same.

Engineer R. E. Hanson, who was operated on several weeks ago in a Chicago hospital, is somewhat better, although his improvement is slow. His friends on the division hope for the speedy return of his former good health.

During the extreme warm weather it was necessary for Hugh James, car man, to be off duty. At this writing, he is better and has returned to duty.

Mrs. A. C. Kramp and son Albert, wife and son of Conductor A. C. Kramp, drove to Freeport Sunday in a new Buick and spent the day with Conductor Kramp, who has lay-over at that place, being on runs 53 and 54.

Mr. and Mrs. John Reinehr of Tomah, Wis., came to Savanna to see their new granddaughter, Mary Joan, born the latter part of June. The parents are Mr. and Mrs. Irvin Tyler. Mrs. Tyler, formerly Miss Louise Reinehr, was stenographer in the superintendent's office, and Mr. Tyler is now 110 clerk in dispatcher's office. The treat of candy and cigars was appreciated by the office bunch, and congratulations are extended to Irvin and Louise.

Mrs. M. Bertholf, wife of Yardman M. Bertholf, Savanna, who has been a sufferer from inflammatory rheumatism for some time past, is better at this writing and able to be about.

Mrs. William Waymack, wife of Car Foreman Waymack, has returned from the Washington Boulevard hospital and is getting along nicely. While there she visited with Brakeman F. L. Deering and reports him doing fine and able to

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walk with the aid of crutches. He is cheerful and always glad to see any of his friends. All hope that he will continue to improve and be restored to his former health.

Miss Doris Calehan, file clerk, superintendent's office, and Mrs. William Sheetz, wife of Machinist Sheetz, Savanna roundhouse spent a few days visiting friends in Perry, Iowa, recently.

Miss Irene Rush, clerk in Savanna rail mill office, and Max Cottral, roundhouse employe, were married at St. John's church at 8 a. m. Wednesday, June 22. Following the ceremony a wedding breakfast was served at the home of the bride's aunt, Mr. and Mrs. Thomas Donahue. Upon their return from a brief wedding trip, they took up residence in their home at 19 Keller street, Savanna. Congratulations and best wishes are extended to Max and Irene.

Mrs. Anna Bahne, timekeeper in superintendent's office, and daughter Norma spent a few days visiting relatives in Milwaukee, Wis.

Train Baggage man Lee Dulen and wife have gone to Kilbourn, Wis., for a short visit.

The death of Engineer Charles Kimball, well known engineer on the Illinois Division, which occurred at 8:30 p. m., June 13, was learned with deep regret by his many friends. Deepest sympathy is extended to the bereaved members of the family.

Conductor M. C. Simons has been off duty since July 3, when he went to Rochester, Minn., for an examination by the Mayo brothers. Conductor Simons is a sufferer from asthma and it is hoped that he will soon find relief.

E. B. Lantz, one of our prominent young engineers, foresook the iron steed in June long enough to take the leading part in a play, entitled "Pleasant Valley." The play was staged at Kirkland, Ill., for two nights and drew record crowds. There is drama in all of us, but few will let it escape.

D. C. Guilfoill, yardmaster at Elgin, has returned to work after three weeks' absence, spent in recuperating from a couple of fractured ribs. Mr. Guilfoill lost his balance and fell from his porch, after his hat blew off. Didn't know there was so much breeze in Elgin.

K. G. Brown, Illinois Division conductor, who has spent a number of years around Savanna, must have decided Savanna was a good place to spend some more time, as he recently bought a home there.

David Speck, who has been on the west end way-freight for some time, has taken charge of the Davis Junction-Kirkland patrol job. Dave said he did not like night work very well; but, then, he did not like sunburn either.

The answer to my little "pome" in the July number:

"M. J., I read your little missive
With appreciative eyes,
For I know you're all for business
And would never tell me lies.
There's a certain thrill of pleasure
For me to fool you so,
But some time when I have leisure
I will surely let you know.
—A Bent Rail."

Northern Montana Division

A. B. Goff

Dispatcher J. Thompson of the Milwaukee, accompanied by his wife, left yesterday for a three-weeks' vacation trip at Syracuse, New York and other eastern points. Mr. Thompson has been relieved by Dispatcher W. A. Horn of Moberly, S. D.

Understand George Coleman, machinist at the Roundhouse, has requested transportation East for himself and — (Are you a good guesser?) It is to be a July affair, I believe. We all wish him much happiness. As a matter of fact he looks rapturously happy right now.

H. R. Waboske, division freight and passenger agent of the Milwaukee with headquarters at Great Falls, is in the city. Mr. Waboske states that from Miles City to Choteau along the Milwaukee line crops are in excellent condition. If the present weather conditions continue, Montana will have the biggest crop yield in many years. He estimates a six million bushel production on the Northern Montana Division.

J. R. Reagan, freight claim inspector of the Milwaukee, is in the city from Miles City, Mont. Chief Clerk T. R. Gilmore, wife and family

spent a glorious Fourth of July with relatives at Ingomar, Mont.

J. C. Kidneigh, roadmaster, missed his stenographer one morning of late, and upon the arrival of Train No. 117 found her all dolled up in wedding finery, whereupon he congratulated her. But, alas, he was mistaken as she had been acting as maid of honor for Miss Alura Gough, formerly stenographer in the superintendent's office.

Mr. Kidneigh wishes to apologize for his mistake. (But never mind, Mr. K., it will be in order real soon, we understand).

Little Dorothy Adeline Jones, daughter of Mrs. Anna B. Goff, has been here visiting her mother for some time. She was accompanied by her aunt and uncle, Mr. and Mrs. R. A. Ludtke of Webster, So. Dak.

Chief Clerk F. E. Wharton of the superintendent's office and wife have gone on their vacation. This year they will take in the sights and beautiful scenery in the Glacier National Park, and expect to be gone about two weeks.

A certain young lady of the freight house force is at the present suffering from a very severe cold and is greatly worried if she will be over it in April, 1922, as her daily thoughts and dreams are of the Land of the Hula Hulas and Pineapple Sundays. This is our first knowledge of shemale Sbriners.

Can a Train Man Be a Christian?

Written for Conductor Lindblom.

Can I live and be a Christian,
On the railroad with its cares;
With its thousand frets and worries,
Aggravations here and there?

Can I live and be a Christian,
With so much to make me sad;
Can I keep my heart uncalloused,
With no Sabbath to be had?

Yes, though there may be temptations,
Turn whatever way I will;
I can live and be a Christian,
Working on a railroad still.

But 'tis hard to have no Sabbath,
God's appointed day of rest;
Yet He put me on a railroad,
And He knoweth what is best.

And some day mid awful crashing,
Some stout hearted engineer;
Or some worthy, faithful fireman,
May just need a word of cheer.

Or, maybe a brave conductor,
Or a hero at the brake;
Will need my hurried whisper,
"Father, save, for Jesus' sake."

So I'll work upon a railroad,
Taking all things as they come;
Serving Christ and hoping daily,
I may be a help to some.

Till that day when He shall call me,
To that glorious land of rest;
Then if I have done but little,
Christ will know I've done my best.

—J. C. K.

Chicago Terminals

Guy F. Sampson.

The "newest" news we have heard is the arrival of a boy at the home of Switchman Leeper and a daughter at the home of our assistant foreman of the ice house, Fred Cook. Congratulations, boys, with best wishes to the babies and their mothers.

William Dohm took a three weeks' vacation which he spent around Portage, Wis., and other places where he had been formerly employed.

Engineer Art Pierron of Bensenville pulled a one-man strike recently while doing a job of painting on his own house. The strike lasted several hours and in the meantime he held several conferences with his wife's husband and finally decided to let the matter drop and finish the job without further compensation. That is what we call compromising.

We also hear that Edwin D. Stock will soon take unto himself as a wife one of Bensenville's most talented young ladies. However, Eddie, better known as "Missouri," is as close-mouthed as

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.

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Dept. V-51, Dayton, Ohio.

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122 South Michigan Ave. CHICAGO

a claim and won't acknowledge whether or not he is going to take the step.

Yardmaster Chas. Harrington is off two weeks on his annual vacation. Place filled by Jess Capoot.

Trainmaster Ed. Johnson off on vacation, his place being filled by Yardmaster Harry Stockwell, whose yardmaster's job is being taken care of by Jamie O'Keefe.

Repair Track Foreman Ike Thompson, of the Bensenville repair track, is off on vacation, while Foreman Johanas of Manheim is filling his place.

"Hush!" Don't spread it around, but the reason our Committeeman Chester O. is doing all his work standing up is he just went to Rockford and back in his new car to break it in, and we are uncertain which got the worst of it.

Frank proved his name again, but even if he is "able" he should have some regard for the curbing, poles, fences and pedestrians and take to the prairies with his "new car" if he will insist on plenty of room.

They are paying rewards in Chicago for catching anyone who turns in false fire alarms. Have a care, Henderson, they might start out here and the boys will have a laugh coming.

Our best bet as a coming boilermaker helper, Morris Lyons, seeing that peace was coming on the old soul, up and got married, and is so happy over the event that he is still hauding out cigars. Of course we know he is rather young, but the age does not count these days.

Just to prove what we said about age, Machinist "Scotty" has been figuring on all the waste paper to see if he can support two on the new wage, but insists he will wait till cool weather comes. Good luck, Scotty, you have sure waited long enough to pick a good one.

Bring in your baskets and egg crates, boys, Machinist Burns has joined the ninarods, and with his headlight promises good results, from night fishing. Understand he takes M. Nichols along to help him with the big ones.

Wm. Bishop and H. Severson write from Hagan, Wis., where they are spending their vacation, that they are having the time of their lives and catching lots of fine fish, and some of the boys here received a box of nice fish from them.

H. J. Cameron and family leave July 17 for Frankfort and Lexington, Ky., to visit relatives. Most too hot to go south now, Harry.

Chas. Miller's and Thos. Collins' new homes at Bensenville are fast nearing completion, and will soon be ready for them to move in. Understand Car Clerk Wind will turn steamfitter for a few days and help the boys install their steam heat and do other plumbing.

Operator Wm. Murback off on vacation, while Operator A. Eldrid is in his place, at Bensenville office.

We hear now that Ike Thompson is spending his vacation in Pennsylvania, also that A. Johannas who is filling Ike's place, has brought his "stenog," Miss Rose, with him. That accounts for our not getting any items from Manheim repair track office this month.

Fred Devinney reports a very pleasant evening spent with the Owl Club July 14. Some of the other members did not fare so well.

Yardmaster Harry Stockwell goes on his annual vacation July 16 when Chas. Harrington will be back and resume work. J. O'Keefe will work in Harry's place.

Yardman Corkell has just moved his family to Bensenville, having secured rooms vacated by Geo. Stoddard over the post office.

Timekeeper Dave Williams absent the last half of June. We understand he attended the wedding of his son at Detroit, Mich. His place filled by Chas. Prior. Don't know as we ought to mention Mr. Williams' absence as there is no one person in the terminal who knows as much about what is going on that would interest our readers as he does and yet we have been unable to get him to send us a single word of news. Now, "Dave," you got your name in the magazine. Can you give us a few notes for next issue.

Storekeeper Breit, of Bensenville, has changed places with Storekeeper Snyder, of Galewood. We are really glad Breit went there as we will now be able to get some items from Galewood and one of the office force here promised to take care of this part of the news here. Come on, Breit, we will look for a "few" from you next month.

How many readers read Mr. Byram's statement before the senate committee on interstate com-

merce, printed in last issue? It sure shows that Mr. Byram appreciates the co-operation shown by "Milwaukee" employes. This being the case it is up to every loyal employe to continue to practice co-operation as that is what makes and keeps the Milwaukee R. R. second to none.

Several other employees have either purchased homes in Bensenville or have bought lots and contemplate building soon. The burg is sure growing some.

Bob Tanning has gone into the chicken business, out of a dozen eggs set he hatched out nine, that's some engineering.

J. J. Jelly, A. R. H. foreman, is spending 15 days in sunny California.

Next stop, Bensenville roundhouse, everybody out.

Chas. Mack, labor foreman, is taking his summer vacation, and before leaving said he would spend the week in Chicago, as he has lived there several years, and has not seen the monkeys in Lincoln Park.

Joe Bodenberger has just returned from a short inspection trip to the oil fields of Montana, and from his story the land sure is oily-right.

Since our last issue Boiler-maker Helper Maurice Lyons resigned from the bachelors' Club, and one of the boys that was at the wedding overheard the bride ask Maurice, "Will you care for me all the time?" "I'll do my best, Hannah, but part of the time I got help Mr. Milwaukee and St. Paul."

Art Tegtmeyer, slip foreman, has been troubled with his eyes and is now wearing glasses, cheaters as Harry Peters calls them. They sure are very becoming. (La Cross roundhouse boys note).

Signal Department Wegwags (Concluded)

Howell ends up with—Oh, h—1, I don't know nothin'.

But Schutzie comes through with a bright remark about a birthday party held June 22 (at which the writer was not present), as a surprise on Smith, Tyler and Steed, account of them all having a birthday in the same month. It seems they had quite a feed, all ensemble, as it were, at lunch hour—had ice cream, pretty speeches by the honor guests, etc., etc.

Claude Wharton, helper at Worley, is in the hospital, due to a torpedo, exploded by the gas car, hitting him in the leg. He is able to be out on crutches and, unless something causes a relapse, will be able to work in a month or so.

H. L. Stage, maintainer at Superior, and Bert Olsen, his helper, had a narrow escape when the Missoula trouble-shooter hit them, just west of Tarkio, on the evening of June 18. Fortunately, no one was hurt, but the car was a complete wreck.

Glenn Smith, helper at Plummer, has resigned to go into business for himself, being temporarily relieved by James Moran.

F. C. Bingaman and wife of Marble Creek, have gone to Missouri on a vacation, visiting with relatives and friends. Stanley Sumner, helper at Warden, is relieving Bingaman.

Did get a few notes at the last minute for the "Wig-Wags," as to how some of the maintainers spend some of their leisure time. According to my informant, some of them maintain sixty-mile territories without a helper and still have time to drive an auto. One of them just drove up in front of the office in a new Dodge, and on the Rocky Mountain and Missoula Divisions they all have cars but Jim Randolph, who says he would buy one, but "they ain't" no roads where he lives. Tough luck, Jim, but look at all the good fishing you get in the Bitter Roots—and then maybe, it isn't so tough, after all. Applegate, at Renton, is still wondering how he is going to end up after a pedestrian tried to stop his "Hup" with his head.

There is a big question around the Deer Lodge supervisor's office as to why or what J. O'Dore is doing with a baby carriage—(not an auto, but one of the kind the future maintainers ride in). It seems one came in from some place, all ticketed and marked up for Jim, but he refused to claim it.

The latest addition of auto drivers to this department is C. M. Sweeney, of Lennep, who has acquired a new Dodge, and Harry Wade, labora-

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tory foreman, wore out one Ford and now has a new one of the same breed.

Milwaukee Shops Items

H. W. Griggs

The Jones valve gear recently applied to engine 6115 is proving up to good satisfaction. This is an improvement on the old Waischaert valve motion, giving a variable lead increased as hooked up similar to the old universal Stephenson link motion. This is an invention of John O. Jones, a machinist in the Milwaukee shops.

Mr. and Mrs. Harry Barlow attended the Shriner's convention at Des Moines, Iowa, the week of June 13, as did also C. R. Gilman, electrical engineer.

"Ted" Kirkby, of the M. E. department, went to Tacoma June 22, as assistant to Frank Rusch, for two or three months. Rumor has it that it may be for more than two or three months. Well, "Ted" is good for the job, and don't you forget it.

Quite a number of Veterans' passes have been bulletined of late, on account of passes lost. Hang onto your cards, boys—it takes quite a while to get them, especially after being bulletined. When we were in Dubuque, July 8, our committeeman there said the "Vets" are having a slow time getting their passes, at least this was the case with quite a few of them. Any employe who has measured up to the full twenty-five years' aggregate service for the Company is entitled to an eastern line annual pass. Also lines west for those in the west.

Chief Chemist George Prentiss was down East two weeks, from June 20.

The valuation department are cleaning up and by the time this is in print most of the force will be in San Francisco, where Chief Lyons goes to check up with the Government.

Messrs. Miller and Wescott of the M. E. drafting room were married June 25. We are getting quite a collection of cigars lately.

Engineer Thomas Little, one of the few remaining veterans in that department, died in Portage, his home town, and was buried there on June 29. Mr. Little ran the original Pioneer Limited in the stove-heat days. While hauling the train with engine 616, in the middle 80's, ran off a stub switch at Rio, burning up the train and half a dozen passengers. Mr. Little was afterwards presented with a fine pipe by Roswell Miller, then general manager, for stopping the train quickly. Mr. Little was a veteran of the Civil War, serving in the old Twenty-fourth Wisconsin Regiment.

Engineer McGovern of the R. & S. W. Division was buried the day before Thomas Little's burial.

The old locomotive drop table between the shop and roundhouse got a new layer of ties and other needed repairs the other day.

It seems that Engineer Ed Pugh, of the La Crosse Division got married early in July. They say Ed and his wife started for New York, but were back again in a couple of days.

Veteran Machinist Theodore Saveland had a ladder slip out from under him at his home, which laid him up for a week or more. Will be glad to see you around again soon, T. P.

Veteran Alois Steinberg is not getting on as well as his many friends would like. Go up to see him, boys.

A most fitting eulogy was that in the July Magazine on the death of our long co-worker, H. R. Williams, given by Mr. Sewall. When we were roundhouse foreman at Madison, Wis., Mr. Williams was general manager of the Milwaukee Road and many were our personal contacts with him.

Employes of the M. C. B. staff are changing off for their vacations. Ray Enters is away on his. Fresco Painter John Baumgaertner has been off for four months and rumor has it that John may be off longer, he is in such demand.

R. W. Anderson, superintendent of motive power and Clerk Zimmerman are out over the road—Kansas City, Aberdeen, etc. Chief Clerk McCormack gets down the line frequently. "Hazel" of the S. M. P. office takes her vacation soon. Miss Jane Kinisch spent her vacation in Dubuque last week. Veteran Henry Krueger will soon go on his well earned vacation. Henry has been with the road thirty-seven years. (Apologies to Hazel.)

Miss Wilhelmié Berssenbrugge, of the M. C. B. office, is laid up with a badly sprained ankle. Mrs. G., in calling her up over the telephone, learns that two blood vessels are ruptured, which will keep Miss Wilhelmié away for three weeks. (Apologies to Izetta.)

The general foundry are working three days a week, the wheel foundry six days.

Awnings grace the blue-print room, much needed, south front; so nice that Misses Milheisen and Kavanaugh could not resist having their pictures taken which may yet grace the pages of The Magazine.

That photo of Lake Pepin on the cover of the July Magazine is certainly a fine panorama and well taken. Talk about scenery!

**I. & D. Division
C. A. S.**

Harry Clough, B. & R. carpenter, made a business trip to Scotland, S. D., July 14.

W. H. McClintock, engineer, wife and children left for St. Paul, at which point they intend spending their vacation.

Chas. A. Scarlott, son of Agent Scarlott of Kennebec, S. D., leaves this month for Mitchell, where he attends school.

F. Dolan, agent, Alexandria, S. D., and wife are visiting friends at Spirit Lake.

Mrs. F. W. Hurlbut and daughters, Helen and Evelyn, were called to Springfield, S. D., on account of the sickness of their grandmother.

Misses Verona and Vivian, daughters of Engineer Walter, are visiting at Sheldon.

Marjorie Elton, stenographer, superintendent's office, is spending her vacation at Chicago and La Crosse.

F. H. Dickoff, yardmaster, Mason City, was called to Minneapolis to attend a meeting of the yardmasters, which was held July 12.

Esther Tillotson, daughter of Interchange Clerk Tillotson, is visiting at Minneapolis this month.

Mrs. George Irving and children, wife of Engineer Irving of Sanborn, are visiting at Dell Rapids, S. D., on a pleasure trip.

Mrs. G. H. Burkhiser, wife of operator at Sanborn, and daughter Katherine were called to Seymour, Iowa, account of sickness of Mrs. Burkhiser's mother.

Frank J. Fitzgerald, ticket clerk, Mitchell, is spending the week-end at Chicago.

Kirby Edward Griffith, son of K. E. Griffith, machinist, left for Milwaukee to take the examination for machinist apprentice.

Misses Ina Long and Ruth Scott of the superintendent's office spent July 4 at Minneapolis. Just why they had to go there is being looked into.

We now have ten new passenger engines in use, seven of which are running between Marquette and Sanborn and the other three between Mitchell and Sanborn. The engines are superheaters, containing all the modern furnishings. They make a big saving in fuel. They will travel 100 miles on a tank of water. One of the locomotives made the round trip between Sanborn and Mitchell, a distance of 262 miles, recently on one tankful of coal.

The offices of H. Gasper, C. A. Montgomery, roadmasters, V. Hansen, chief carpenter, and H. W. Crow, assistant engineer, have been consolidated in one large office. Their new office is in the same building that is occupied by Division Storekeeper Anderson, Marion McGuire, stenographer and clerk in superintendent's office, was transferred to the new offices.

S. Rodgers held the position as agent, E. J. Full as first operator, R. J. Lunsche, third operator, at Canton during the absence of Mr. Stevens and Mr. Elton, who spent a week at Des Moines attending the Shriners' convention.

Conductor Matt Radloff and wife also took in the sights at Des Moines during the Shriners' convention.

E. J. Full has been compelled to wear glasses since he held down the first trick operator's job at Canton. Wonder what the object was?

During the hot weather, Fred Hewling, baggage man at Canton, had the mishap to get a sour cream massage from a can of cream blowing up while unloading from the train.

R. W. Keilar, freight agent, and Frank Condon, rate clerk at freight house, hold first place when it comes to bringing home the fish. They had eighteen nice bass weighing from one pound to two and one-half pounds, but they haven't told

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us yet just how they caught them and what kind of bait they used.

C. & M. Division Knocks and Boosts

By "Buck"

July 2nd, as No. 48 was starting from station at Truesdell, an automobile stalled on the crossing. Engineer R. J. Casey had his train under control and stopped the train in time, preventing an accident.

Mrs. G. T. Carroll, a dozen grips and two trunks, and also our chief dispatcher, are spending a few weeks in Yellowstone National Park, looking at the Geysers. George says it's just an engine letting off steam. Always railroading!

July 16th and 17th, the C. & M. Division handled five Bankers' Specials; all of which goes to prove that the majority of us pick out "white collar" jobs.

Due to the close attention given passing trains by Section Foreman Charles Reickhoff at Oakwood, a bad derailment was avoided when he discovered a broken truck dragging on a passing freight. Very good work.

Al Erdman is back—a little tan and a few extra pounds is all he brought with him—thought you might surprise us, Al.

The management has written to thank all concerned in the handling of the Fourth of July excursions. The engine department handled the power in splendid shape, and the train and engine men were right on the job to take care of the vast crowds. The service given by the C. & M. Division has helped to make the Fox Lake resort region the great success it is today.

Why worry about the question of overtime rates when we are all striving for an "On-Time" performance?

Our force has become so proficient in breaking glasses that we now have a great big, back-to-the-farm dipper in the dispatcher's office.

Did anybody mention over-payments to the passenger men?

We have been wondering why Nos. 51 and 52 are called "Fish Trains," as we never see any passengers bring back any fish.

Room 10 again boasts of two doors, one to walk in and the other where you are thrown out!

The office force includes a polished attorney. Mrs. T. spoke in behalf of the force and did credit to us all, to herself and to the subject.

The next issue of the U. S. Who's Who will contain the record of one E. Ericson, as he contributed an item for this month. Who will be the next Who's Who?

We have the Gold Dust Twins,

Both happy, smiling maids;

When the air is warm and hot

They feed us lemonade!

As a Poet, I am a martyr to the cause,

I will admit;

But, Friends, if you can do any better,

Please submit.

S. M. East

O. J. B.

We feel that Brakeman Vandover and wife should be congratulated on their new house. It is a large structure and the owner has the honor of having done most of the work himself.

Brakeman Kilgore, who is resting up just now, called to see us and the boys so that we know he is alive and well.

We all know that Conductor Kaus is a hard worker, but if he were not he could produce a good alibi. That boy can sit doing nothing and perspire freely these days.

Engineer Bob Herman is with us again and says he's feelin' fine. We would like to meet the lady, Bob.

Yardmaster J. M. Plurn has returned to his duties after a short rest. He says a vacation does a feller good.

O. H. Berg looked in on us one afternoon while in Austin in the interests of the legal department. He sure totes a heavy grip.

The fourth passed quietly. The safe and sane method runs mostly to picnics. We spent ours in Hayward.

And now let us get behind the Administration or whoever it is that is working for return to normal conditions and see if we cannot get things to rolling again. We all want business to pick up but we cannot all stand around and wait for somebody else to run for the pulmotor in order

to revive her. The boys, generally speaking, are doing their share, and I note that many have adopted the plan of boosting any line of business. Our line is equipped to handle anything that comes along and handle it right. Boost your road.

F. A. M. Frost of Egan, S. D., has taken charge of the station at Hayward and the people say he is a good man for the job.

Milwaukee Terminals

Renay

If Mr. Weather-man doesn't come to our rescue pretty soon, I am afraid we will all be knocked out, 'cause oh, boy, it sure am awful.

First of all, best wishes to Mr. and Mrs. Schwab.

Did you know all the boys in Muskego Yards have taken to wearing smoked glasses? Why? Oh, you should see Alice's left hand.

Dorothy is now taking orders to install a three-cornered filing system. Think it over. It's a system all her own so, of course, it has to be good.

Climax, is the root beer "sizzling" yet? We are waiting for the invitation.

Hank, just why did you eat down stairs that day?

Ev, what else are you going to take to Wautoma?

Our sympathy is extended to relatives of John Williams, Jr., who was killed near the Union Depot June 22nd.

M. F. Miller, formerly of the engineering department, now working for the U. P. R. R. at Omaha, dropped in to say "hello" to the boys today. Come again, Matt, we like to see our old friends.

This is not very much of a column, but we didn't want you to think we were all sleeping, but will do better next month. Our supply of sense as well as nonsense is entirely exhausted.

Scraps From the West End

J. T. Ritch

Miss Kathryn Henley has invested in a brand new Ford motor car, and after running it ten miles, suffered from only one blow-out. Rare luck, we claim.

E. E. Klinginsmith, chief draftsman, has a new house, and though it is not the hymeneal month of June, we must venture the question, "For Whom?"

The A. F. E. department is now dubbed the A. F. E. Commode. The reason is that J. M. G. blew in with a spiffy new gray suit, and a bachelor button in his lapel.

It seems from appearances that the diamond trade is thriving, for in the general manager's office alone Dan Cupid has found two marks. Miss Maricle returned from her vacation with a sparkler as large as an egg, and Harry Wurzbacher also dropped in with a gem of like water. And to think they coyly blushed when we offered them our congratulations.

J. W. Pearce is resting in Tacoma and judging from the choice of a place for rest, he will get it.

Fred Nye is complaining of the heat and longs for December days.

The passenger department, as reported by Johnnie Pain, is well and happy, and working.

Joe Strassman dropped in from Chicago the other day to pay his respects to the crowd.

Sam Greengard has been in the general manager's office, wrestling with log rates, for the last month or so.

Forrest Insee, who for some time has been in the general manager's office, relieving "Ye Scribe," is back at the yard office. We might also add he has just returned from a trip to Vancouver, where it's never dry.

Mary had a little lamb,

Her father killed it dead.

Now she takes it with her every day

Between two hunks of bread.

—Culled.

After traveling around the east for a couple of weeks, Miss Shea and Miss Kelly have returned to the fold. They report good behavior.

When asked for a reason why Miss McIntyre didn't go out of town on her vacation, we remarked that we thought the reason was that the dreadnaught "Idaho" was in port—and I think we were right at that.

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Boisterous Doings at St. Paul.

"Birdie"

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there was other amusement for the guests, and from all reports they had a pleasant outing. They have invited the Perry folks to Marion for July 30.

Four of the L3 engines which have been in service on the Iowa Division have been sent to the La Crosse Division. It is reported that the L3 power will be displaced by L2 engines.

Lester Jobe, chief clerk in the store department, laid off a few days in June to enjoy a honeymoon trip to Chicago with his newly acquired wife. The wedding took place at the bride's home in Dallas Center, Ia. The bride was Miss Grace Snyder.

Boilermaker Edward Burns had the misfortune to break a few ribs when he fell from an engine in June.

Carl McLuen, who has been on the west division way freight out of Council Bluffs, has returned to Perry and taken a pool out of Perry. Engineer Wolfe is on the way freight.

G. J. Williams, car foreman at Perry, took his vacation the fore part of July and made a trip to Vermont. N. J. Buckles is in charge during his absence.

Perry friends of Lieut. Marl J. Plumb were sorry to learn of his death which took place about June 20 when his air plane dropped in Chesapeake Bay. Marl had charge of the installation of the automatic signals on the Iowa Division and made his home at Perry and at Marion.

J. Q. Hull, one of the oldest of the passenger brakemen, was instantly killed June 22 when he fell from his train near Bagley. He was assigned to the short run between Perry and Manilla and had apparently gone out to adjust the rear lights when he fell. As soon as he was missed from his train searchers were sent out, but he was lifeless when found lying between the tracks, death apparently having been instantaneous. Burial was made at Perry. Mr. Hull had been in the service of the company more than a quarter of a century.

Charles Neimiller and wife of Tacoma were in Perry during the Shrine convention and had a chance to visit with relatives and old time friends. Charles was wearing a Nile fez and had the time of his life. He had a couple hours' chat with the correspondent from the Iowa Division and if there was an old timer he didn't inquire about we do not know who it was. Charles and his wife said they had an auto which would be ready for business any time any Iowa Division folks came out to Tacoma, and we are of the opinion that friends from the "Lines East" would be given a welcome at his home.

Superintendent Newman Fuller and family were visiting in Perry in June before and after the Shrine convention. Charles Nath and family were also in and around Perry for a few weeks.

William Dyer, for many years an employe of the Milwaukee at Perry, died at the family home June 28 following a week's illness. He was the father of Engineer Earl Baker's wife.

Cleo Beatty Heter, daughter of Thomas Beatty of the Round House force died at the family home in Perry, July 8, following an illness extending over a period of about eighteen months.

La Verne McLaughlin, caller on the train force at Perry, was Perry's only representative at the big fight in New York in July. "Bob" is quite a fan and the trip to New York was a mere item to him.

Master Frank Richard Yates is the new son who arrived at the home of Machinist Arthur Yates the fore part of July.

Ward Baker, who has been spending some months in Arizona for the benefit of his health, returned to Perry and resumed work the fore part of July.

Ralph Bowman, formerly a clerk for the road master at Coon Rapids, who is farming this year, had some corn that was over five feet high on July 4. This shows that railroad men make good farmers or else Iowa is the place for the tall corn.

J. E. Kent, for many years employed in the oil house at Perry, was called to Oklahoma the latter part of May by a message telling him of the death of his sister.

Engineer Wm. Caldwell has resumed work after a few weeks lay off on account of sickness.

Engineer George Starliper has moved his family from Marion to Perry and George has taken a way freight firing job between Perry and Ferguson.

Engineer Jake Brown has returned to



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work after a several weeks lay off during which time he was married.

Mr. and Mrs. C. Reynolds who came out from Chicago with the Medinah Shrine party spent a few days in Perry as guests at the home of Machinist Frank Hoes.

Supt.'s Office—Coast Division

Mutt and Jeff.

The open air observation cars have now been put on the Olympian between Cle Elum and Seattle and are very popular with our eastern travelers, and we notice all our section foremen wearing the latest styles in Panama chapeaus.

On June 24 Rose Lindquist and Florence Hall entertained the girls from the office, the affair being a handkerchief shower for Miss Speith and Miss Bligh. Dainty refreshments were served and all report a fine time.

Margaret Olsen was a Sunday visitor in Chehalis last month. We understand his name is Ed and he drives a Ford.

When Mr. Hoffman is not actively engaged in selling tickets he is busy hunting and catching moles, preparatory to having a beautiful cape made for his wife.

W. V. Kennedy and Mr. Bacon spent several days with us recently scrambling through our records in search of "Guarantee Items." Boys our special today is "Hot Dog."

We wonder if the electrification department can tell us why "Skinney Penhole" smokes perfumed cigarettes.

Mr. McMahon gave a stagg party for our Chicago visitors, Mr. Kennedy and Mr. Bacon, 101 accountants. Mr. Kennedy paid the regular initiation fee of \$10 into the "Tacoma Seven Toed Pete Club," but Mr. Bacon came to the office next day with a very satisfied expression on his face, and said the Tacoma boys were very good to him.

Mrs. Carrotte spent her vacation at Vancouver, and judging by her cold and throat full of frogs we imagine she had a splendid time.

Miss Rose Zurflu, our telephone operator, is taking a much needed vacation. She slipped away very quietly and we haven't been able to find out whether or not any one is missing from the freight department. Miss Edith Israelson is taking Rose's place at the switch board.

The majority of the office men spend their noon hour shooting quots, and the balance will be found gathered around Mr. Strassman and his magic top. Mrs. Allgood, we understand, is about \$1.65 short. Mrs. Carrotte \$2.05, and Miss Bligh, Miss Johnson and Miss Hall winners by a small margin. No record on the coors.

Mrs. Cardle has returned from a visit in the east. Hence the big grin and glad rags Orville springs every day.

You must remember, Clarence, all the girls don't like this cave man stuff.

Last week our obliging ticket agent, G. S. F., was displaying an enlarged upper lip. We were a little timid about asking questions, but nevertheless wondered what the other fellow looked like.

J. N. Strassman is spending the week with us, escorting section foremen through their distributions.

We understand Miss Bligh's vacation was spent to very good advantage. Mainly getting a few pointers along domestic lines.

Now that the open air observation cars have been put on the Olympian, Charles L. has been promoted. We now find him following the fast trains on a beautiful red hand car picking up straw hats along the right of way.

Mrs. H. A. Glover, of Melstone, Mont., is visiting her sisters, Mrs. R. V. Dentent and Florence Hall. Don't forget, Mrs. G., that we have street cars in Tacoma, and all autos run on the right hand side of the street. Full directions of any kind can be obtained from our city policemen, who can be found on Broadway or Pacific avenue every now and then.

Miss Speith is spending her vacation camping. Camping weather has been rather poor since Marie left, but we trust she'll enjoy her vacation.

EAST WIND Mile a Minute.

Dear Folks:

It has been nearly a month since I have written you, and even after waiting this long news

is rather scarce, but I feel that I must write you a few lines, so here goes.

First of all, I want to tell you that it has been some warm in Chicago and if it weren't for an occasional breeze off old Lake Michigan, there wouldn't be any work done at all. Guess that is why all you hear around here is: "Where are you going on your vacation?" and "I went there on mine." One of the men in Mr. Whipple's office, you know, Paul Jones, wrote this little poem about vacations, and I thought perhaps you would be interested in hearing it, so here it is:

Where shall I spend my vacation?

That's a question you hear everywhere.
New York, New Orleans or Frisco.

I surely am up in the air.

It's a long trip to dear old New York town.

With it's bright lights and gay white way,
The Bowery and old Coney Island—

When you're once there you sure want to stay.

You'll agree Frisco is out of the question.

In one week it cannot be done:

You'd have to do all of your calling

And take all your meals on the run.

New Orleans I wouldn't even consider.

It makes me feel down in the mouth.

It's warm enough here in Chicago.

So why take a trip to the south?

After summing them all up together

I am still very much in the dark;

I think I shall spend my vacation

In Garfield or Washington Park.

Paul is right. Chicago is a pretty good summer resort after all, but after using it for a winter resort, one wants a change, don't you think?

You remember Bernice Kelly, Mr. Buckley's stenographer? She spent her vacation in Raleigh, N. D. From what the girls tell me she has learned something new, called the snake dance, accompanied by a series of yells, and has completely forgotten the toddle.

We had a letter from the office of the building the other day, requesting that more care be taken with gum after it had served its usefulness, because of the fact that it was not particularly good for the rugs when dropped on them. Mr. Burtness offered as an extra precautionary measure that the gum be swallowed. At least, we have all resolved to either follow Mr. Burtness' suggestion or place the gum in the proper receptacles. (Of course, we couldn't quit chewing it.)

Tell your friends out there that there must be some sales on diamonds, at least something is prompting the purchase of a few, and they may wish to take advantage of it. The reason we know is that Lillian Melcher has a fine new one, and Orval Stevens joined in the purchase of one. We hear Mr. Wicke bought a new one, but understand his is residing in his neck tie.

I know you folks will be pleased to hear about the lovely wedding which took place on the North Side on June 29, when Mary Jane Sittig became the bride of Aaron A. White. You can't imagine how lonesome it is around here without her, but we are all glad she is going to be so happy, and perhaps, since they are making their home in Chicago, she will come in and see us once in a while.

I heard of a fine combination which we have in one of the rooms on the 12th floor. In 1232 both Mr. Winter and Mr. Summer are with us the year around, and I imagine Mr. Winter is busy these days keeping everyone cool.

Have you heard that Roy Dougherty has a new Reo? Guess he had some trouble starting the thing last Sunday and the fellow who helped him fix it went through the process of scraping the battery wires and applying vaseline. If you see Roy trotting around with any vaseline, you will know he is using the one method he says he knows to fix his car.

You have heard me speak of Johnnie Fern Stepp. Well, she has joined the throng of braided maidens. Believe she will have to change her name to Bobbie now. Gladys Chamberlin has done the same thing, only Gladys went away on her vacation to Hartford, Mich.,

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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.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also my Book on Rectal Diseases and "Curing Piles Without Surgery," free.

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THE PANTASOTE CO.

11 Broadway
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793 Monadnock Bldg.
SAN FRANCISCO

and we haven't seen the result. Having your hair bobbed—like a June bride—for better or for worse.

Of course you know that Mr. Wurzbacher had returned to his native land, but we have received no acknowledgement of his safe deliverance, relieving us of further responsibility for his welfare. I expect we shall be hearing from West End Scraps some of these days.

We had a lovely baseball game on June 21, and although it was a month ago, I want you to hear about it. It was in Grant Park and it certainly was a scene of carnage. The C. M. & St. P. tariff department baseball team defeated the Santa Fe tariff department by a score of 21 to 8. The St. Paul sluggers got to the Santa Fe pitchers in the first inning for 13 runs. H. Litzen of the St. Paul pitched shut-out ball for five innings, not a man reaching first base. Then with the game on ice, he eased up and allowed the Santa Fe to score. Litzen was credited with 15 strike outs. I understand the tariff department would like to secure games with some of the other departments, and if you hear of anyone who wants to take a chance, you may refer them to that department.

And now I have a good bit of news to impart. Our supervisor of refrigerator service, W. L. Ennis, has found his better half and is now receiving the congratulations of all his friends. They say Madison Willis is the only unmarried man up in that department now and that he is feeling quite independent, but we have no doubt he will join the ranks soon. Perhaps he has something on ice he is not telling us about.

Mabel, in Mr. Whipple's office, has the loveliest new green dress, and if Harry had only saved that green shirt he won at the Irish picnic, it would greatly add to the color scheme.

Our old friend, Vivian Grondahl, who is now in Mr. Vietch's office in Seattle, was in to see us and everyone was glad to see her. Vivian works in one of those nice offices like our railway exchange—at least it looks nice from the picture Mr. Brown sent us.

I can tell you the pioneers of '49 have nothing on us. At the present time we have the broncho bustin' contests on the front lawn of the Railway Exchange. After witnessing several performances of the so-called "rough riders" it is evident they would stand but little chance against our daredevils who daily donate a "deemer" to the Oak Park "L."

F. H. Lippert, you know, he is in the general freight department, entertained the members of the Danifino Club at a very lovely lawn social at his home on Briar Place, June 29. Most of the silverware has been recovered.

It sure must be great to live out on the Marcellus line where you don't have to give the Marinello a dollar every time you take a dip in the lake.

We still continue to receive reports about our dashing secretaries. Now what did they do but go out to Seattle and leave a long line of broken hearts behind them. Can you imagine such a thing? That's the way with these secretaries, though.

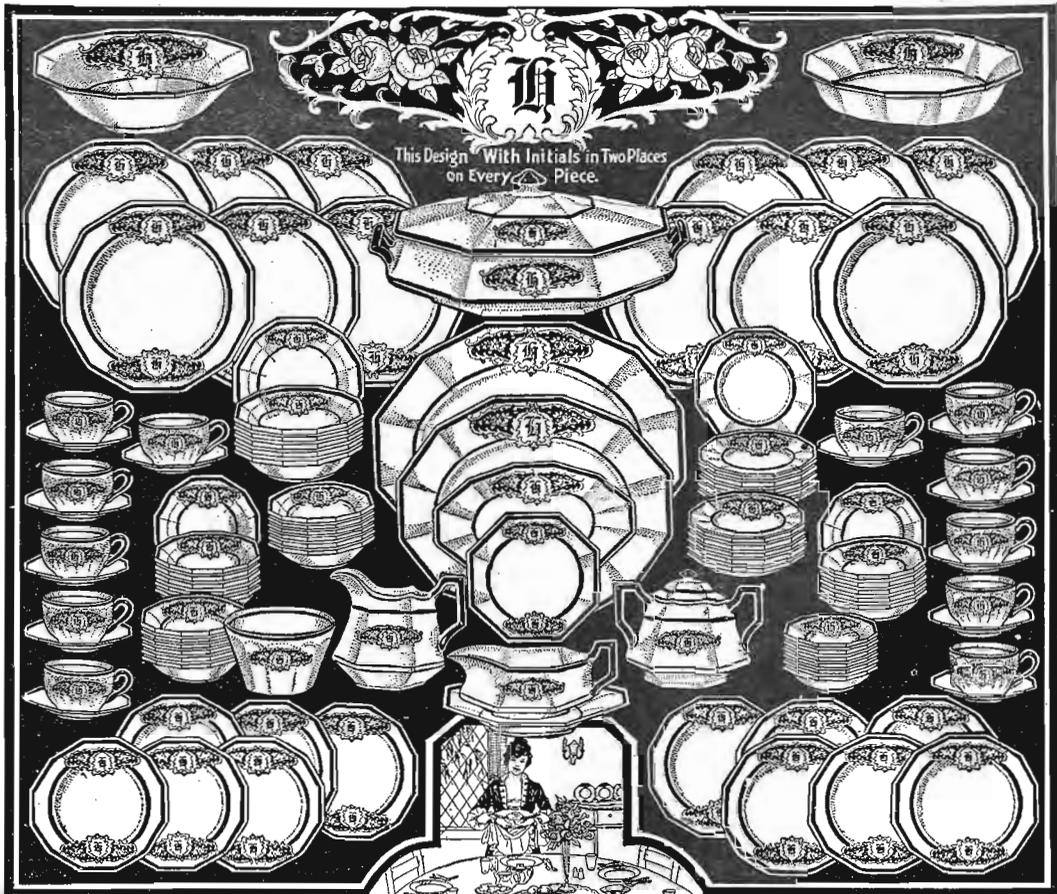
Did you know that Kath O'Neil has just returned from a two weeks' vacation in Pittsville? She did not mention the state, but they tell us the town is now back to normalcy.

Guess from all reports Harry Johnson, wife and son Billie had a lovely trip to Staten Island, N. Y. They visited Harry's father. The famous "Jawn" also spent his vacation in New York, and things were pretty slow while they were gone.

Bertha Melcher is spending her vacation at Duck Lake, and when she comes back I must find out if the week ends weren't pretty lonesome. I'll tell you what she says when I write again.

Did I tell you that Lucille Cirlin is back with us again in Mr. Whipple's office? You know she used to be in that department before she was transferred to Mr. Hoy's office. Everyone was glad to see her back.

Guess I have told you about all this time, and will hope to write more at a later date. I hope everyone gets busy and goes some place this month so that there will be lots to write about.



This Superb 110-piece Set, with initial in 2 places in wreath with 6-color decorations on every piece and gold covered handles, consists of:
 12 Dinner Plates, 9 inches
 12 Breakfast Plates, 7 inches
 12 Cups
 12 Saucers

12 Soup Plates, 7 1/2 inches
 12 Cereal Dishes, 6 inches
 12 Fruit Dishes, 5 1/2 inches
 12 Individual Bread and Butter Plates, 6 1/2 inches
 1 Platter, 13 1/2 inches

1 Platter, 11 1/2 inches
 1 Celery Dish, 8 1/2 inches
 1 Sauce Boat Tray, 7 1/2 inches
 1 Butter Plate, 6 inches
 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)

1 Deep Bowl, 8 1/2 inches
 1 Oval Baker, 9 inches
 1 Small Deep Bowl, 5 inches
 1 Gravy Boat, 7 1/2 inches
 1 Creamer
 1 Sugar Bowl with cover (2 pieces)

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 Occupation..... Color.....
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 Hartman guarantees that every piece in this set is absolutely first quality. Don't confuse these with "seconds" or "run of kiln" dishes which show imperfections. This is a standard or "open" pattern. Replacement pieces can be had of us for three years.

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