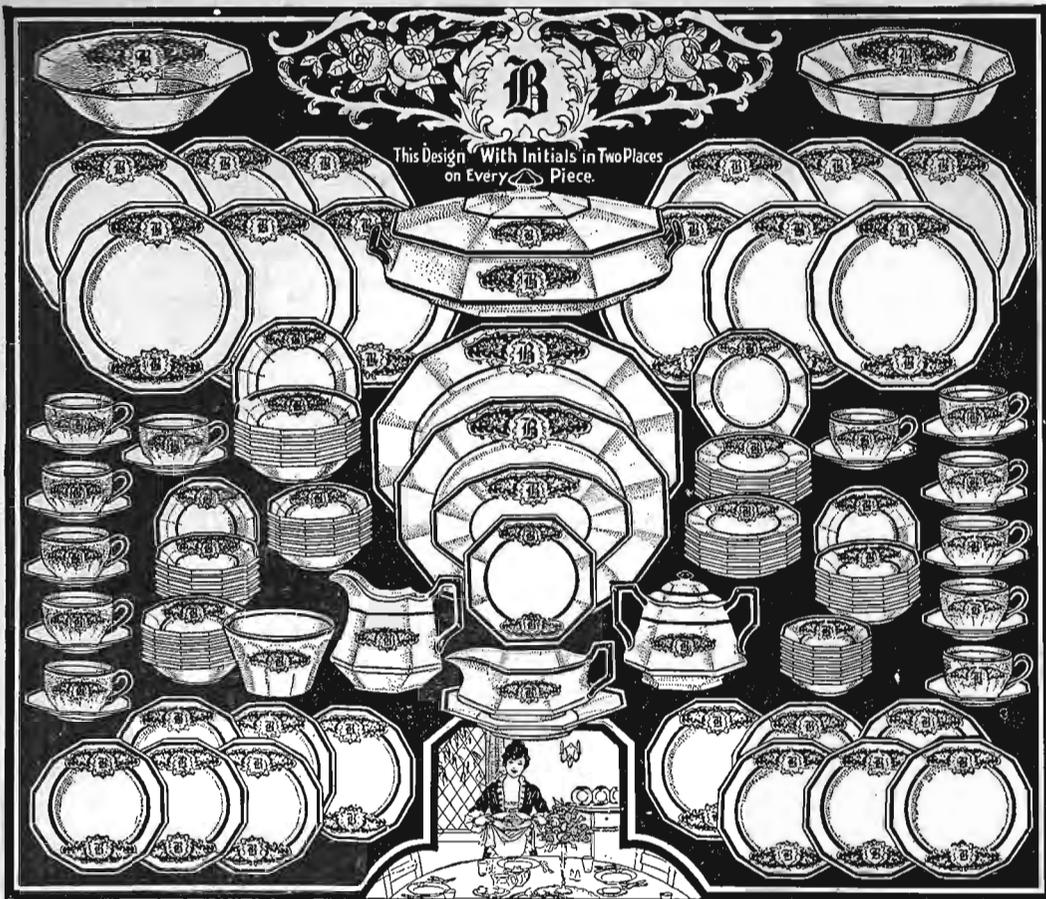


# THE MILWAUKEE EMPLOYEES MAGAZINE



**September 1922**

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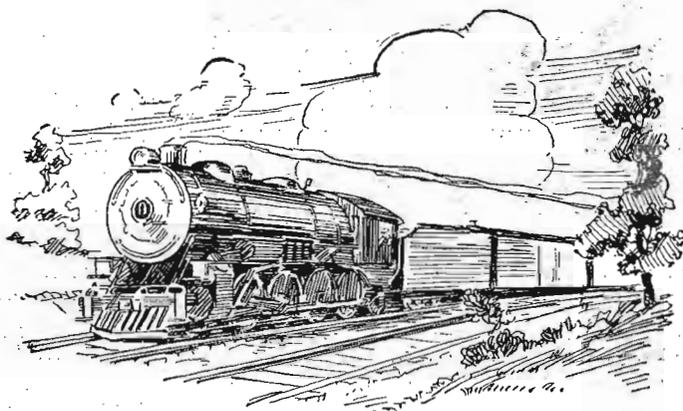
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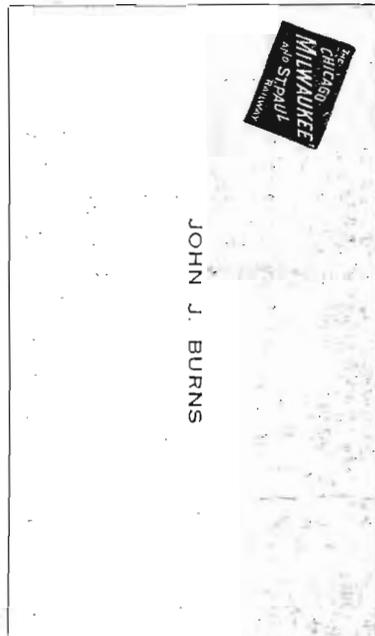
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**Magazine**

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Chicago





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VENTIONS, LOCAL UNION MEET-  
INGS AND OTHER GATHERINGS

WRITE FOR PARTICULARS

ILLINOIS WATCH COMPANY  
SPRINGFIELD

## Notice to Striking Employes of the Chicago, Milwaukee & St. Paul Railway Company

Efforts of the chiefs of the five Train Service Brotherhoods to settle the shopmen's strike by negotiations in New York have failed, although every possible concession was made on the part of the group of railroads which participated.

I have explained personally the entire details of the negotiations, including proposed terms for settlement, to the General Chairmen of the organizations involved on the Chicago, Milwaukee & St. Paul Railway.

Owing to the heavy business in sight there is plenty of work for all of the employes now in service in addition to those now on strike.

We believe that an adjustment of the only unsettled question in connection with the strike—the seniority question—could be reached satisfactorily if it were possible for our employes now on strike to make an individual settlement with the officers of our Company, but so far this has been impossible because the leaders of the strike are unwilling to permit settlement on individual railroads. It seems to us that to have the strike continue on this account is most unjust to both the striking employes and the Railway Company. We do not believe the strike should be continued on this railroad because you are unable to settle your differences on the other railroads and I suggest to those of you who would like to go to work and who may not understand what is preventing it that you make your wishes known to the Local or General Chairmen of your organizations on this railroad for the purpose of being freed from the restrictions that we believe are now preventing a settlement of the strike on the Chicago, Milwaukee & St. Paul Railway.

Chicago, Illinois,  
August 28, 1922.

  
President.

---

## Burton Hanson

### 1851-1922

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#### An Appreciation by H. H. Field

Burton Hanson was born on a farm in the Town of Rushford, Winnebago County, Wisconsin, August 27, 1851. He attended the town school, the high school in Berlin, and the Whitewater Normal School. After Graduation, he taught for several years and then went to Milwaukee and studied law in the office of Cottrill and Cary, then a leading firm in that city engaged in general practice, and as attorneys for the Milwaukee, Lake Shore & Western Railway. He was admitted to the Bar October 17, 1876, and afterwards entered the firm. He came to the St. Paul Company in September, 1883, as Assistant General Solicitor. For several years he was chiefly engaged in the trial of cases in Wisconsin, Iowa and other states, in which he was quite successful and earned a fine reputation at the Bar. In 1895 he became General Solicitor and on January 1, 1911, he was chosen General Counsel, which position he held at the time of his death. He was elected a director January 27, 1921.

As a lawyer, he was a close student, with a clear, comprehensive mind, and his arguments were forceful and convincing before courts and juries. He had the faculty of going right to the merits of a case and his fair, straightforward conduct of trials won the confidence of the courts. Among the many important cases in which he was engaged for the Railway Company, may be mentioned the litigation involving the purchase of the capital stock of the Milwaukee & Northern Railroad (1894)

in which he recovered about \$125,000 for the St. Paul Company; the cases growing out of the East St. Louis fire (1899), in which he succeeded, before the United States Supreme Court, in establishing an important principle in the law of connecting carriers; the suit growing out of the construction of the Kansas City Division (1900) in which he defeated a claim of the contractor for extra work, etc., of over \$80,000; the attempt (1896 to 1903) to foreclose that portion of the Northern Division between Milwaukee and Portage under an old mortgage made by the Milwaukee & Minnesota Railroad Company in 1864, which he defeated after several years of litigation involving over \$2,000,000; and the Wisconsin tax cases in 1906. His last appearance in court was in the Des Moines Union Terminal case, which he argued in the United States Supreme Court in March, 1920. The decision in that case adjudged the ownership of the terminal property, worth many millions of dollars, equally in the St. Paul and Wabash Companies. It was said of his argument in the scarce half hour allotted to him, that it was a clear and concise statement of a complicated case with a record of over 2000 printed pages. The decision followed closely the line of his reasoning. In addition to this and other litigation, he had charge, after 1895, of numerous matters pertaining to issues of capital stock mortgages and bonds, the Puget Sound Lines, amendments of the Articles of Incorporation, etc., frequently calling for new legislation and corporate action.

His accomplishment in the settlement of the claims of the Railway Company against the United States for the Federal Control and Guaranty Periods, one of the earliest made, was most gratifying to the directors and executive officers. His later services in connection with important financing, practically completed at the time of his death, were most valuable. When it is remembered that much of this strenuous work, in later years, was done under the stress of impaired health and the apprehension of a physical break-down, his courage and persistence merit the highest commendation.

He was a man of fine ideals and good citizenship. Just in all his relations in life, he hated injustice in every form, whether of individuals, organizations or Government. He was outspoken in denunciation of sham, pretense and insincerity. He had no patience with waste of effort or resource, or extravagance in word or action, and was a notable example of the sane and simple life. He was kind and considerate, generous and helpful to the unfortunate, and although his liberality was often imposed upon, he always retained faith in his fellow men and there were many whom he assisted, in a quiet, unostentatious way, to obtain education or positions, and who owe their success in life to his advice and encouragement. To sum up, his life was one of conspicuous achievement, actuated by right principles and the highest ideals of service, and he was rewarded by the respect and admiration of a large circle of friends, the honors of his profession, and the appreciation by the corporation of his indefatigable services.

He read much and was a student of economics and of government. He was fond of history and of biography. He had a finished style of writing and his occasional addresses were models of thought and expression. His essays on "Judah P. Benjamin, the Confederate Statesman and Lawyer" and on "Benjamin Franklin," which he read before Bar Associations and social gatherings, attracted wide attention. Veterans will recall his thoughtful and inspiring message, pervaded with deep religious

feeling, delivered at their Milwaukee Reunion in 1920.

He had, in Macbeth's words: "All that which should accompany age, as honor, love, obedience, troops of friends," and as the end of a useful and successful career approached, he could have said in the words of the Great Apostle: "I have fought a good fight, I have finished my course, I have kept the Faith."

And so it was fitting that all that was mortal of our friend and associate should be borne to rest in his native town, in the state he loved so well, and to which he brought so much honor; from whence a half century before he had gone forth to do his part in the world with a banner upon which were inscribed the high ideals of his young manhood, at last returning home with that banner untarnished, and with an honorable record of a well-spent life.

#### Passing

E. W. D.

So the summer slips along,  
Filled with shower, sun and song,  
The corn with silken tassel bladed,  
    like a sentry bold;  
And the bearded barley grew  
In the morning sun and dew,  
Prophetic of the promise, it shall yield a  
    hundred fold.

#### C. M. & St. P. League Organizes

At a meeting held in the freight auditor's office Aug. 11, 1922, bowlers representing the C. M. & St. P. employes from Fullerton Ave., and Railway Exchange elected officers for the season of 1922-23.

The meeting opened with H. I. Earle, acting chairman and W. Hettinger, acting secretary. The following officers were elected unanimously: Mr. Davies, president, W. L. Paus, secretary, H. I. Snyder, treasurer.

The following offices will be represented: assistant comptroller, auditor station accounts, freight auditors, (two teams), car accountant, Ry. Exchange, freight claim and ticket auditors. The boys all claim they have a No. 1 team so the race for honors should be hotly contested and owing to the fact that the league has eliminated the handicap the boys will have no reason for saying, "the handicap beat us".

#### Wife to the Rescue.

Young Doctor—"My Jove! Mary, this sitting around waiting for a practice is getting on my nerves."

Doctor's Wife—"Couldn't we invite the neighbors to dinner and give them something that would disagree with them?"—*London Opinion.*

## Carver's Journey Up the Mississippi and Missouri Rivers

R. M.

Before setting out again with our English traveler on his exploratory journey in the Upper Mississippi and Minnesota River country, I want to correct the time given in last month's magazine as the date of this early voyageur in American waters. The year in which he commenced his travels was 1766 instead of 1776, as stated in the title of the story in the August number; and his wanderings continued over three summers, so that he was back in the friendly shelter of the guns at Fort Michillimacinae before the Boston Tea Party and the epoch-making events that followed.

We left Captain Carver at Prairie du Chien, or as he erroneously designated it—La Prairie-le-Chien. After spending some time among the Indian tribes that lived along the lower waters of the Wisconsin River, he set sail for the north; passing and noting the various topographical and interesting characteristics of the country through which he was journeying. Among these were the bluffs that flank the river at McGregor, Iowa, the "tall mountain" at Lansing,



On The Mississippi Near Lansing, Iowa.

and the long line of bluffs or "mountains" all the way up to Lake Pepin. In his location of the numerous rivers that "fall into" the Mississippi from both east and west, he is not very clear in his descriptions, and, generally speaking, he uses the old French, or the Indian names for these streams. "The land betwixt the mountains", he writes, "and on their sides, is generally covered with grass, with

groves of trees interspersed, near which large droves of deer and elk are seen feeding. In many places large pyramids of rocks appeared, resembling old ruinous towers; at others, amazing precipices; and what is very remarkable, whilst this scene presented itself on one side, the opposite side of the same mountain was covered with the finest herbage, which gradually ascended to



Bern Bluff, Red Wing, Minn.

its summit. From thence the most beautiful and extensive prospect that imagination can form opens to your view. Verdant plains, fruitful meadows, numerous islands, and all these abounding with a variety of trees that yield amazing quantities of fruit without care or cultivation—such as nut trees, the maple which produces sugar, vines loaded with rich grapes, and plum trees bending under their blooming burdens; but above all the fine river flowing gently beneath, and reaching as far as the eye can extend, by turns attract your attention and excite your wonder." It seems to me that this writer and traveler of the eighteenth century has faithfully reproduced the picture that rolls away from the car window as our trains wind along the curving shores of the Mississippi between Winona and the Twin Cities. Of Lake Pepin he writes: "The lake is about twenty miles long,

and near six in breadth; in some places very deep, and abounds with various kinds of fish. Great numbers of fowl also frequent this lake and the rivers adjacent,—such as storks, swan, geese, brant and duck; and in the groves are found great plenty of turkeys and partridges. In this locality I noticed the ruins of a French factory, where it is said Captain St. Pierre resided and carried on a very great trade with the Naudowessies before the reduction of Canada. Below this lake, some distance, is a mountain remarkably situated; for it stands exactly in the middle of the river, and looks as if it had slid (sic) from the adjacent shore into the stream. It cannot be termed an island, as it rises immediately from the brink of the water to a considerable height. Both the Indians and the French call it The Mountain In The River.

“One day, having landed on the shore of the Mississippi some miles below Lake Pepin, I walked out to take a view of the adjacent country. I had not proceeded far before I came to a fine, level, open plain on which I perceived at a little distance, a partial elevation that had the appearance of an intrenchment. On the nearer inspection I had greater reason to suppose that it had really been intended for this many centuries ago. Notwithstanding it was now covered with grass, I could plainly discern that it had once been a breastworks of about four feet in height extending the best part of a mile, and sufficiently capacious to cover five thousand men. In form it was somewhat circular, and its flanks reached to the river. Though much defaced by time, every angle was distinguishable, and appeared as regular and fashioned with as much military skill as if planned by Vauban himself. The ditch was not visible, but I thought on examining more curiously, that I could perceive there certainly had been one. From its situation also, I am convinced that it must have been designed for this purpose. It fronted the country, and the rear was covered by the river; nor was there any rising ground for a considerable way that commanded it; a few straggling oaks



On The East Shore of Lake Pepin

were alone to be seen near it. In many places small tracks were worn across it by the feet of elk and deer; and from the depth of the bed of earth by which it was covered, I was able to draw certain conclusions of its great antiquity. I examined all its angles and every part with great attention, and have often blamed myself since, for not encamping on the spot and drawing an exact plan of it. To shew (sic) that this description is not the offspring of a heated imagination, or the chimerical tale of a mistaken traveler, I find on enquiry since my return, that Mons. St. Pierre and several traders, have, at different times taken notice of similar appearances, on which they have formed the same conjectures but without examining them so minutely as I did. How a work of this kind could exist in a country that has hitherto (according to the generally received opinion) been the seat of war to untutored Indians alone, whose whole stock of military knowledge has only, till within two centuries, amounted to drawing the bow, one whose only breastwork even at present, is the thicket, I know not. I have given as exact an account as possible, of this singular appearance, and leave to future explorers of these distant regions to discover whether it is a production of nature or art.” It would be interesting to go further into the records of the

Upper Mississippi River Banks and see if any later explorer or historians have noted or solved the mysterious earth-work that aroused the curiosity and admiration of Captain Carver. The Wisconsin or Minnesota State Historical Libraries should have some data concerning its location and purpose, and some day I hope to hear from a reader of this chronicle who will have taken the pains to look it up.

Continuing on up river, he says "About thirty miles below the Falls of St. Anthony" (but here I may say that this Englishman's measurements and ideas of distance are rather conjectural, and his thirty miles might not have been more than fifteen or so) "is a remarkable cave of an amazing depth. The Indians term it Wakon-teebe, that is, the Dwelling of The Great Spirit. The entrance to it is about ten feet wide, the height of it five feet. The arch within is near fifteen feet high and about thirty feet broad. The bottom of it consists of fine, clear sand. About twenty feet from the entrance begins a lake, the water of which is transparent, and extends to an unsearchable distance; for the darkness of the cave prevents all attempts to acquire knowledge of it. I threw a small pebble towards the interior parts of it, with my utmost strength; I could hear that it fell into the water, and notwithstanding it was of so small a size, it caused an astonishing and horrible noise that reverberated through all those gloomy regions. I found in this cave many Indian hieroglyphics which appeared very ancient for time had nearly covered them with moss, so that it was with difficulty I could trace them. They were cut in a rude manner upon the inside walls which were composed of a stone so extremely soft that it might easily be penetrated with a knife—a stone everywhere to be found near the Mississippi. The cave is only accessible by ascending a narrow deep passage that lies near the brink of the river.

"At a little distance from this dreary cavern is the burying place of several bands of Naudowessie Indians." The "Great Cave," he chronicles, was the

annual rendezvous of many bands of roving Indians, who went there to hold their pow-wows and settle their operations for the ensuing year. At the same time they carried with them their dead, for burial in the cemetery mentioned. I have been informed by those familiar with the Upper Mississippi country that this Great Cave is now known as Carver's Cave, and I believe its exact location and something more explicit in relation to it would be of interest to our magazine readers. Will not someone from that part of the line give us further data?

Approaching the Falls of St. Anthony, our explorer says "We could distinctly hear the noise of the waterfall fifteen miles before we reached it, and I was greatly surprised and pleased when I approached this astonishing work of nature. This amazing body of waters, which are above 250 yards over, form a most pleasing cataract; they fall perpendicularly about thirty feet, and the rapids below, in the space of 300 yards more, render the descent considerably greater; so that when viewed at a distance, they appear to be much higher than they really are. In the middle of the Falls stands a small island, about forty feet broad and somewhat longer, on which grow a few ragged hemlock and spruce trees. The country around them is extremely beautiful. It is not an uninterrupted plain, where the eye finds no relief but composed of many gentle ascents which in the summer are covered with the finest verdure and interspersed with little groves that give a pleasing variety to the prospect. On the whole, when the Falls are included, which may be seen at a distance of four miles, a more pleasing and picturesque view cannot, I believe, be found throughout the universe." Thus, two hundred years ago, the picture of St. Anthony's and its adjacent river banks on which now stand the giant flour mills that have taken over for their exclusive use the lovely water-fall and rapids below; and the contiguous country where is now the city of Minneapolis. Our historian tells of an

Indian prince who accompanied him on his expedition to the Falls of St. Anthony, and who "had no sooner gained the point that overlooks this wonderful cascade, than he began with an audible voice to address the Great Spirit, one of whose places of residence he imagined this to be. He told Him that he had come a long way to pay his adorations and now would make the best offerings in his power. He accordingly threw his pipe into the stream; then the roll that contained his tobacco; after that the bracelets that he wore on his arms and wrists; next an ornament that encircled his neck, composed of beads and wires and at last, the ear-rings from his ears. All this while he continued his adorations and at length concluded them with fervent petitions that the Great Spirit would constantly afford us his protection on our travels, giving us a bright sun, blue sky and clear untroubled waters; nor would he leave the place until we had smoked together with my pipe, in honor of the Great Spirit,"

What he calculates as ten miles below the Falls of St. Anthony, he found the mouth of the Minnesota River, where Fort Snelling now stands. This river, he designates St. Pierre, but says the natives called it the Waddapawmenesotor. He sailed up this river to its source in Big Stone Lake. Of it he writes that at its junction with the Mississippi "it is about a hundred yards broad and continues that breadth nearly all the way. It has a great depth of water and in some places runs very briskly. About fifty miles from its mouth are some rapids, and much higher up there are many more." He speaks of two trivers, the Red and Verd Marble Rivers which join at some little distance before they enter the St. Pierre; and right here he records one of his remarkable impressions,—which is that from "accounts received from the Indians, I have reason to believe that the river St. Pierre and the Messorie (Missouri) though they enter the Mississippi twelve hundred miles from each other, take their rise in the same neighborhood; and this within the space of a mile". Could this traveler of 1776 have followed the great American Expedition of Lewis &

Clark forty years later, he would have found that many a weary mile and much travail lay between the sources of these two rivers.

The Red and Verd Marble Rivers to which he refers are probably the two forks of the Blue Earth River; and in this locality he discovered the "mountains" of colored stone that are now the wonderful marble quarries at and near Mankato; also he speaks of the "hard red stone out of which the Indians hew the bowls of their pipes," and in some places he found "a black hard clay or rather stone, of which the Naudowesies make their family utensils. This



The Junction of Minnesota and Mississippi Rivers at Fort Snelling, Minn.

country likewise abounds with a milk-white clay of which chinaware might be made equal in goodness to the Asiatic; and also with a blue clay which serves the Indians for paint; with this last they contrive by mixing it with the red stone powdered, to paint themselves different colors. Those that can get the blue clay here mentioned, paint themselves very much with it; particularly when they are about to begin their sports and pastimes. It is also esteemed by them a mark of peace as it has a resemblance of a blue sky, which with them is a symbol of it, and made use of in their speeches as a figurative expression to denote peace".

Of the general character of the Minnesota River country, which he everywhere calls the River St. Pierre, he says: "it flows through a most beautiful country abounding with all the nec-

essaries of life that grow spontaneously; and with a little cultivation it might be made to produce even the luxuries of life. Wild rice grows here in great abundance and every part is filled with trees bending under their loads of fruits such as plums, grapes and apples; the meadows are covered with hops and many sorts of useful vegetables; whilst the ground is stored with useful roots; with angelica, spikenard and ground-



Granite Falls, Minnesota River

nuts as large as hen's eggs. At a little distance from the sides of the river are eminences from which you have views that cannot be exceeded even by the most beautiful of those I have already described; amidst these are delightful groves and such amazing quantities of

maples that they would produce sugar sufficient for any number of inhabitants." Anyone familiar with the splendid Minnesota Valley will recognize the fact that this early traveler had the "seeing eye", for it must be remembered that the country was wild and uninhabited except for the various bands of Indians who cultivated only here and there. The "eminences" of which he speaks are to be noted all the way up the valley, rising and falling, now sweeping in close to the river and again backing away to considerable distances, but always showing the great moraine line that formed along the path of the huge glacier which in the Ice Age occupied all of this section of Minnesota.

Captain Carver did not follow up his exploration to the northwest, and he evidently formed the opinion that the great plains that lay to the west of Big Stone Lake, the headwaters of the Minnesota River, continued uninterrupted, to the shores of the Pacific Ocean. He says the Indians told him they were "limitless", and they apparently had no knowledge of the great mountain ranges that lie beyond the Dakotas. After penetrating to Big Stone Lake, he returned down the "River St. Pierre" and the Mississippi and proceeded with his explorations, to eastward into the Lake Superior district.

## Vice-President Greer Makes Announcement of Coal Savings

When the coal strike was called, effective April 1, 1922, an appeal was put out from this office, asking that all employees having to do with the use of fuel use their best efforts to save coal.

The way in which our engineers and firemen responded was gratifying and now that the coal strike is practically over it is a pleasure to announce that our men have actually saved over 56,000 tons of coal in passenger and freight service—April, May, June and July this year compared with the same months in 1921.

This saving amounts to about seven days supply of coal and the fact that we have saved that amount has been a great help to the purchasing department, who are responsible for supplying the railroad with coal, as it appears at this date that we are just going to have enough coal to see us through until the new supply starts coming.

Vice President.

## THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor  
Libertyville, Illinois

### July Loadings

During the month of July, cars loaded and received loaded from connections, for the Milwaukee System, including Terre Haute Division, compared with May and June on a calendar basis, were as follows:

	May	June	July
	26	26	26
	Working	Working	Working
	Days	Days	Days
Grain	10,562	8,260	9,205
Flour	4,249	4,251	4,930
Stock	11,926	11,556	11,586
Coal	4,146	5,040	6,021
Lumber	9,949	10,697	8,885
Build'g Material	23,522	26,215	20,516
Other	83,149	86,798	87,232
<b>Total</b>	<b>147,503</b>	<b>152,817</b>	<b>148,375</b>

This indicates the special efforts the local officers are making to keep things moving during the strike are bringing very favorable results. Lines east actually loaded more cars in July than in the previous months. Lines west loading fell off on account of decreased lumber shipments.

The decrease in lumber and some items of building material was due to depletion of stocks on hand at the coast and curtailed logging operations by lumber companies during dry season on request of the State of Washington.

This is a most satisfactory showing in view of the exceptional conditions existing in July.

### The Full Crew Laws

A check of the effect of Full Crew laws in the states of Washington and North Dakota shows that in the year 1920 the Washington law cost this Company \$146,073 and the North Dakota law cost us \$17,743.

Almost the entire amount in each case was due to the provision requiring a third brakeman on through and local freight trains and requiring pilots on helper engines and on logging company movements over our tracks.

In Wisconsin, as previously advised, similar legislation cost us about \$54,000 per year.

These expenditures do not bring any return in the way of benefit to the public but are merely an important addition to the cost of operation.

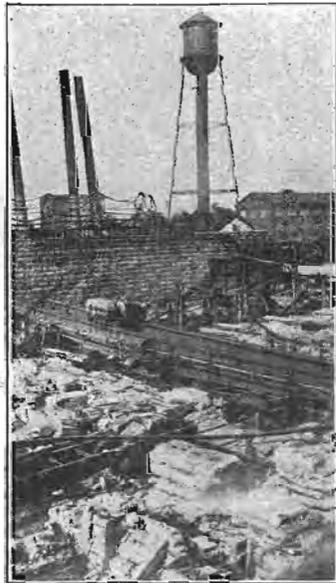
These provisions are considered unnecessary by all but three of the states served by this railroad.

### Fire at Bedford Shops.

Early Sunday morning, July 30, during a severe electrical storm, lightning struck the

Salem Stone Mill at Bedford, Indiana, on the C. T. H. & S. E., and, owing to the high wind, almost immediately communicated itself to our adjoining shops, a building 619 feet long, built of Bedford stone, and used as the boiler shop and store room. The loss confined itself principally to about one-half the structure, its further spread being principally checked by the efficiency of the company's employes, many of whom, even though on strike, ran to the rescue at that early hour and manned the fire fighting apparatus. The loss is fully covered by insurance.

The principal point of interest in this connection is the demonstration of loyalty of the employes when railroad property was seriously endangered.



The Bedford Shops Fire



Interior of Store Building After The Fire

**Lighting of Branch Line Trains from Generator Located on Locomotives.**

*R. H. Austin, Traveling Engineer*

Better lighting of our branch line trains is a very important subject. The traveling public of today demand the best there is going. The old fashion oil lamps will soon be a thing of the past, and new equipment will take its place. Our main line trains are now most all electrically lighted and up-to-date in every respect. Why not have the branch line trains equipped the same? When our patrons step off one of the main line trains, which are modern, up-to-date, electric lighted, etc., into one of our branch line trains with the old fashion coaches and oil lamps, there is apt to be very unfavorable comment. The business of a railroad company depends on keeping its patrons satisfied at all times, not only in a business way, but from a "Safety First" standpoint as well. Well lighted trains will do a lot towards keeping the patrons satisfied and help bring in business as well.

This brings us to the proposition as to what should be used. We now have acetylene gas, Pintsch gas, and electricity.

**Acetylene Gas**

Acetylene gas requires a lot of equipment; a gas generator plant, charging plant, tanks, holders, etc. The generator plant is usually maintained at the large terminals or division headquarters, where the gas is stored in large tanks, is drawn off and forced into holders under pressure. They are attached to the underframe of the car and when they become nearly exhausted, they are shipped in to be recharged. But for a branch line proposition the cost of equipping, as well as care, would be in excess of either Pintsch gas or electricity and a good many failures would take place on account of gas tanks getting low, by not getting the attention they would when running into the main terminals.

**Pintsch Gas**

We have a good many of our coaches now equipped with Pintsch gas and also electricity. With Pintsch gas, Wellsbach mantles are used and a bright light can be obtained; a light that will satisfy the worst grumblers. Handling Pintsch gas on branch line trains is a very easy matter. Instead of removing the tanks when empty, as with acetylene gas, charged tanks or reservoirs can be shipped to branch terminals and connections made between the charged tanks and one partly charged, by means of a hose, and the pressure between the two tanks will equalize. Charged tanks can be obtained at any Pintsch gas service station, which most all larger terminals have. Where the branch line cars are now equipped with Pintsch gas and all fixtures, it would be cheaper to use the Pintsch gas than electricity until such time as one branch line equipment requires extensive repairs, and then can be changed to electricity. Pintsch gas gives good bright light and cars can be used in any train or any time regardless of the kind of lighting equipment, as long as reservoirs are kept charged.

**Electrical Equipment**

The size of generators to be used will depend on the lighting as it takes about 400 watts to give good lighting for each car. The 1000 watt "Type E" we are now using, as generator, will furnish fair lighting for a train of two cars. "Baggage car not lighted". This arrangement might be used with fair success on all smaller branch lines, where the equipment is used daily, but in the majority of cases, we are now handling four cars in branch line service which will require a greater capacity generator if all cars are to be lighted successfully. The least capacity generator that would do, will be about 1500 watts and this would just carry the load and not leave any surplus. In our opinion it would be advisable to equip the engines with a 2500 watt machine. By so doing we would provide sufficient surplus which would take care of any emergency, such as low steam pressure, extra cars, or generators not delivering the full capacity at all times due to wear, etc.

Due to the high cost of storage batteries, it would probably be preferable to maintain the present oil lamps in this kind of service in order to take care of the coaches while the engine is detached. Storage batteries in branch line service with 400 to 450 watts per car would run close to \$200.00 for each car. Because of the fact that the time during which an engine is cut off from a branch line train, would be for only a short period each day, the initial cost and upkeep of storage batteries for each car would be too excessive to warrant their use.

With electric lighting, the first cost is usually highest, maintenance cost being very slight providing the work is done properly when equipment is installed. On branch lines there would probably be quite a loss of globes until the parties taking them would find they were designed for coach use only. Cost of lighting a five-car train to an eight-car train, will vary, owing to material prices changing and also equipment used: One K. W. turbine generator...about \$625.00  
Wiring loco. and tender.....about 65.00

Total .....\$690.00

Ordinary coaches will cost, fixtures and connectors, about \$150.00 each. The small type "E" turbine now on locomotives will light about two coaches in addition to the locomotive, but with more than two coaches liable to overload the turbine and cause a light failure.

Cost of equipping a two car passenger train, using the present type "E" turbine now on the locomotives.

Two coaches .....ea. \$150.00

Wire loco. and tender ..... 27.60

With this equipment, a problem presents itself. How many two car suburban trains on branch lines do we have? There are times that there may be only two cars, but in most cases there are two coaches and baggage and express car, and often a mail car. This will have to be taken into con-

sideration when lighting cars from type "E" turbine now on locomotives.

The Chicago Rock Island and Pacific Railroad have thirty-four suburban cars equipped with electricity and at the end of the year will have about fifty, equipping all gas lighted suburban coaches with electric lights. While there are no figures available as to the exact cost of maintaining, estimated cost of labor and material will run about \$6.00 per car and \$6.00 per locomotive per month. They have about twenty-eight locomotives running out of Chicago in suburban service, doing satisfactory work, equipped with the type "T" 2½ K. W. turbo-generator, furnishing lights to eight coaches per train, each coach with 40 watt type "C" lamps in body of car and four 15 watt type "B" vestibule lamps.

In the event that the Pyle type "T" generator now in use needs any extensive repairs, they are to be replaced with the Pyle type "M" 5 K. W. turbo-generator, which gives better service on suburban and branch line trains by having a little surplus to work on at all times. As far as the maintenance of generator is concerned, the additional cost due to having a larger generator, would be a good investment, as the law requires a generator whether they furnish lights to train or only to the locomotive, and would be necessary to maintain locomotive generator any way. The steam consumption for a generator developing 1000 watts would be a little over 10% in excess of one developing 500 watts.

There is a question whether it would not be better to equip branch line locomotives with two sets of the small type generators; one to handle the train lights and the other the engine lights. Equipments would not cost any more than one large equipment having the same capacity as two small ones and would give this advantage. Engines are now all equipped with one generator and it would only be necessary to equip the branch line or suburban locomotives with the extra generator to take care of the train lighting. In case of a short circuit or other trouble with the single equipment, the entire lighting system, engine and train is crippled with double equipment, the load could be switched over to the good generator. Enough lights could then be turned out in train coaches to bring the total wattage down to the capacity of the remaining equipment in use. This would eliminate a total light failure in a good many cases. Another advantage for the two generators on the engine is that whenever it becomes necessary to take an engine off the run for other type of work it would not be necessary to disturb the lighting system on that particular engine, only the extra equipment. This can be removed and applied to the relief engine in a very short time.

There is one thing in connection with the electric lighting of branch line trains that should not be lost sight of: The locomotive equipment must have sufficient capacity to handle not only the locomotive lights, but

train lights as well, as the majority of locomotives are now only equipped to handle locomotive lights with about 15% surplus. Where no regular engines are assigned to branch line service; that is, if any engine is liable to haul the branch line train, it would be necessary then to equip all engines, liable to be thrown into this service with equipment of sufficient capacity to meet all requirements. If engines are regularly assigned and kept on assignments, this proposition is well taken care of, or where the locomotive is fitted up with two equipments and should it become necessary to transfer power or hold engine in for work, this would be taken care of by transferring the extra equipment to relief engine and not disturb the lighting system of either locomotive but only the train system.

### Things to Remember

N. B. D.

These things I remember now of Galveston,  
Jasmine oleander, pomegranate a-bloom.  
All the sun-drenched, rainbow streets,  
Filled with strange perfume.

April in December, palms beside the sea.  
Mockingbird and nightingale, tall magnolia tree.

In the west, the sun gone down,  
And strange ships come up to town.

Island town of mystery,  
To one far journeying,  
There through all the starlit night,  
The Gulf from far off tropic lands  
With jade green water on the sands,  
Came whispering.

These things I remember now of Galveston,  
April in December, pomegranate abloom.

### Limericks

E. W. D.

Red C. named his flivver "The Butterfly."  
Up and down the street he would flutter by.  
His song was "O. Lizzy,  
You keep me so busy,  
I really have nothing to stutter by!"

"Old Timers" will prate of their jobs,  
Fighting blizzards, and drifts—men in mobs;  
But can they remember  
One certain December,  
When passenger trains ran on hobs?

When Engines were furnished with sails,  
And just slipped along on the rails;  
In attempting to switch  
And went into the ditch,  
They tacked and were backed by the gales!

In selecting the brightest N. G.  
I had them reduced down to three:  
Then sensing a riot,  
I conclude to keep quiet,  
"Safety First," is my motto—trust me!

## CLAIM PREVENTION

### Some Points to Consider in Claim Prevention

*At a Trans-Missouri Division Freight Claim Prevention Meeting, Superintendent Fuller led in the discussion with the following paper, and talks from agents and other employes engaged in receiving, handling and distributing freight. Mr. Fuller's opening talk:*

There are few more interesting or more important problems before a railroad company than that of preventing claims. Every time a claim is filed it represents a defect in service. It means somebody fell down on the job. It represents a dead loss to the company, an additional expenditure that brings criticism, complaints and extra work for all concerned.

I am sorry to have to state that almost every day I receive a report from the traveling inspector, covering conditions at our stations and on the road that ultimately result in claims, and I will endeavor to enumerate a few of the practices that are quite common and ones that are costing this Company thousands of dollars:

1. Failure to actually and accurately check all freight received for shipment, to know positively that they are getting the quantity tendered for shipment, and know that each and every piece is properly marked, securely packed and all old marks erased and to note on the bills of lading and way bill any and all exceptions or defects, especially marks, scratches or breaks in shipments of household goods or other second hand goods, and old or recovered boxes containing new goods, and to take a tally of empty bottles in return containers, before signing bills of lading. (shipping instructions.)

2. Failure to actually and accurately check all inbound freight from passing and set out merchandise cars, and to get a proper receipt at time freight is actually delivered.

3. Failure of train crews on way freights to distinctly call off the articles and marks on each article unloaded. This operation if we can expect to avoid claims requires extreme care and crews doing the unloading should not unload faster than agent or his representative can properly check.

4. Failure to secure a seal record on all inbound car load shipments, and failure to get and maintain an accurate seal record, showing full seal number and prefix of seals broken and applied to all passing merchandise cars.

5. Failure to properly handle shipments "over" without marks and "over" on DHA waybills in accordance with Accounting Department instructions.

6. Failure to render over, short and bad

order reports promptly and to show on such reports train number, date, seal record and name of conductor handling, also all other information called for in spaces provided on forms in question.

7. Failure to promptly notify consignee of the arrival of freight, and failing to notify shippers of freight on hand, unclaimed or refused in accordance with existing instructions.

8. Failure to take a weekly blind tally check of their freight house with a view of locating any freight on hand at their stations that is marked to another station.

9. Failure to inspect cars placed for loading flour, wheat, flax, rye and similar commodities and to maintain a record on form 1413 covering such inspection.

10. Failure to keep warehouse doors locked and set out merchandise cars sealed, when not in actual process of receiving or delivering freight.

To give you a little idea of the percentage of damages that are paid by the railway companies and how they are classified. I have a statement here given for the month of April from the different railroads representing 80% of the mileage in the United States. Report shows that 61% of the damage represents claims on carload shipments, and 39% represents claims on LCL shipments, and of these LCL shipments 14% of that is loss of the entire package, and they estimate 12% is due to rough handling.

Not long ago a man having a shipment of stock to an Iowa point said he received good service and didn't have any complaint to make on the Trans-Mo. division. He had been on the road considerable time and on arriving at a certain terminal after unloading his stock he walked some distance to the yard office and asked the yardmaster in charge if the caboose for the outgoing train would pass the yard office so that he could ride back. Yardmaster answered "Damned if I know." The shipper said: "Is there anybody around here who could tell me?" Yardmaster replied: "I don't know who it could be." The shipper then asked: "When will they get me out or what information can you give me?", and the yardmaster answered: "I don't know and I can't find out for you", or something along that line. The shipper finally got in touch with the foreman in charge of the stock yards who said: "I don't know, but I will find out for you", and in a few minutes got him the information that they would have a caboose take them down to the yards. The stock yard foreman took charge of the stockmen and made them feel better and gave them all assistance to get to the stock yards. It would have been much better if the

yardmaster had, as the suggestion was made, treated the stockman as a friend and volunteered the information necessary.

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 caboose; show or tell him what track the train will depart from and the time the train will depart. Don't make him pump you for this information 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.

You all know that there is a disposition on the part of some of the railroad men in their busy activities to not give the shipper the right kind of treatment; not that they don't mean right, but feel as though the shipper should have a certain degree of knowledge of the surroundings and possibly the question he is asking seems a little bit out of the ordinary, and he ought to know it himself, but in that case lots of times we could prevent claims if the person is made to feel good and it will overcome a lot of little irregularities that will creep in—something we couldn't avoid on the trip.

Mr. Lewis, agent at Moberge, contributed to the discussion as follows:

The object of these meetings is to talk over claim prevention, this I take it, means claim prevention in all departments and not only one specified department. For instance: in checking baggage we should see that the state is shown on the check, as several towns have the same name, but are located in different states; writing should be legible, we should not check baggage until we have it in our possession; also we should be sure and load it, if humanly possible, on same train as owner goes, and see that the trunks and grips are locked, surrendered checks put where everybody cannot reach them, and so put temptation out of the way so that some dishonest person cannot take the duplicate and claim baggage they never had; if trunks, etc. are received in poor condition make record of it.

The passenger department handles all cream shipments, and we handle our share of it here. Since May we have handled through Moberge from the branches 41,183 cans of cream and from the main line 5,566, making a total of 46,749 cans of cream, and only had three dropped. Here are a few samples of claims. From one station this month to St. Paul, no consignee shown on waybill; from another, one ten gallon can over, caught by messenger and over way-bill made; from another, twenty-one cans billed, received thirty-one; the ten caught by messenger and over way-bill made by him; from another,

21 ten gallon cans billed, two of which were half full and no notation on way-bill; from same station same day, over way-bill made for five ten gallon cans by messenger, evidently they were not billed. We have also received cans billed to one consignee and destination and marked for another, and some times cans have two tags, each to a different firm; also we have received cans with the tops improperly sealed, and sometimes no seals at all; the last week we have received several leaky cans. The remedy for each and every one of the instances mentioned lays directly with the forwarding brother and can be easily remedied with a little thought. We have overcome at this point, a big opening that existed for claims, by having the branch line trains pull up to about where 18's baggage car stops, so do not have to pull the double-decked trucks the length of a rough platform.

The last statement from the claim prevention bureau, showed a big decrease in freight claims paid for the first six months of this year. Evidently the various gears and cogs are beginning to match up better, and the machine is working on both sides, instead of one.

We received the other day a shipment of preserves from St. Louis, Mo., in fibre cartons, none of which showed the box-maker's certificate. There were nine bottles broken in the shipment; the weight of bottle and contents was two pounds, eleven ounces, and one dozen bottles to a case, making the gross weight of each case, thirty-two pounds, four ounces. Personally, I believe the carriers were not strong enough to hold the contents, as every shipment we have from there we have the same trouble.

If the freight is properly checked into the house, sorted and then checked into the car, the total number of pieces shown on bill of lading, (the bill clerk can then see if any are left off way-bill), then each separate piece on bill of lading, car number and all notations checked with way-bill, we have gone a long way in starting the shipments right. But the railway machine is dependent on the human element, and as that is as it is, constant care and supervision is needed to see that after it is checked into the house, that freight gets into right car, that the right car number is put on bill of lading, that in the case of second hand containers they come up to specifications, and that old marks are taken off or erased; all properly marked and packed, sacks of sugar should be tagged as well as stencilled. It is in these matters that the shippers can co-operate, and they will when it is explained to them that it is as much to their interest to have their goods arrive in good presentable way than otherwise.

Shipments received should be checked into the house, then to drayman or consignee when delivery is made, his receipt being taken at time of delivery, with date, all exceptions being shown. For the various stores we use a book and get the drayman's signature; for the wholesale house we have

a special form we manufactured: for them we make it in carbon, give their drayman one and keep the copy ourselves. After one has signed for a shipment and then they have to pay for any shortage the consignee may allege there is, they will be very careful they get all that is coming to them. In this manner we save the Company money and arguments for ourselves.

The matter of O S & D reports is very important. It is essential that everything pertaining to shorts, overs, or damage, is shown, as the man on the ground is the only person who can give detailed information and by doing it at the time when the occurrence is fresh in their mind, the record is irrefutable. Proper cars for the different commodities should be furnished, and all chances for leakage from rain and other causes should be looked for and stopped. Cattle shipments are now starting and all of us have received instructions as to proper handling, and inasmuch as this particular line of shipment has been in the past, the biggest claim producer, due principally to the many loop-holes for filing claims, such as claiming cars would be furnished on certain days, taking shippers count and neglecting to show shipper's load and count on contract and way-bill; also not showing small stuff such as calves and pigs on way-bills and contracts. We had an instance of this nature recently. The number on the way-bill did not check with the number in the car, there being several small pigs that were not listed on bill. There was a car going through here the other day, billed 264 hogs. We all know that it is impossible to load this many hogs in a car: investigation developed the fact that these hogs were pigs.

The refrigeration department has been the means of eliminating claims from a class of commodities largely susceptible to damage and with the way in which it is conducted. If shipments of fruit and meat are received in good condition for shipment the loss and damage account is reduced to a minimum, hence it behooves us to know that these shipments are sound before accepting, and under rule 2, page 2, of consolidated classification, we have authority to look through any shipment, the condition of which we may be suspicious. Celery, especially in the manner in which it is packed, can very easily be spoiled by being packed tight and so become heated.

Records that are absolutely dependable and that cover the whole case concisely, and that will stand the test of court and jury, are the anchors upon which the claim department has to depend.

As stated before the human element is the largest factor to be considered, and errors will occur, but by all co-operating, and supervision, let us prove to all that the three million dollar mark in saving of claims for the year, set by the claim prevention bureau, is possible, and that the gears and cogs on the Trans-Mo. division are functioning properly.

## Obituary.

### George Edwin Simpson.

On Wednesday, August 16, George Edwin Simpson, long time official in the service of this Company, passed to his reward at Henrofin hospital, following an attack of heart failure which occurred as he was preparing to attend the funeral of his friend, Burton Hanson, on August 7.

Mr. Simpson was born in New Hampshire in 1847 and came west in 1864. He was agent at Budall, Ill., on the C., B. & Q. for several years, then was promoted to train dispatcher at Galesburg, and Aurora, Ill., and Ottumwa, Iowa. In 1882 he entered the service of this Company as superintendent of telegraph, which position he held until 1888 when he was made superintendent of transportation, holding that office until 1913 when he became general supervisor of transportation, which position he held at the time of his death. He was a member of the committee of the Am. Ry. Association, and chairman of the per diem committee of the General Superintendents' Association. He is survived by his son, James F. Simpson, and a daughter, Mrs. C. G. Austin, Jr.

Mr. Simpson was a widely known railroad official and very generally beloved by his associates and his employes. His sterling qualities and genial disposition endeared him to all who knew him and his passing leaves a gap in the Veteran ranks that is universally mourned.

Funeral services took place in Chicago and were attended by the entire official staff and a large gathering of railway employes and associates. Burial took place at Aurora, Ill. The pallbearers were from the ranks of the railway men: they were Messrs. E. F. Hoy, R. J. Walker, J. H. Schneider, M. W. Rochford, Grant Williams and H. E. Smith.

### Charles R. Lewis.

Charles R. Lewis, city ticket agent for thirty years in Minneapolis, passed away at his home in that city on Monday, August 14, after a brief illness. Mr. Lewis had only recently returned from a vacation trip, east, and was taken ill shortly thereafter. He was 69 years old.

"Charlie" Lewis, as he was familiarly and affectionately called by his host of friends on the railroad, was a native of Wisconsin and was the son of the war Governor of that state during the Civil War. He attended the University of Wisconsin at Madison and Lawrence University at Appleton, Wisconsin. He entered the service of the railroad company more than forty years ago, and for thirty years has been agent and city ticket agent at Minneapolis. He numbered his friends by the number of people who had acquaintance with him, and those were legion and scattered all the way from ocean to ocean. During the World War he was in charge of the consolidated ticket offices in Minneapolis.

Mr. Lewis is survived by his wife and two daughters and a sister, Mrs. W. F. Dudley of Evanston, Ill.

Funeral services were held in Lakewood cemetery chapel on the 16th. Pallbearers were all railroad associates; they were C. F. McNeill, G. W. McMillan, R. E. Hoadley, J. F. McElroy, J. H. Chandler and J. H. Foster.

Mrs. Kittie E. Dousman, wife of Benjamin A. Dousman, general accountant, passed away at St. Elizabeth's hospital in Danville, Ill., on July 24, after a long illness. She is survived by her husband and one daughter, Mrs. Margaret D. Tucker.

Mrs. Dousman was for many years prominent in the educational work of Milwaukee, and many of that city's leading men and women owe their start in life to Mrs. Dousman's wonderful kindergarten training. She enjoyed the distinction of being the leading director of kindergartens in Wisconsin, while her work in the primary grades was no less creditable. Indeed her reputation as an educator was of such high standing that pupils who had received training from her were admitted to high school without further credential than her recommendation.

Funeral services were held in Milwaukee and burial took place at Forest Home cemetery.

#### Card of Thanks.

On behalf of my daughter and myself, I take this means of tendering to my many friends and associates of the railroad, my gratitude and thanks for their kind expressions of sympathy and the many beautiful floral tokens of their sympathy. Although I have made every effort to make individual expression of my thanks, yet there were so many offerings that I have been afraid that some might have been overlooked because of loss of cards or other mishap; and I desire all to know that my appreciation of their kindness is deep and sincere.

BENJAMIN A. DOUSMAN.

#### The Call of the Lofty Pine

*A Bent Rail.*

I'll spin you a yarn of the Great Outdoors  
Of the call to the lofty pine  
Where the cry of the loon as it lazily soars  
From a slough to its craggy shrine.  
A gentle vale through a range of pine,  
Where murmuring needles sing,  
A tune that's cheery and divine,  
And peace and contentment bring.

Away from the din and city throng,  
To where nimble spike-horn graze  
Lies the trail I have tripped along  
And the trail I love to blaze.  
A camp on the bank of a shaded stream  
The chirp of rookies near by  
A fire that merrily skyward gleams  
As you list to the night owl's cry.

Away to the call of the forest wild  
Where the wind blows pure and free

Where you are lulled to sleep like a little child

In the cool of the great pine tree.  
An azure canopy of twinkling stars  
The touch of a pine scented breeze  
And you gaze in magic toward cloud shifting bars

Come, join me in one of these.

Then it's ho! to the song of the noble pine  
Where the drum of the partridge is heard  
Where the unbroken trail links its arm in mine

And the thrill of the open is stirred.  
Then trail me along thru forest and glen,  
To the hum a winding stream weaves  
Where nature's touch makes red-blooded men

Come, join me in one of these.

#### Be Careful What You Say

*J. T.*

In speaking of another's faults  
Pray don't forget your own.  
Remember, those with Homes of Glass  
Should never throw a stone.

If we have nothing else to do  
But talk of those who sin,  
'Tis better that we stay at home  
And from that point begin.

We have no right to judge a man  
Until he's fairly tried;  
Should we not like his company,  
We know the world is wide.

Some may have faults—who has not—  
The old as well as young,  
Perhaps we may for aught we know  
Have fifty to their one.

I'll tell you of a better plan,  
And find it works quite well,  
To try my own defects to cure  
Before of others tell.

And though I sometimes hope to be  
No worse than some I know,  
My own shortcomings bid me let  
The faults of others go.

Then let us all when we commence  
To slander friend or foe,  
Think of the harm one word may do  
To those we little know.

Remember curses sometimes like  
Our chicken roast at home.  
Don't speak of other shortcomings until  
We have none of our own.

#### The Stenog's Vacation.

*(Sung by her boss.)*

My tYpust is of hor vacation.  
My trpist's awau fpr a week.  
My trpudt us in hwr vacarion,  
Wfile these damu kew's pisy hudge and seek.

*Cjoras:*

Oy, breng bozk, bting bzek.  
Brung becj mu bOnnie to my, tp mr:  
E)ng b&xi, b&ng, bix.  
Pjing bozk m% beinino-o mx; CH Helk?  
F. & H. News.

## Current News of the Railroad

### Mileage Book

Congress has passed and President Harding has approved the Interchangeable Mileage or Scrip Book Bill, and it is probable the Interstate Commerce Commission will conduct a hearing shortly for the purpose of establishing the rate at which such transportation may be sold.

### About Freight Rates

Years ago the average rate earned by the Milwaukee Railroad for hauling a ton of freight one mile was over 4 cents.

In 1871 it had been reduced to 2½ cents; in 1881 to 17/10 cents; in 1891 to .01 cent; in 1901 to 86/100 of a cent, and in 1916 (the year before this country entered the War) to 74/100 of a cent—the low mark!

While this railroad was voluntarily and steadily reducing rates it was extending its lines, developing the country, increasing its facilities to meet service demands and was able to pay dividends—*because it had control of its expenses.*

During the War and subsequently rates were advanced by the Government to partially offset the tremendous increases in expenses over which the roads still have little control.

The above record proves that when railroads were permitted to control their business *the public shared in their prosperity through voluntary rate reductions.*

### Crops

Favorable weather except in some isolated spots has borne out earlier predictions as to the crop outlook and from all over the Line reports come in of a bountiful harvest.

### Railway Tunnels

We Americans are so prone to boast our accomplishments that we sometimes overlook what the other fellow has done. In this connection, as shown by the following table of the world's tunnels two miles and over in length, the United States comes thirteenth, with our own Cascade and Snoqualmie tunnels twenty-fifth and twenty-seventh, respectively:

Simplon, Switzerland-Italy	12 miles	458 yards
St. Gothard, Switzerland-Italy	9 miles	564 yards
Loetschberg, Switzerland	9 miles	55 yards
Mont Cenis, France-Italy	7 miles	1,730 yards
Alberg, Austria	6 miles	404 yards
Ricken, Switzerland	5 miles	578 yards
Tauern, Austria	5 miles	546 yards
Ronco, Italy	5 miles	277 yards
Tenda, Italy	5 miles	56 yards
Transandine, Chile-Argentina	5 miles	.....
Conaught, Canada	5 miles	.....
Karawanken, Austria	4 miles	1,683 yards
Hoosac, United States	4 miles	1,320 yards
Borzallo, Italy	4 miles	700 yards
Severn, England	4 miles	636 yards
Turchina, Italy	4 miles	10 yards
Wocheiner, Austria	3 miles	1,647 yards
Mont d'Or, France-Switzerland	3 miles	1,320 yards
Albula, Switzerland	3 miles	1,150 yards
Totley, England	3 miles	950 yards
Peloritana, Sicily	3 miles	686 yards
Gravehals, Norway	3 miles	516 yards
Standedge, England	3 miles	62 yards
Woodhead, England	3 miles	17 yards
Cascade, United States	2 miles	1,080 yards
Khojak, Baluchistan	2 miles	769 yards
Snoqualmie, United States	2 miles	487 yards

### Fast Railroad Runs

Eastbound express train No. 4, of the New York Central, on Sunday, May 14, 1919, being more than an hour behind time, traversed the division from Elkhart, Ind., to Toledo, Ohio, 133.01 miles, in one hour fifty-four minutes or at the rate of seventy miles an hour. From Millersburg, Ind., eighteen miles east of Elkhart, to Nashy Tower, about four miles short of Toledo, a distance of 111.31 miles, the time was one hour twenty-seven minutes, equal to 76.76 miles an hour. The train consisted of seven steel cars, weighing about 940,900 pounds. Equally good time was made over this division, westbound, by the Twentieth Century Limited, on May 25th, 1903, but that train had only four cars.

On June 8, 1905 a train of the Pennsylvania Lines, Western Division, No. 18, eastbound, second section, three cars, was run fifty miles at seventy-nine miles an hour; one hundred miles at 77.2 miles an hour; and two hundred miles, including two stops, at 71.3 miles an hour. On October 24th of the same year a Pennsylvania special train of four cars, westbound, weighing 260 tons, was run from Crestline, Ohio, to Clarke Junction, Ind., 257.4 miles, at 74.55 miles an hour. In this run, a distance of one hundred and thirty-one miles was covered at 77.81 miles an hour.

### The Early Days of the R. & S. W. Division.

The following story is taken largely from an article written by Mr. E. W. Leach of Racine, son of one of the early railroad men of that city, and which was published in a special edition of the Racine Journal-News.

The Racine, Janesville & Mississippi Railroad was chartered in 1852. After securing its right of way in the city of Racine, the company began operations on its track and rolling stock in the summer of 1853. Mr. E. A. Eddy of Cleveland with half a dozen car builders began making flat-car bodies in an old tannery building that was on the right of way of the company. This was before any rails or running gear had arrived. As fast as these car bodies were finished, they were run out into the yard and piled up to await wheels to be put under them. A few weeks after the car builders got to work a cargo of rails and other material arrived by boat. Tracks were then laid in the yard, trucks put under the flat-car bodies and preparations made to build to the "junction" to which point the tracks of the "Lake Shore Road" from Chicago had already been laid. And then, one Saturday night there arrived on a sailboat from Buffalo, a little second hand locomotive called "Tiger," which was unloaded at the dock and placed in a shed that had been erected as a temporary engine house. Previous to the arrival of the Tiger, track material had been transported over the rails on cars propelled by man-power, but the little locomotive took that job **over and** the men were released for other work.

During the summer of 1853 track was laid to the Junction. A stretch of the track was laid on trestle above the river. For many years trains ran over this trestle but eventually piles were driven and it was sheeted up on the river side and filled in by dredging from the river itself. Land was also made of dredged material for the railroad yards and depot for a full block and a half north of Second St. The day after the Tiger arrived another locomotive for the R. J. & M. R. R. arrived via the Lake Shore Road. It was switched to the tracks of the former at the Junction and run down to the engine house of the company. This engine was a new one and its name—Beloit—was painted on its cab.

With the coming of the locomotives and the finishing of a train of flat cars, construction work on the road progressed more rapidly. The railway was finished to Burlington, Wisconsin in 1855 and the people of that village organized a big celebration in honor of the event, on which occasion the mayor, aldermen and other officials of Racine were invited guests; with many business men and others, filled a special train which carried them over the first twenty-five miles of the first Racine railroad. The feeling of the people of that part of the country generally, was expressed by the Rev. M. P. Kinney, a congregationalist minister who was at that time Superintendent

of Schools at Racine. He said "In view of the advantages which we now possess of a religious and business nature, and of others soon to be ours when the snorting of the iron horse and the roar of passing trains shall greet our gladdened cars, I feel a strong confidence in the future of our youthful city, if we shall be careful and determined to make our educational advantages keep equal pace with those above specified." The railroad company established its shops on land north of its right-of-way between Campbell (now Grand Avenue) and Howe Street and there it built a large part of its early equipment. The general offices of the company were first located in a building at the northwest corner of Main and Third Sts. and later, on completion of the McClurg Building in 1857, the offices were located there until they were removed to Milwaukee in 1880, after the railroad became the property of the C. M. & St. P. Railroad construction was continued westward, finally reaching "The Mississippi River at Savanna" before the close of the year 1858.

West of the car shops was the railroad wood yard where were stored thousands of cords of hard wood of all kinds, to season, for use in the shops and on the locomotives, which were all wood burners, coal not yet having been "discovered" as a fuel. The cordwood for the railroad was hauled in from the surrounding country by the farmers and others who made a business of it, at a cost of from two to four dollars a cord. It was largely oak with more or less of maple and hickory. These wood yards with their equipment were repeated at intervals of fifteen or twenty miles along the whole line of the road, for the locomotives required frequent replenishing of fuel. One day about 1876 there appeared in the wood yard at Racine a man with a two-horse tread sawing machine, and from that time forth the buck-sawyers were out of a job, and the fuss they made and the anathemas they flung at the owner of that machine whom they blamed for their troubles is vividly remembered yet by the survivors who witnessed and heard the doin's.

The wood-burning locomotives in early days were not heavy or powerful and they frequently got stalled in trying to pull ten or a dozen cars up the grade to the Junction, in which case it became necessary to back down get up another good head of steam and try again. Sometimes the train had to be divided in order to negotiate the grade, all of which provided great sport for the boys who became expert in "flipping the cars," which were not the huge affairs they are today.

The name of the railroad was changed within a year or two after it was chartered and became the Racine & Mississippi. In 1866 it was sold and reorganized, its name being changed again to the Western Union; and in 1879 it passed into the control of the Milwaukee and became the Racine & South-

# RACINE & MISSISSIPPI



## RAIL-ROAD

The Route of this Road is from  
**RACINE & THE MISSISSIPPI RIVER**

Passing through  
AT SAVANNA.  
Racine, Walworth and Rock Counties,  
In the State of Wisconsin,  
AND  
Winnebago, Stevenson and Carroll Counties,  
IN THE STATE OF ILLINOIS.

CONNECTING AT RACINE WITH THE  
**LAKE SHORE RAIL-ROAD**

To Milwaukee and Chicago; at Clinton with the  
**CHICAGO, ST. PAUL & FOND DU LAC R. ROAD,**  
FOR CHICAGO.

Also, for Janesville, Madison, Prairie du Chien, at Beloit with the  
Beloit Branch of the Galena & Chicago Union R. Road;

At Freeport with the  
**ILLINOIS CENTRAL RAIL ROAD,**  
SOUTH and WEST; and at the Mississippi River with the  
**IOWA CENTRAL RAIL ROAD,**  
TERMINATING AT SABULA.

This road is at present, in operation to DURAND, EIGHTY-FIVE MILES,  
connecting by stage to Freeport, eighteen miles.

It is one of the best built and equipped Railroads in the West, and is  
prepared to do a large Freighting Business with the greatest despatch  
H. S. DURAND, Pres. ROBERT HAINS, Supt.

western Division, and the railroad shops and offices were transferred to Milwaukee.

An old Racine City Directory, published in 1858 carried on its cover page, the advertisement of the Racine & Mississippi Railroad, shown on this page. The old Directory is the property of Conductor F. L. Murphy of Chicago, by whom it was loaned for the purpose of getting this reproduction of the ancient "Ad."

### The Dousman Family On The Milwaukee Editor:

Without assuming any personal conceit, it has always seemed to me that there is a certain amount of sentimental and substantial connection between the name of Dousman and the history of the railways, and the development of the State of Wisconsin, and the Northwest.

On the Chicago & Northwestern Railway the name is perpetuated in the station and post office about thirty-three miles west of Milwaukee on the Line to Madison, Wisconsin.

In a book published by the Chicago & Northwestern Railway in 1908, called "A History of the Origin of the Place Names" on that road, the statement is made that Dousman, Waukesha County, Wisconsin, was named for Col. John Dousman, an early and influential citizen of Wisconsin."



The Old Dousman House, Prairie du Chien, Wis.

This statement is incorrect, as the place was called after Talbot C. Dousman, (a brother of John), who for a long time lived at Waterville in the near neighborhood.

On the Chicago, Milwaukee & St. Paul Railway we still have a reminder in the old "Dousman House" at Prairie du Chien, which has been for many years the property of this Company, and has been leased as a hotel to different persons, one of whom, familiarly known as "Charlie" Hufschmidt, gave it a wide reputation for miles around on account of the excellent table he maintained. The House was named after Hercules L. Dousman, another brother, a fur trader and a man of great influence among the Indians, who lived for years at Prairie du Chien, and whose home was one of the show places of the city at that time.

Col. John, or as he was better known Dr. John B. Dousman, (the writer's father) was a prominent physician, and another brother, George D. Dousman, was an influential business man, both of them residents of Milwaukee for many years.

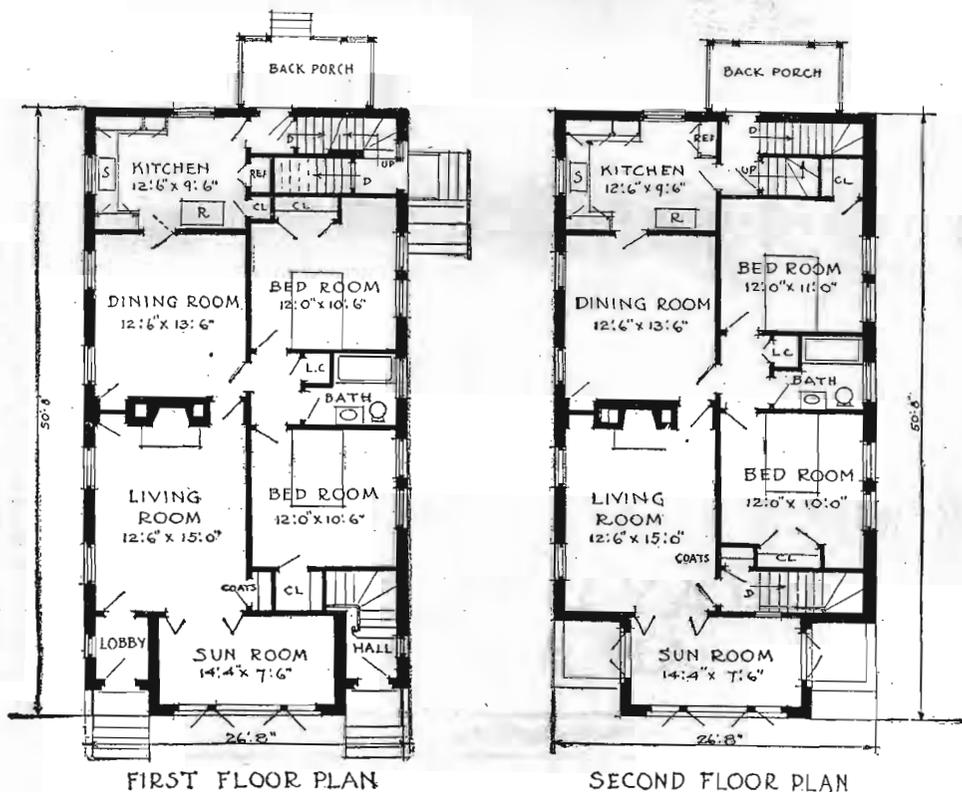
The father of the four brothers mentioned above and other children, Michael Dousman, was for years the agent of one of the big eastern fur trading companies on Mackinac Island, and was a prominent figure in the early history of Wisconsin and the upper peninsula of Michigan, and later on, the City of Milwaukee, where he died in 1854.

One of the sons of Dr. John B. Dousman has been for many years the president of a milling company bearing his name at DePere, Wisconsin. Another son was an accounting officer of this company during most of his service of about 35 years, prior to going to the Lehigh Valley R. R. A third son has been in the station service of both the Northwestern and later the St. Paul, a pioneer agent on the Lines East and West of the Missouri River for many years. He was the first agent at Lemmon when the Puget Sound extension reached that point.

A son of George D. Dousman was, until his death, a locomotive engineer in the service, and another son was cashier at Milwaukee freight station years ago, and a grandson is at present in the station service.

The writer has known no other business

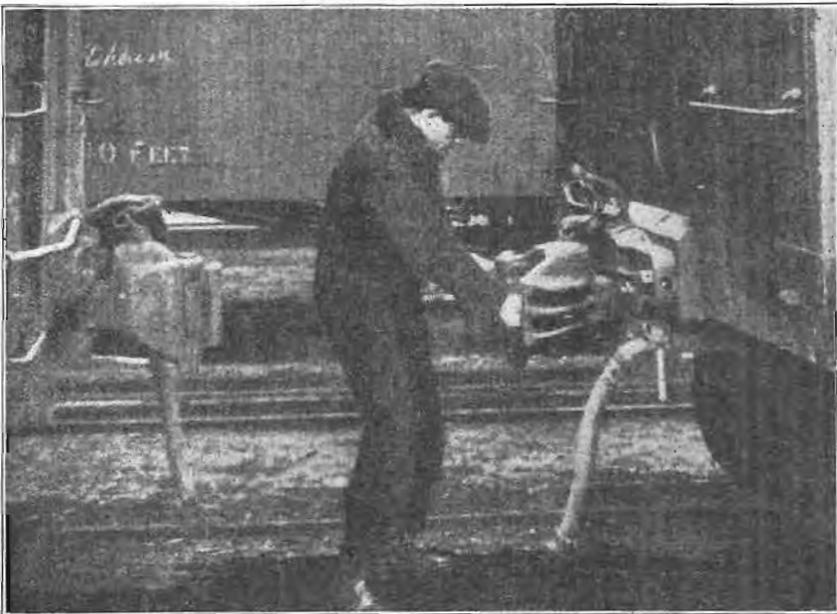
concluded on page 62



**A Duplex Apartment For City Dwellers**  
 Because a man's calling requires him to live in a city, is no reason why he should be obliged to pay rent instead of being the possessor of a home of his own so arranged as not only to make him rent free, but give

him a little income from his property at the same time. The house shown here is a comfortable duplex apartment of five rooms each, with bath and a large sun-porch on the front. It is built of Portland Cement; the entrances  
*(Continued on page 26)*

# A Dangerous Time Saver



Courtesy, Northern Pacific R. R.

Stop practice of going between cars to  
adjust knuckles *as cars are about to couple*

**A DELAY IS BETTER THAN  
AN ACCIDENT**

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

**From the Bureau of Safety**  
**AN APPEAL FROM THE SAFETY SECTION OF THE AMERICAN RAILWAY ASSOCIATION**

To Drivers of Motor Vehicles:

You are doubtless aware that the American Railway Association is conducting a "CAREFUL CROSSING CAMPAIGN" from June 1 to September 30.

**THE REASON**

Approximately 1,800 persons are being killed and 5,000 injured yearly, at highway-railroad crossings, of which number about 75 per cent are occupants of motor vehicles.

If it were possible to raise or lower the highway where it crosses the railroad tracks, doubtless many of these accidents would be averted, but there are more than 250,000 such crossings in the United States, and to change them would cost about \$12,500,000,000; the railroads cannot get the money to make these changes and the public is unwilling to pay it.

The time it would take to do this work places its completion beyond the life of the present generation and several more to come, although the most dangerous crossings are being changed as rapidly as can be done.

Some of our most horrifying accidents have occurred at points where the highways are already elevated over railroad tracks, but motor vehicles were driven through the railings of bridges to the railroad tracks below.

One of the most prolific causes of accidents, and by far the most inexcusable, is that of trying to beat trains across the track.

**THE REMEDY**

**"Cross Crossings Cautiously"**

This is not a campaign of criticism, but of instruction and appeal.

INSTRUCTIONS have gone to locomotive engineers that there must be no failure to sound proper warning signals when trains are approaching highway crossings.

INSTRUCTIONS have been issued to mechanical forces that careful inspection and prompt repairs must be made to insure whistles and bells being in working condition before locomotives leave the shops.

INSTRUCTIONS to those in charge of tracks provide that approaches to crossings, crossing planks, etc., shall be kept in the best possible condition and that shrubbery, trees and any other obstructions to the view shall be removed where practicable.

**Clear the Tracks**

The other day a friend of ours was on a Pennsylvania fast train from Washington to Chicago. He relates the following as showing the need for greater care at railroad crossings:

The train was not scheduled to stop at \_\_\_\_\_, Indiana, but, as a Pullman porter remarked, "It subly did stop. kerfunk dis time!"

The air brakes were applied when a speed

of sixty miles an hour was being maintained, and the train was stopped in the space of its full length, say about two city blocks. A Nash automobile had been left without its brakes being securely set, and it ran down a hill onto the railroad crossing just in time to be hit squarely by the train.

The locomotive pilot was smashed and entirely obliterated. The steel frame of the auto was twisted like green cornstalks and what was left of the car was doubled up into a mass of wreckage. Luckily the auto was unoccupied.

Just why that train was not wrecked, nobody could say. Parts of the machine were wrapped around the trucks of locomotive and coaches and had to be cut away with chisels. An hour's time was required to do the work.

Every day we read about crossing accidents with loss of lives. Sometimes the drivers are thinking about most everything except trains of cars. No wonder such drivers are easy marks. They are to be pitied, of course, but helpless passengers in their cars are much more deserving of sympathy.

Do you drivers of motors test your brakes and assure yourselves that they are trustworthy? Have you the safety habit at the crossings? Do you think of trains of cars and look and listen to assure yourselves that there is not a train near enough to make a hazard?

Somebody fond of figuring says that a man with fair expectancy of living thirty more years has 15,763,000 minutes still to his credit. The auto driver who thinks he cannot wait a minute for a passenger, or two or three minutes for a freight train to pass, shows willingness to make a bet that no professional gambler would consider.

As Colonel Jones remarks, "How do they get that way?"

INSTRUCTIONS have been given to crossing watchmen to use their utmost endeavor to prevent drivers of motor vehicles from risking their lives and property at highway railroad crossings.

APPEALS in the form of posters have been conspicuously posted, and articles of publicity have been offered to the press urging the public to use reasonable care in approaching and going over railroad-highway crossings.

WILL YOU not help us maintain this record during the rest of the campaign period?

You are not asked to do anything unreasonable, simply "Cross Crossings Cautiously", which you can do, by following the suggestions below:

**"LOOK"**

When approaching highway-railroad crossings, slacken speed so that you can look in BOTH DIRECTIONS.

If not absolutely certain that a train is not approaching, STOP AND LISTEN.

Buildings, trees, shrubbery, darkness or curves, may prevent you from getting a clear view of tracks in both directions.

It may take a little time to stop and listen,

but by doing so you will insure absolute protection.

#### "DOUBLE TRACK"

If there are TWO or more tracks, and a train has just passed on either track—DO NOT HURRY ACROSS—be sure that another train is not coming on one of the other tracks.

#### "THINK"

Think what the certain results will be if you try to beat the train across the track—AND FAIL.

#### "OBEY THE LAW"

If there is a law, requiring you to STOP before crossing the tracks, Always obey the law; by so doing you will probably be a good citizen for many years after the violator of the law is forgotten.

Respectfully,

J. E. Fairbanks,

General Secretary.

J. C. Caviston,

Secretary.

are separated; there is a fine fire-place in the living room; the bedrooms are roomy, with the bath-room between, and all three opening out of a hallway separating the living and dining room side of the house. This insures quiet for the sleeping quarters. There is ample closet room and the kitchen is fitted with cupboards and dressers instead of there being a pantry, an idea that is popular now, with housewives who find the small kitchen with all conveniences within easy reach a wonderful step-saver.

The Portland Cement Association have issued a book of twenty-five very attractive house plans, which by special arrangement may be procured through the Editor of this Magazine for fifty cents. They also have full sets of working plans, specifications, and bills of materials for any of these houses, which may be supplied at a low price to any of our readers who may wish to take advantage of this opportunity to secure a home.

#### Missoula Misgivings.

Curtis W. Lee, the genial roadmaster's clerk at Avery, stole a march on "all concerned" and came back to Avery not so very long ago with a wife. He knows we wish him luck but we can't understand why he should ship old follower plates and brake shoes from Los Angeles.

Engineer Chas. Horning, who recently underwent an operation for appendicitis at the St. Marie's hospital, has returned to work.

Cashier Van Antwerp showed the proper spirit the other day when he stole a plank and a hammer from the B. & B. gang and fixed the depot platform. At present Van is sojourning at his mountain home at Falcon.

Our idea of interior decoration would be to get a square meal now and then.

Engineer Wm. Koehler, who fractured his leg last winter, has returned to work and is chasing the daylight switch goat up and down the yards in the usual efficient manner.

C. B. (Brownie) Brown has rated a paragraph for the last six months, and here we are at him again. This will probably be the last one for some time, as he will have to behave himself now and stick on the job, the reason being that he brought himself home a new wife from Butte the other day. Congratulations, Mr. and Mrs. Brown, and the clars were not bad.

Save it for the Minstrels:

Pete: Those two fellows sure had a circus, didn't they?

George: Which two?

Pete: Barnum and Bailey.

Next month Wilson Smith will have ready for publication a one-act skit entitled, "Did the Corkscrew Lose Its Pull Because It Was Crooked?"

#### Rail Rumbblings From St. Paul.

"Allen"

The cover design for the August magazine took our eye. The editor should be complimented for her selection. The best yet, say we.

If you wish to know when the University of Minnesota opens this fall, ask Mildred Nyberg, she knows. Yes, he will be back soon to resume his studies.

A new clerk in the office. Welcome, Eddie Morehead.

C. H. Cutts was crowned champion horse-shoe pitcher of Hazel Park. During a barn-yard golf tournament recently he copped first prize. Hail to the king, boys.

Agnes Mulken returned from Tacoma, Wash., with lots of good words for that city.

The best few words I ever heard were, "Throw away your little hammer and toot your little horn." If you can't be a booster, don't knock.

Yes, Humpty Dumpty had a great fall, but did you see Ann Larkin come down chair and all?

While over on the depot platform the other evening one of the red caps was escorting a lady to the far end of the platform to place her aboard her train, and this is what I overheard as they passed me. Porter: "Yes, Madam, this is a long walk." Madam: "That's all right now, never mind; I don't want to walk to Chicago, I want to take the train."

Mrs. Henry Clark, wife of a veteran freight house employe, passed away after a brief illness.

Our sympathies are also extended to the relatives of Henry Ahl, who died recently. Mr. Ahl was also a veteran employe here.

Must I ask some of the other departments again for news? Well, then, come on yard office, freight house, commercial office, etc. Let's hear from you. This space is yours.

#### From the I. & D. Radio.

H. S. F.

George A. Nelson, extra operator, is working the second trick in the dispatcher's office at Mason City during the vacation period.

Mark J. Ramsey, trick train dispatcher at Mason City, is on his annual vacation visiting relatives at several points in Oklahoma.

Agent E. T. Bolger and wife of Lawler are enjoying their vacation in the east, visiting New York and other points of interest.

William E. Kelley, better known as "Bill the Baggage man," has returned from a two weeks' trip visiting relatives in San Francisco, Cal.

Engineer John A. Strayer returned to work August 2, after an absence of several months.

Miss Stella Glennon made her weekly trip to Austin as per schedule.

Miss Lillian Ong, clerk in the division master mechanic's office at Mason City, is spending her vacation at Bismarck, N. D.

H. S. Farmer, chief timekeeper of the superintendent's office, spent the week-end in Chicago visiting friends and attended the Pageant of Progress.

Miss Mae Bergin, clerk in the superintendent's office, is visiting relatives in Minneapolis. She expects to take in the Minnesota state fair while there.

We understand that Otto Secorry attended a wedding recently and acted as best man. We figure the man that got the girl was the best man. Anyway, Otto will know what to do when his turn comes.

Did you ever notice that every time V. Hansen comes into the office dressed up, he begins to kick the furniture around?

What we want to know is, who is running around loose under the camouflage name of "Joyce"?

The girls of the superintendent's office wish to thank Conductor Ulrick for the bouquets which are found upon their desks every morning.

## At Home

Hazel M. Merrill, Editor



Erwin John, 2 Years Old; Son of Northern Montana Division Conductor S. E. Robinson

### The Fall Fashion

To be properly dressed, or well-dressed, one must be very careful about the selection of dress, hat, shoes, gloves, hosiery, and veil. One might have a becoming, attractive hat, and an attractive suit, dress, or coat, and yet the dress or hat might not be suited to each other, which would spoil the entire effect of the costume. If one chooses a tailored costume, a tailored hat must be worn, with a plain veil, and shoes and stockings of more tailored design, and these days, high heels should not be worn except for strictly dress. Fall and Winter Fashions denote important changes in length and line, and thus prove unusually interesting. My-lady seems determined to wear just what she pleases, and has the designers following her desires and whims. They have been endeavoring to lengthen skirts and raise the waist-line back to normal for past few seasons, and while they have at last succeeded in launching the longer skirts and coats, the waist-line still lingers at the hips, and many of these frocks bulge at the hips instead of having the straight narrow line, and the tendency is to drape everything, coats, dresses, etc. There will be many tailored frocks of wool, tricotine, and velvet, with three-piece suits which have come to stay. The hats are varied in design, almost as many as there are women, narrow brims, wide brims, high crowns and low crowns. For evening, we are promised a flaring, circular skirt, reaching to the floor, with draped bodice and bateau neckline.

### GOOD THINGS TO EAT

**Green Corn Soup.** Six ears sweet corn, or enough to make one pint of raw pulp; water to cover; one pint milk or cream; one teaspoon of salt; one-half saltspoon pepper; one teaspoon sugar; one teaspoon flour; one tablespoon butter. Scrape out the pulp from the corn ears, leaving

the hull on the cob. Break the cobs if long and put them on in enough cold water to cover them. Boil thirty minutes and strain. There should be about one pint of water after straining. Put the corn water on to boil again and when boiling, add the corn pulp. Cook fifteen minutes. Add the salt, pepper and sugar and the boiling milk. Thicken with the flour and butter cooked together. Boil five minutes and serve.

**Brown Soup Stock.** Six pounds beef shin; 6 quarts cold water; ten whole peppercorns; ten whole cloves; bouquet of sweet herbs; one large tablespoon salt; 3 small onions; one carrot; one turnip; two stalks celery; two sprigs parsley. Cut the meat into small pieces. Put the marrow, bone, half of the meat into a kettle with the cold water. Soak half an hour before heating. Add spices and herbs. Brown the onions, and the remainder of the meat and add to the stock; add the vegetables, cut fine. Simmer six or seven hours and strain. This excellent stock is the foundation for all kinds of good soups, and will keep in the ice-box for quite a while. If the weather is very warm, it is a good plan to scald the soup stock up every day, and then after it is cool, replace it in the refrigerator.

**To Clear Soup Stock.** After the stock is cold, remove the fat and allow the white and shell of one egg for every quart of stock. Mix with the cold stock and beat it well. Set over the fire and stir all the time until it is hot, to keep the egg from settling. Then leave it and let boil ten minutes. By this time a thick scum will have formed, and as it breaks the liquid will be clear and sparkling. Draw it back from the fire and add half a cup of cold water. Let it stand ten minutes while you prepare your jar, colander and fine linen cloth for straining. Wring the cloth out of hot water and lay over the colander. Put a fine hair sieve or strainer on the cloth and then pour the stock through. The strainer will catch the scum and vegetables which would otherwise clog the cloth. Let it take its own time to drain.

**Southern Maple Candy.** Boil in a saucepan two cupfuls of sugar, one cupful of maple syrup and a half cupful of sweet cream until a soft ball is formed when a little is tried in cold water. Take from the fire and beat three minutes, adding slowly two cupfuls of pecan nuts. Drop from the end of a teaspoon in round cakes on wax paper to cool, then slip off onto a fancy plate to serve.

**Butter-Scotch.** One cupful of molasses, one cupful of white sugar, one-half cupful of butter, and one-half cupful of water. Place the ingredients in a saucepan and boil gently until a little tried in cold water forms a firm ball. Add a tablespoonful of soda, and turn onto a well-buttered plate or shallow pan to cool. Before the mixture sets cut or mark off in squares.

**Peach Delight.** Make a sponge cake as follows: Beat 2 whole eggs or 4 yolks (adding pinch salt) together until very light. Add 1 cup sugar and stir several minutes. Add 1 cup flour with 1 rounded tablespoonful baking powder; then add slowly one-half cup boiling water, and flavoring to taste. Batter will be very thin. Bake in moderate oven. Just before using, spread with fresh peaches, sliced and sweetened, and then cover the whole with whipped cream.

—Illinois Central Magazine.

### FASHION BOOK NOTICE

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1922-1923 BOOK OF FASHIONS, showing color plates, and containing 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 hints to the home dressmaker. Address Miss Hazel Merrill, 1241 Railway Exchange, Chicago, Ill.

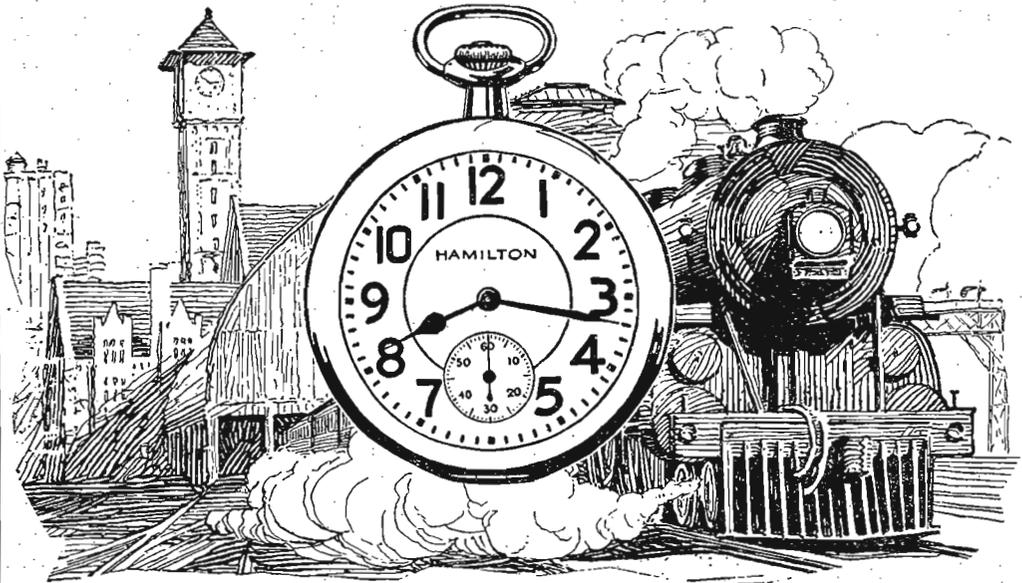
THE PATTERNS

4080. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 6¾ yards of 32 inch material.

The width of the skirt at the foot is about 2¼ yards. Price 10 cents.

4096. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 7¾ yards of 32 inch material. The width of the skirt at the foot, without over lapping portion, is 2¾ yards. Price 10 cents.

4134. Child's Cape.—Cut in 4 sizes: 2, 4, 6, and 8 years.



## Invest in a Hamilton if You Want True Time All the Time



**B**UYING a new watch requires some thought. You are making an investment that should pay you dividends of true time for years and years to come. Eliminate guess-work and make your choice the HAMILTON WATCH, "The Railroad Timekeeper of America" —the watch that Conductor J. E. Hopkinson, of the Boston and Maine Railroad, has carried for twenty-five years with perfect satisfaction.

You owe it to yourself to purchase this watch with a service record. Thousands of your fellow workmen heartily indorse it, and owners of thirty years or of six months standing are equally enthusiastic about its unrivaled accuracy and dependability. Ask your jeweler to show you

**The "992" Movement: Now \$48.50**

This is the twenty-one jewel movement that is preferred by so many Railroad Men. Your jeweler will be glad to suggest a suitable case for it and you can choose the dial you require. Make it "your watch," and you'll have true time all the time.

Send for the "Timekeeper," a most interesting booklet showing the various HAMILTONS and giving other valuable watch information.

It is sent postpaid on request. A postal card brings it to you.

HAMILTON WATCH COMPANY, Lancaster, Penna., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"

A 6 year size requires 2 1/4 yards of 44 inch material. Price 10 cents.

4118. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 3 1/2 yards of 32 inch material. Price 10 cents.

4081. Ladies' House Dress.—Cut in 7 sizes, 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5 1/4 yards of 32 inch material. The width at the foot is 2 1/2 with plaits extended. Collar and cuffs of contrasting material requires 3/4 yard 32 inches wide. Price 10 cents.

4085. Girls' Dress.—Cut in 4 sizes: 8, 10, 12, and 14 years. A 10 year size requires 4 1/4 yards of 32 inch material. Price 10 cents.

4092. Boys' Suit.—Cut in 4 sizes: 2, 3, 4 and 5 years. A 3 year size requires 3 3/4 yards of 32 inch material. Price 10 cents.

4083. Junior Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14 year size requires 5 yards of 32 inch material. Price 10 cents.

4082. Ladies' Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. To make the dress for a 38 inch size requires 6 yards of one material 32 inches wide. As illustrated, it will take 2 1/2 yards of plain material for sleeves and front, and 3 3/4 yards of striped material. The width of the skirt at the foot is 2 1/4 yards, with plaits extended. Price 10 cents.

4099. Sleeveless "Cover All" Apron.—Cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires 4 1/2 yards of 32 inch material. Price 10 cents.

4097. Ladies' Dress.—Cut in 6 sizes: 36, 38, 40, 42, 44 and 46 inch bust measure. A medium size requires 5 1/4 yards of 32 inch material. To make underbody, sleeve facings, and vest portions of plain material as illustrated 1 1/4 yard 40 inches wide will be required. The width of the skirt at the foot is 2 3/4 yards. Price 10 cents.

4088. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 1/2 yards for the gulpe and 2 3/4 yards for the dress of 32 inch material. Price 10 cents.

### Household Hints

The secret of success in deep frying lies in having the fat just the right heat. When the right temperature, a thin, blue smoke arises. A simple test is to drop in a small piece of bread, and if it hardens immediately and does not change color quickly, the fat is ready for frying.

You will find the smooth surface of a piece of marble of suitable size far better than the board in common use when polishing the front of a shirt.

For a chicken and mayonnaise sandwich, chop chicken finely and mix with little mayonnaise, then spread between slices of white bread and add leaf of lettuce.

Put food to be kept cool in a bowl and set it in a pan of water. Cover with a porous, unglazed flower pot of suitable size.

A good way to make curtains is to make the same size hem on top and bottom, then, when laundering, put on a little string to indicate which hem was on the bottom, and reverse it, putting it on top. In this way, the curtains will wear alike and last again as long.

When making fruit pies, roll out the upper crust large enough to fold under the bottom crust, and this will prevent juice from running out. Also, in making any pie which has a juicy mixture, to prevent juice from soaking into the crust, beat the white of an egg well, and with a brush or bit of cloth wet the pie crust with the beaten white of egg just before you put in the pie mixture. For pies which have a top crust also, wet the top with the white of egg before baking, which gives it a beautiful, yellow brown.

A household hint for the office.—To renew a typewriter record ribbon, roll it all on one spool, put a few drops of 3-in-1 oil on it in several places, or run it from one spool to the other and hold a fine brush dipped in oil against its surface. Let it stand a few hours and it will be like new. If necessary to use machine, ribbon may be removed, treated in this way, and closed up in box. Do not use oil on a copying ribbon. For a copying ribbon, take a teaspoonful of water and add about three drops of glycerine, mixing well, and apply in the same way as oil is to be applied to record ribbon.

### Milwaukee Terminals.

#### Renay

Heat and Notes! No connection a-tall. If it's as hot the day the magazine comes out as it is today, I'll wager there won't be a soul care a teeny bit what this is all about, but here goes anyway.

We wish to extend our sincere sympathy to

Trainmaster Elder in the loss of his father, who passed away last week.

Vacations! All over someone is gone or going away. Many of our yardmen are touring around in Grant sixes, going to Green Lake—and oh, all over, but if it is as hot where they are as it is here we are just wondering how they are quenching their thirst.

Felix, better not sing that old but not forgotten song too loud or Mrs. Felix may walk in on you before you expect her.

We are glad to see Mr. Casey back on the job and looking fine.

Now our latest sport is the Milwaukee freight house baseball team. If you want to enjoy a real game, take a walk to the foot of Second St. and see some of our boys in action.

People who drive Chevrolets should guard their back seats. How about it, Fred?

Among the suspicious people seen around the depot is Dorothy. All eyes and ears seem to be centered on her. Come on, Dorothy, 'fess up, 'cause it's really too hot for us to have to be using our brain (oh, yes, some of us are fortunate) to answer the question "Are ya or aincha?"

We have many pleasant surprises, but the latest and bestest is Violet Surprise of Muskego Yards. We hope you like it, Violet, but beware of the blarney that is the definition of "Muskego Yards."

Now someone says Phone Director Stubbe has gone on a diet. He only weighs about 250. Perhaps after returning from the Shriners' convention at Superior he won't have to diet any longer.

The Colored Comedy Four, Doelger, Hammerer, Axtell and Reiss, rendered a few selections at the cut off for the benefit of the special agent's department. Suppose we will be seeing them at the Palace next.

Cupid surely works overtime down in Muskego Yards. Now if our Florence hasn't up and done it too, and the very lucky young man is Lester Oman. Congratulations. We hope Florence doesn't get into any mischief while on her vacation.

Great happenings in the depot—Herbie and another "silik" shirt.

### Black Hills Division.

#### J. R. Quiss.

O. L. Hopkins, agent, Chamberlain, was relieved by H. G. Young and went west to visit his mother and other relatives. Mr. Hopkins expects to be off duty sixty days, resting up, and this is the first vacation he has had in two years.

There has been quite an improvement around the depot at Chamberlain, with a new platform for loading and unloading merchandise. Bridge Foreman Lawrence made a record job of this work.

Kadoka is again a regular terminal for 191 and 192. Crews change there account the heavy run of oil and merchandise, which makes work for one more crew.

Conductor F. M. Penrose and wife have moved to Chamberlain, which gives Frank one more day layover at home.

Conductor Joseph Patten has been relieving Conductor Walter Mayo several trips.

Conductor C. H. Young has third crew on west end since oil business has picked up.

Agent W. D. Bowers and wife have been on an extended trip west.

Our Boilermaker Matt at the roundhouse is one of our successful farmers this year. He has nearly a hundred acres of corn, and this is a good year for corn. Crop is sure, now.

Roundhouseman Curt Arnett has bought a new Cast threshing machine and is a busy man nowadays, as there is a bumper crop out here this year.

Engineer Ed Smith is back to work after several weeks' vacation, and Engineer Jas. Johnson is on 191 and 192, with Sunday at Rapid City.

Well, well, look who is here. Brakeman Percy Johnson is back with us and is at work on west end, after a long vacation.

If you want to know how to cut the high cost of living, ask Agent H. G. Young, he can tell you; but lots of Indians out here, in tents.

**Des Moines Division Items.**  
*Frenchy.*

Traveling Freight and Passenger Agent W. F. Keefe and wife are the happy parents of a young son born June 27. The young gentleman has been given the name of William Francis.

Operator J. A. Pope was confined to his home recently with a bad case of tonsillitis. We are glad to state that he is again able to be on the job in the chief dispatcher's office.

Miss Thelma German of the superintendent's office spent the week-end of August 12 visiting friends at Templar's Park, Spirit Lake.

R. P. Edson is the proud grandpa of a little new grandson born recently to Mr. and Mrs. J. S. McGlory of Montana. Mrs. McGlory is a daughter of Mr. Edson.

Britt Stuber of the superintendent's office, and wife, are moving from Perry to Des Moines.

Conductor McCutchen handed the agent at Rockwell City the following consist Form 540:

Six quarts water; 6 pounds sugar; juice 6 lemons, no rind or pulp; 1 cake yeast foam; 2 quarts tomatoes. Let this stand for 7 days, then strain and let stand for 3 weeks.

Now, Mac, I don't know where you think we were raised, but you will have a hard time making us think that this is a consist. Thanks, just the same, though.

Louis Anderson, road master, has arrived home from Omaha. He acquired so much muscle knocking fires that we were afraid he would clean up on the station force at Rockwell City, so we sent him on a vacation to Wisconsin.

Bill Marshall sure has his share of accidents with a Ford. Three right in a row. Bill surely must think a Ford is like a mechanical hoist at the coal dock, after you get it started it will go of its own accord.

We are wondering if Agent Kirtley at Sac City has sold his new Ford sedan or forgets to wash it so often, for the other day they were

able to get him on the wire without making a date beforehand.

We are glad to report that Tom Johnson, pump repairer, is out of the hospital at Fort Dodge, even though he is much reduced in weight, having had his appendix and other parts of his anatomy removed.

Oh, yes, brakeman Dick Gilbert lost his tonsils at the hand of a surgeon, so that he ought to be able to get a job now singing in a church or a vaudeville show.

Any one wanting to see an expert at counting eggs at Knoke or on Western Union clocks, see Conductor Adams.

For Sale—Lamp Black. Inquire of Conductor Shannon. Next time don't go back to bed, Shannon, after you light the oil stove.

Baggage man Berman has a Maxwell that he guarantees will go 25 miles to the gallon. McGrath and Black borrowed it to attend Agent Carter's funeral. They filled the tank with gas but got stranded on their return to Lakeside, and in spite of all the talking that a perfectly good conductor and engineer could do, they were unable to furnish enough gas to get it into Storm Lake. We understand Berman never had any difficulty of this kind.

Timekeeper. Miss German of the superintendent's office passed thru Rockwell City on her way to Spirit Lake for a week-end visit. Next time, stop off at Twin Lakes and Izzy will give you a ride in his new canoe.

**One Skilled in Magic.**

The new teacher was having a bad time of it. The class was dull—or pretended to be—and seemed incapable of answering the easiest of questions.

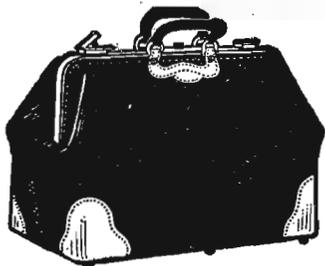
"What is a person called who steals?" asked the teacher.

There was no answer.

"Now, Herbert," said the teacher, "suppose I put my hand in your pocket and took out a penny. What would you call me?"

"A magician," replied Herbert.

—H. J.



EXCLUSIVE LINE

TRAVELING BAGS

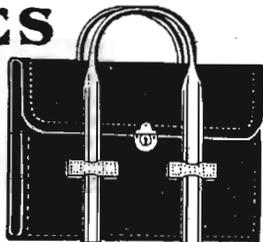
PORTFOLIOS & BRIEF CASES

POPULAR PRICES

NEW DEPARTMENT

Omaha Printing Co.

13<sup>TH</sup> & FARNAM STS.



## Special Commendation

The following named employes have received special commendation for meritorious service performed while in the conduct of their regular duties:

Custodian Della Morris, Almore, Ill., discovered brake beam down on St. P. car 91866 on extra east, August 1. She notified the train crew as train was passing the station, which undoubtedly averted a serious derailment.

Operator C. A. Cunningham, Kingston, Ill., stopped No. 67 at Kirkland July 16 because of a dragging rod on second car from engine; also broken strap which held tank on flat car about twenty cars from caboose. This interest undoubtedly averted a serious accident and is greatly appreciated.

Section Foreman P. Houzenga, Fulton, Ill., stopped extra east 8261, on morning of July 22, on account of observing brake rigging down on car in the train as it was passing him.

On Sunday, August 13, Edward Kvasnicka, young son of section foreman at Pratt, Minn., discovered a part of a brake rod lodged in the highway crossing, and knowing that it might cause derailment of a passing train, he got assistance and had it removed. This is a good beginning for a railroad junior.

Operator S. B. Noland, Moravia, Iowa, prevented what might have been a serious accident when he discovered some poles loose on a car in second 64's train on the night of July 25. He ordered train stopped at Blakesburg for investigation and poles were securely fastened.

Section-foreman Samuel McCullough, Powersville, Mo., discovered hot box on extra west 8134, June 15, at Powersville and got word to the trainmen in time to have the hot journal taken care of. The conductor in charge of the train states that on account of this box not showing any smoke, the defect would have been difficult of detection.

Custodian Orbie Britton, Stockdale, Mo., noticed a large piece of bridge iron slipping off a flat car in extra 8065, June 15, while train was passing Stockdale, and made efforts to attract attention of train crew. Failing in this, he telephoned the station at Liberty, where the train was stopped and a large piece of bridge iron was found hanging down between the flat car and an oil tank.

LaCrosse division Engineers H. Pike and A. Ludlow (latter acting as fireman) with engine 8642 running light, Milwaukee to Portage, July 30, rendered very timely assistance in extinguishing fire in car of lumber on Fall River siding. They cut a hole in the side of the car and extinguished the fire by use of the blow-off cock.

Agent J. P. Enright, Nashotah, Wis., discovered brake beam dragging under car in train extra east 8642, May 13, and called the agent at Hartland where the train was stopped and beam repaired.

Northern division Engineer George Parsons discovered brake beam down on train No. 93 at Slinger, Wis., and had same removed before further damage occurred.

Warehouse-foreman Jos. Marx, Fargo, N. D., is active in the company's interest, having this summer secured three passengers from New York to Fargo and two cars of sand from Red Wing, Minn., to Fargo for our line.

### "Friendly, Obliging Service."

The following letter from a patron who was well served is a courteous acknowledgment of courtesies received:

Lewiston, Idaho, June 26, 1922.  
To General Passenger Agent,  
C. M. & St. P. Ry.,  
Chicago.

Dear Sir:

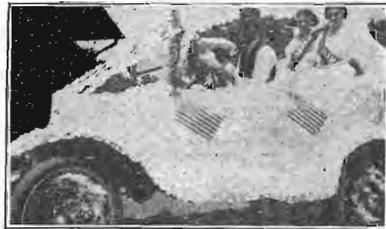
The writer left Minneapolis on your train No. 15 a few days ago enroute to Spokane, Wash.,

and I am willing to tell you of the splendid service rendered me by a Mr. Prenovost, who is in the depot ticket office at Minneapolis. I made inquiry three days before leaving, for a lower berth, and although I was not able to secure a lower berth on account of the volume of travel, Mr. Prenovost made every effort to get one for me, calling up the St. Paul office and wiring Chicago. It is not the fact that he performed this service that made it noticeable, as I am under the impression that your company would do this for any of the traveling public, but it was the friendly, obliging way in which he did it that calls for special mention.

I do not know Mr. Prenovost personally, nor does he know that I am writing this letter, but I want to say to you that an employe of this kind is a real asset to the C. M. & St. P. Railway, and if he treats everyone in the courteous, pleasant, decent manner in which he treated me, some recognition should be taken of same.

Yours very truly,

(Signed) E. J. BAUMAN,  
of Lewiston Furniture Company.



### Agent Rellihan Takes the Prize.

The Fourth of July celebration at Harper's Ferry was a great occasion. There was a big crowd and a fine parade. Large delegations came from Waukon, Lansing and Marquette while the countryside thereabouts turned out en masse. Agent J. J. Rellihan was in the parade with his automobile dressed up in gala style. It was decorated with Milwaukee trademarks and occupied by two Olympian and Columbian girls as shown above, for which Mr. Rellihan received the first prize in the auto parade. The manner of decoration was a happy thought and a good bit of advertising as well.



### Commends the Service.

Mr. John R. Lewis, credit manager of Abe Bloch & Company, manufacturing clothiers, Cincinnati, writes as follows:

July 10, 1922.

Mr. Geo. P. Haynes, G. P. A.

Dear Sir:

As chairman of the committee in charge of the Grotto's recent trip to Davenport, I want to take this opportunity of extending our thanks for the services rendered by your road. Everything was

taken care of in first class manner and everybody thoroughly enjoyed themselves.

I particularly want to say a word of praise for Mr. F. O. Schaudies, one of your Cincinnati representatives who was untiring in his efforts both before and during the trip in looking after our comforts. Everybody on the trip has become a firm booster for your road, and we hope at some time in the future we may have occasion to again enjoy your hospitality.

Very truly yours,

(Signed) JOHN R. LEWIS.

**The Yellow Cars Went East  
B. P. O. Elks.**

July 24, 1922.

George B. Haynes,  
Gen. Passenger Agent.  
Dear Mr. Haynes:

On July 8, two hundred and fifty Milwaukee Elks and their ladies left Milwaukee in a specially provided train composed of thirteen cars of your all-steel Columbian equipment on an itinerary to Atlantic City, New Jersey, to attend the national convention and reunion of the B. P. O. Elks. Enclosed herewith and attached hereto, is a set of resolutions unanimously adopted and signed by the members of this party, attempting to express their satisfaction and pleasure for the comfort and opulence which they enjoyed on this remarkable train.

This train left Milwaukee on July 8 and made stops at Port Wayne, Harrisburg, Baltimore, Pittsburgh, Philadelphia and Columbus, O.

It was an unusual and exciting event for the people of the communities and the states through which we passed, to look upon this splendid train of Milwaukee Road coaches. The contrast between their beautiful bright yellow color and the dull red and dark green of the eastern road trains, was very striking.

All along the line, the people's attention was arrested and when they caught the significance of this unusual sight of a train of the Milwaukee Road equipment traveling through their territory, they applauded and waved, making their pleasure apparent at this wonderful sight.

On behalf of the Milwaukee delegation I want to thank you for the luxurious and comfortable train furnished for our journey. The service of your employes was perfection and courtesy in the highest degree. There was nothing lacking in this respect. On the contrary, the service given us by your company and your employes was a luxury which we shall never forget.

Your district representative, Mr. F. P. Walsh, who accompanied this delegation and gave his personal attention to every detail of service, which was of the most unusual kind.

A more courteous, pains-taking man would be difficult to find—always pleasant, always cheerful and attentive to our every want. He won the love and affection of every one of our two hundred fifty people on this eight day journey.

We hope that we shall be able to again travel in large numbers under your care and on your splendid trains. Let us assure you that our thanks are sincere and that you have established in our great organization, a reputation for service, the like of which we have never before enjoyed.

Very sincerely yours,

MILWAUKEE ELKS.  
(Signed) CHAUNCEY YOCKEY,  
Exalted Ruler.

Attest: (Signed) P. J. KELLY, Secretary.  
Attest: (Signed) ALLEN CALHOUN, Treas.  
Attest: (Signed) F. H. MEADOWS, Chmn.  
Transportation Committee.

July Fifteenth Nineteen Twenty-two.

On Board the Milwaukee Elks' Special.  
To The Chicago, Milwaukee & St. Paul Ry. Co.  
Greetings:

We, the undersigned Brothers of Milwaukee Lodge, Number Forty-Six, on this, the last day of our historic trip to the national convention of

the Benevolent Protective Order of Elks at Atlantic City, at which Milwaukee captured the second Grand Prize, present this communication to express our sincere appreciation for the co-operation of both the Chicago, Milwaukee & St. Paul Ry. and the Pennsylvania System in furnishing Milwaukee's delegation with the finest special train it has ever been the pleasure of any fraternal organization to travel from Milwaukee to a national convention.

We further extend our thanks to the members of the train crew, the porters and waiters and all employes encountered at the different stations, for their attentiveness to duty and excellent service, for the fine meals served throughout our journey, and special thanks for the many courtesies extended by Messrs. Frank P. Walsh, district passenger agent of the C. M. & St. P. Ry., and J. M. Neafus, district passenger agent of the Pennsylvania System. Both proved themselves to be railway officials par excellence.

May it be our pleasure to attend all further national B. P. O. E. conventions on your trains.

Fraternally yours,

1922 Convention Delegates of Milwaukee Lodge No. 46, B. P. O. E.

(Signed)

CHAUNCEY YOCKEY, Exalted Ruler.  
P. J. KELLY, Secretary.  
THOS. A. MANNING, Est. Leading Knight  
F. H. MEADOWS, Chmn. Trans. Com.  
ALLEN R. CALHOUN, Treasurer,  
and 250 Delegates.

**Koom Grotto Offers Praise.**

Rockford, Ill., July 1, 1922.

Mr. Geo. B. Haynes, G. P. A.,  
620 Marquette Bldg., Chicago, Ill.

Dear Sir:

By reason of the many courtesies shown and the excellent service rendered by the representatives of your road, I am prompted to write that the delegation to the Tri-Cities Convention fully appreciated and thoroughly enjoyed the splendid manner in which the C. M. & St. P. Ry. handled our party.

Our pilgrimage was a pleasant one, largely through the efforts of your people to make it such. The train men, all of them down to the porters, were gentlemen and at all times looking for an opportunity to render some kind of service.

The shower bath car placed at our disposal was not only a novel idea but a luxury which was thoroughly enjoyed by all who used it. The person, or persons, through whose efforts it was made possible are to be congratulated.

I, personally, wish you to know that I am indebted to Mr. Tansley, from your office, Mr. Hartnett and Mr. Pearson, in our local offices, also Mr. Mallum and others at the Davenport office, for the very able and courteous assistance given me. Their help made it both possible and a pleasure to handle a delegation on an occasion of this kind.

Our party was not a large one, but was composed of both women and men, and when I say that I have not received a word of complaint, you may know that every detail pertaining to their comfort was properly carried out.

Sincerely yours,

(Signed) L. C. TREADWELL.

Chairman, Transportation Com., Koom Grotto.

**Freight Claim Department.**

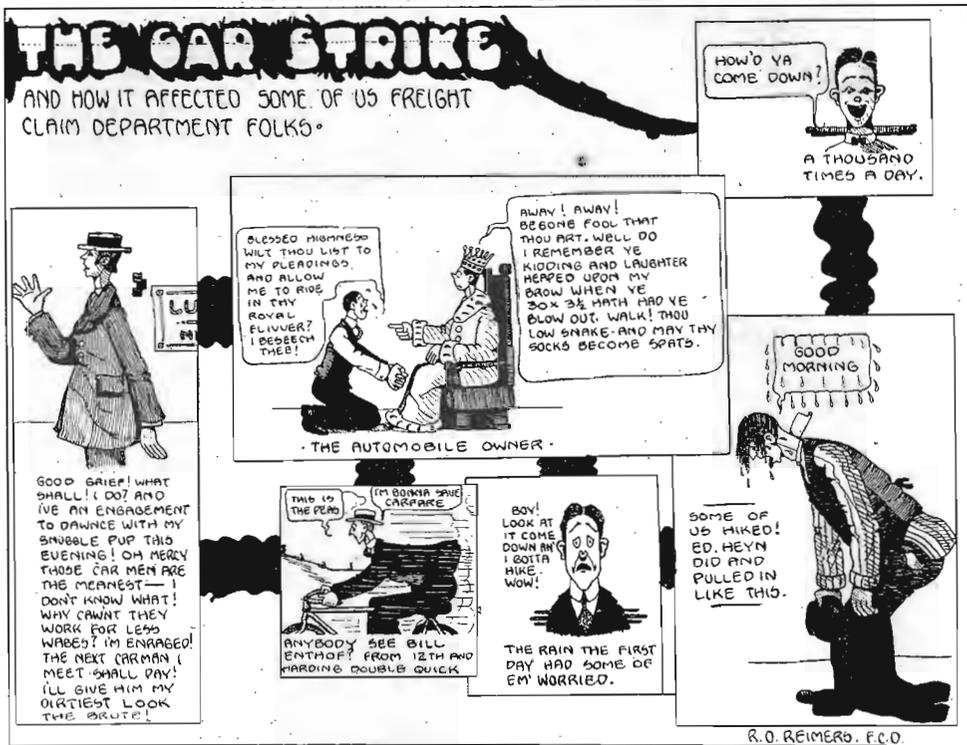
No wonder F. Kramer, world's champion bicycle, retired; our old friend Bill Enthof took all the honors and broke all existing records during last car strike. Will some doctor step forward and show him how, when and where to use liniment?

John Hamm has challenged O'Leary since he walked to work from his home in Cicero, making the eight miles in about five hours. John, you might as well give in, old age is beginning to tell, and they say "they never come back."

The claim department have reorganized their bowling team for the season 1922 and 1923 and would like to hear from their bowlers on the system. Beloit, Madison, Milwaukee. What say you? Drop a line to their captain, E. P. Heyn, 1368 Fullerton avenue.

What's doing while the "Moon Shines?" Ask Kennedy, "He Nose."

# On the Steel Trail



## Motoring on the Milwaukee, Uu and Down Hill On the Rocky Mountain Division.

Nora B. Decco.

I think the reason I stood staring pop-eyed in Circus square, Detroit—stopped traffic in Kansas City's Petticoat lane, gathered a crowd in no time in El Paso and almost got run over every time I crossed the street in Houston, Texas, is because a white hound dog sleeps undisturbed under an arc light in the middle of Three Forks' main street. Ho, hum.

I see while I was away the Von Inwegan family had an increase—a small baby daughter having arrived June 16. Every one but myself having already offered congratulations, I now do so.

Not to be outdone by this end of the division, a fine daughter arrived in the home of Engineer Flynn in Deer Lodge the first of August. Her name is Patricia Ann and Mr. Flynn has spent a two weeks' pay check in cigars. Congratulations.

Another? Goodness! All the birds in these river woods are storks, apparently. A fine boy arrived at the home in Three Forks of Otto Lehman July 19, and although I have not learned his name I bet it will be Otto.

Operator Jost on third at Three Forks with Warren Dixon, brakeman, and one of the meanest little call boys that ever forgot to call a crew, spent a week in Yellowstone park. They stopped overnight in some town on the return trip and before they left the next morning called every one in it by their first name. One was John, I think, and the other Bill. They brought some of the inhabitants away with them I understand, too.

Operator Herrington, second Sappington, has a few months lay off and has gone to his home-stead, relieved by Operator Ives.

Ralph Kimberling and wife are in Los Angeles where Ralph writes he is mistook all the time for Bill Hart. I knew he could not get away with any of the rough stuff any where else but on first trick with Mick Welch.

A card from Fireman Bales and wife finds them on the coast. I wonder why I didn't think of that now and I wouldn't have this coat of tan from too much basking in the southern sunshine and gulf water. Well, the agent says next winter I can go to Alaska where it is cool.

Miss Virginia Hebert and George McGregor, brakeman on this division, were quietly married during the month of June and have made their home in Three Forks. This news item perhaps is not news but I have not seen it in print before, so here it is. The division extend best wishes and congratulations to the happy couple and wish them a long and happy life.

Engineer and Mrs. Lefever with Mr. and Mrs. Gordon have returned from a trip through the Park. Brakeman McDougall we understand rode through Glacier on a mule and Engineers Davis and Mahone went all the way to Virginia City to see where they hung a man when Montana belonged to the Indians. All report a fine time and from the various tales told suppose more trips will follow these next summer.

Fireman and Mrs. Sam Haffner went to Seattle a few weeks ago, bought a car, took a trip down the coast to their ranch in California and sold the car before they left for home again—some speed, eh?

Conductor Allen from the Northern Montana division gave me his photograph. Good well but it's all right, he is running for Railroad Commissioner and all my family and myself are

going to vote for him, and we hung the picture up on the office wall where all will see our next commissioner.

Fireman Shauger and wife from Lewiston have returned to the main line, called here account the increase in business, and Fireman Fauver has gone to the Northern Montana for the same reason as he was placed on the engineers' list. Business is so rushing nowadays the highways and byways are being searched for men who can tell a stop signal from a hi-ball or who know the head end from the rear of a string of box cars.

Mrs. Lefever went up to Loweth to see the folks on the ranch and came back with a lot of huckleberries and she let me smell of them and I hinted around so much she sent a jar full over to me and I made a pie of the contents of the jar and—well, I better stop talking or everyone will be rushing to Loweth to get the rest of the huckleberries—but that was a good pie just the same.

I s'pose no one ever knew I was absent these three whole months, but I warn you I am back again and nothing will escape me from now on, and another reason I s'pose why the noise in Ford's factory was so deafening is because when you walk down our main street at ten p. m. the echo of your footsteps is the only sound you hear. Ho, hum.

**Minneapolis Car Department  
SOME SERVICE!**

For some time the car department office at South Minneapolis has been bothered with mice. Efforts were made to do away with them by the use of traps but had very poor success.

Consultation was held to decide how we could dispose of them and it was suggested that we get a cat. This was a good suggestion but the stumbling block was—where would we get the cat.

One of the men, who is always in close touch with store stock, remembered that the store department carried a cat in stock, so a 189 was turned in calling for one common house cat which was delivered within 20 minutes after order was received by the store department. **Some Service and Some Cat!** The mice are disappearing, much to the relief of the fair sex in the office. The office force felt that the charges were a little high and in checking up it was found that charges included one sack and a bottle of milk.

No A. F. E. was required for this new tool.

**"News From the Connecting Link."  
Thelma**

Mrs. Schmitz and daughter Jeanette left Joliet July 25 for a visit in Seattle, Washington.

We are all very sorry to learn of the death of Mr. Elder's father.

Mr. Lindgren and Mr. Myrthen left August 3 for a visit in Texas.

The accountant and force have recently moved into their new office.

A contract has been let for about 10 miles of concrete road between Joliet and Manhattan. This will require approximately 1200 cars of stone and gravel and 150 or 200 cars of cement. Thru the efforts of the Joliet force the C. M. & G. have secured this business via our line.

Talk about your good track since Bloom, Glenn and Seeman are working on same.

The Standard Wall Paper Company are erecting a large paper mill just west of our property line at Joliet and thru the efforts of our office force this plant will have a joint side track for the use of C. M. & G. and M. C. for handling their business.

Mildred claims that she left Chicago at 11:30 p. m. a week ago Sunday, but she did not arrive at her home in Joliet until 3:30 the next morning. We don't know what to make of it.

We miss Kelley and his jokes since he has been working at Kirkland.

**Wisconsin Valley Division Notes.  
Lillian**

Mrs. Eugene Stoddard of Bensonville, Ill. was visiting with her mother at Hurley, later coming



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**Baby's Eyes**  
Clean and  
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by applying  
**Murine**  
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wants agents to sell complete line of  
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Brand. Exclusive patterns. No capital  
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If you stammer attend no stammering school—until you get my large FREE book entitled "STAMMERING, Its Origin and The Advanced Natural Method of Cure," bound in cloth and stamped in pure gold. Ask for special tuition rate and a FREE copy of "The Natural Speech Magazine." Largest, best equipped and most successful school in the world for the cure of stammering. No sing-song or time-beat. School open all year. Now is the best time to enroll. Leo Wells Millard, President.  
The North-Western School, 2386 Grand Ave., Milwaukee; Wis.

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AGENTS WANTED**

Tailoring agents earn \$50 to \$100 a week selling virgin wool tailored-to-order suits and overcoats direct to wearer. All one price, \$29.50. Wonderful values. Rich assortment of fabrics. We furnish 6x9 swatch outfit and free advertising. Protected territory. Commissions paid daily. Will train inexperienced men who are honest, industrious, ambitious.  
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So writes an enthusiastic, grateful customer. In like manner testify over 100,000 people who have worn it. Conserve your body and life first.

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Overcomes WEAKNESS and ORGANIC AILMENTS of WOMEN and MEN. Develops an erect, and graceful figure. Brings restful relief, comfort, energy and pep, ability to do things, health and strength. Does away with the strain and pain of standing and walking; replaces and supports misplaced internal organs; reduces enlarged abdomen; straightens and strengthens the back; corrects stooping shoulders; develops lungs, chest and bust; relieves backache, curvatures, nervousness, ruptures, constipation, after effects of Flu. Comfortable and easy to wear.

### Costs You Nothing to Try It

Write today for illustrated book, free, with full information and measurement blank. Address

**HOWARD C. RASH, Pres. Natural Body Brace Co.**  
198 Rash Building SALINA, KANSAS



For Children Also

to Wausau, visiting at the home of J. E. Dexter. Eugene Stoddard accompanied the family on their return trip home.

Jefferson and Janette Walden are visiting with relatives at LaCrosse.

Mrs. E. O. Wescott of Grand Rapids, visited with friends at Wausau.

Mrs. J. L. Linehan and daughter Mary spent a few days at Tomah.

Mr. and Mrs. John Schultz of Wausau, and Mr. and Mrs. Louis Schultz, Mr. and Mrs. Ryan Schultz of Tomahawk were called to Portage on account of the death of their mother which occurred on July 21.

Nile McKinley, time-keeper, spent a week out- ing at Crescent Lake.

The machine shops located at Tomahawk are being moved to Wausau at which point all the repair work will be taken care of. Mr. Horn has moved his office to Wausau and Mr. Lemay expects to move as soon as some additional building is completed. Gerald Stutz, roundhouse foreman's clerk has been initiated into the ranks of the present office force having remitted the usual fees—the suspense was terrible, but when it was produced it was appreciated.

Miss Mabel Lund, of Tomahawk visited with her brother at Chicago over Sunday.

Mrs. C. H. Conklin, Mrs. P. McKinley and Mrs. E. B. Stoddard attended the C. F. convention held at Altoona, Wis.

Norma and Carmen Atkinson are visiting with their grandparents at Joliet, Ill.

### Iowa (East) and Calmar Line

J. T. Raymond

Agent F. N. Rathbun of Elk River Junction was away for several days escorting a daughter as far as Chicago on her way east.

Geo. A. Carver journeyed to Ingraham, Wis., to visit his daughter, Mrs. Fred Haines.

Miss Alice McGuire spent a Sunday recently visiting friends at Clinton.

Conductor and Mrs. F. H. Williams spent a two weeks' vacation at Clear Lake, Iowa.

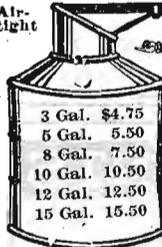
The news of the death of W. H. Crabbs at Madison, S. D., was received with deep regret by many old friends on the Iowa division where he was formerly roadmaster.

Clarence A. Tolbert of Atkins yard is off on a vacation visiting relatives in Portland, Oregon.

On Sunday evening, July 23, ten forty-five, Sabula station was the scene of a real holdup. Operator Ben F. Haffner was busy sending a message when he heard a sharp command "Hold up your hands." Ben, thinking someone was playing a joke, replied in a joking manner, but the command repeated in a businesslike tone of voice caused him to look up, and at each window at the right and left of his table stood a masked man with a revolver leveled at him. Ben could do nothing but obey. And then another voice speaking from the ticket window, where a third robber stood with leveled gun, told him to put his head down and then go and unlock the door, which he did. The last named robber then came in with the muzzle of his gun tickling Ben in the ribs and made the latter give up his keys. The cash drawer was rifled of \$27.50 and a revolver. Ben was relieved of \$1.50, his watch and a ring. Then they marched him to the freight room, locking him in, where he was found thirty minutes later by a train crew that stopped at the depot for orders.

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At-  
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### FOR GASOLINE AND HOME USE

Screw Top  
Postage & Insurance 50c Extra  
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Prices on large and special  
made cans by request.  
These cans furnished with 1/2  
or 1 inch unions.

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8 Gal.	7.50
10 Gal.	10.50
12 Gal.	12.50
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1/2 in. soft copper  
tubing 15c; 1 in.  
tubing 25c per foot.



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## PATENTS

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valuable. Prepaid, \$1.00. Waltham Company,  
Lafayette Bldg., Philadelphia, Pa.



## 25c Brings Chinese Good Luck Ring

This Mystic Chinese Symbol of Good Luck, Health, Happiness and Long Life, has been looked upon with the deepest reverence by the Chinese for centuries. It is reputed by them to be almost uncanny in its power to bring Good Luck, Riches, Success in Love, Health and Happiness. Amazing stories of good fortune are told by its wearers.

### BEST QUALITY SOLID STERLING SILVER

It's extra heavy, pure solid sterling silver and will wear a lifetime. It is a handsome, striking, unique article. The Chinese letters meaning Good Luck, etc., are set in black enamel. The ring is adjustable and can be fitted to any ordinary size finger, can be made larger and smaller. It is the Chinese way of making rings. State whether lady or gentlemen's size is wanted. Be the first in your neighborhood to wear this beautiful and curious ring. Millions of these attractive and elegant rings have been sold. Send \$1.50 with order in full payment, or send 25c with order and on arrival pay \$1.35 to Postman. Sent by insured mail.

**MASON SUPPLY HOUSE,**

519 Oakdale Ave., Dept. 17

Chicago, Ill.

Section Foreman Peter Christensen of Sabula passed away early Sunday morning, July 27, as the result of injuries received the afternoon before in an accidental fall from a gasoline motor car. He struck the rail with the back of his head, causing a fracture of the skull. Mr. Christensen was employed for many years by the Company and was faithful and reliable in every way. The funeral was held at Sabula Tuesday, July 29. The surviving members of the family have the sympathy of the employes on the division.

Mrs. Caroline Elizabeth Prior, wife of Engineer Fred W. Prior, passed away suddenly Sunday, July 16. Funeral was held at Marion. To Mr. Prior and surviving members of the family we extend deepest sympathy in their bereavement.

Agent W. E. Owen of Long Grove was off for several days the first part of August. Relief Agent G. H. House relieved him.

Passenger Brakeman H. R. Perrin has taken a leave of absence and gone to Denver for his health.

Brakeman George Adams is spending a vacation with his son in Manistee, Mich.

Brakeman F. G. Holsinger and family are spending ten days or two weeks visiting relatives in Lusk, Wyo.

Train Baggageman Chas. Wescott and family camped on the banks of the Mississippi in the vicinity of Elk River during the month of August.

Brakeman Frank Barger and wife spent a short vacation at Lake Okoboji during the first part of August.

Brakeman W. G. Donnelly was off duty during the first part of August taking in the Anamosa fair, which is in his home town.

Brakeman F. A. Dougherty submitted to an operation for appendicitis in a Monticello hospital during the latter part of July and his friends are glad to see him around again.

**Milwaukee Shops**  
*H. W. G.*

We hear that Engineer J. P. Sullivan of Portage is in very feeble health, and hope there may be a change for the better soon if possible. Mr. Sullivan is an old time passenger engineer and recently did the most of his work on the M. & P. branch.

R. W. Anderson and C. G. Juneau went over the lines to Moberg July 22.

D. C. Curtis, G. S. K., was over the system to the coast in July.

The photographer was at Austin July 28 and Minneapolis the 29th, picking up some new scenes in the recording department. While at the latter place we met our old friend Jas. Nellins. He is holding his own as well as the rest of us.

A restaurant for the employes has been talked of for a year or more. The one east of the store room is proving quite a success.

F. O'Connor and John O'Neal are in the company's offices, lower Grand avenue, for the present.

Mr. Billy has been in the Railway Exchange, Chicago, for over a week.

**Kicks From the White Mule**  
*Ban.*

Fortunately, no one was injured at the recent sub-station fire at Cle Elum, when 110,000 volts of electricity went on a rampage. Considerable damage was done to the machinery, and Chief Electrical Engineer R. Beeuwkes, Assistant Superintendent E. L. Cleveland, and Signal Inspector (lines west) F. F. Seeburger, are working day and night, installing replacements. They report that the sub-station will soon be in full operation.

Everyone regretted to hear that Division Master Mechanic J. A. Wright fell off of a motor in Tacoma roundhouse recently, breaking several ribs.

It was reported that Trolley Foreman R. Wende was seriously injured by contact with 4400 volts of electricity recently. He is apparently in as good shape as ever, however, and states that a little jolt like that was just enough to recharge his battery.

# Nu-Way

## STRETCH

### SUSPENDERS

A full year's wear or more guaranteed (75c and 50c), Men's Garters (50c) and Hose Supporters (all sizes, 25c). No rubber to rot from heat or sweat. Phosphor Bronze Rustless Springs give the stretch.

**ASK YOUR DEALER.** If he can't supply you, send direct, giving dealer's name. Accept no substitute. Get the genuine Nu-Way. Look for guarantee and name on buckles. Write for story of Nu-Way Spring Stretch.

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*Exclusive Manufacturers of Nu-Way and Excello Lines*  
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**Wonderful Plant Given**

The Sacred Resurrection Plant is rare and grows and stays green by placing in water. When taken out they dry and curl up and go to sleep. Will keep in this state for years and reawaken directly upon being put into water. It's an interesting and pretty house plant; grows in winter and summer. Simply place the whole plant in water. It will open up and start to grow in less than an hour. Two plants sent free and postpaid for one subscription to The Household Guest. New or renewal, 25c a year.

**THE HOUSEHOLD GUEST**  
Chicago, Ill.



**25c BRINGS THIS FINE**  
**Smooth Shaving**  
**Imported Razor**

Best  
Steel  
No.  
27



"It's the finest razor that ever touched my face," says one customer. It is the best quality German imported razor. A better razor cannot be made. It is fully guaranteed.

**Send Only 25 Cents**

with your order and when the razor arrives pay postman the balance \$1.25 and the razor is yours. If you prefer send \$1.50 cash with order. Two razors for \$2.00 cash with order. Exactly as represented or money back. Order today, as No. 27.

MASON SUPPLY HOUSE, 17 Oakdale Ave., Chicago

**An Amazing Raincoat Offer**

Goodyear Mfg. Co., 4807RD Goodyear Bldg., Kansas City, Mo., are offering to send a Goodyear Combination Top and Raincoat to one person in each community who will recommend it to friends. If you want one, write today.

**500 Things to Sell by Mail**  
Remarkable new publication. Workable plans and methods. Loose-leaf, cloth binder. Prepaid \$3.00. Walthamore Company, Lafayette Bldg., Philadelphia, Pa.

Conductor E. J. Johnson was operated on at Cle Elum hospital for appendicitis. We hope for his speedy recovery.

Brakeman O. W. Little is relieving J. D. Atchison, on the Hanford line.

Operator Shipley is relieving Operator McCarroll, at Cedar Falls. Mr. McCarroll is being operated on for appendicitis. His condition is very serious.

Read the first item in the June "kicks." Evidently Operator Parks, Beverly, took our advice, as we were quite surprised to learn that he has taken unto himself a wife. Accept our congratulations, Parks. We have to admit that you're a fast worker!

Conductor Frank P. Boardman says it wasn't him that laid off to help Maw wash—it was Conductor Charley Little.

Section Foreman H. V. Long is making frequent trips to Seattle of late. We don't know why, but we suppose there is some connection between those trips and the perfumed letters he gets on train 16 every day.

It is rumored that that doggone mule got goin' agen and lambasted Chief Dispatcher G. M. Hayden's Hupmobile somethin' scandalous! We warn you again, gents:—watch for the "kicks," but don't try to experiment with that pesky old "mule!"

Chief Carpenter Tom E. McFadden, Cedar Falls, paid a short visit to Cle Elum recently. Suggestions for improvements have been solicited, and it is tentatively offered, by a thoughtful and observant employe, that if Tom would install a few cuspidors around the Cle Elum depot, it might be a step in the right direction—at least, it would be an incentive for the door-step and bench warmers to keep the platform free from expectorated germs! (Who'll have an A.F.E. issued on this?)

Have you seen our handsome assistant superintendent in his new coveralls? They're very becoming. The way he handles a wrench and hammer, however, makes you want to get in the safety zone!

Charley Brandt, of the police department, said he had two narrow escapes from death in one day recently:—one when he endeavored to turn a hose on the "juice" shooting out of the substation when it was on fire, and was miraculously prevented from committing suicide by the catapulting body of a man escaping from the interior of the building; and the other when riding with Kennedy in the latter's Studebaker to Thorp. There was a "colored gentleman" standing near where Floyd had taken off his coat to work on a car. When Floyd got through work, the "colored gentleman" was gone—so was Floyd's coat! Hence the fast and dangerous ride to Thorp—to overtake the train supposed to carry the "colored gentleman" and recover Floyd's coat. When they reached Thorp, however, telephonic advice had been received that Section Foreman H. V. Lang had found the coat, nicely folded, lying between two ties—right where Floyd himself had put it. We're glad you didn't kill our popular police inspector, anyway, Floyd.

Some of the local citizens are wondering why Engineer Jas. Marre purchased a seven-passenger car. For the information of those not acquainted with Jimmie, permit us to say that he is a hard-working, good-looking, fairly prosperous bachelor, with no one to worry about but Jimmie. We were talking to Jimmie recently, and he told us the secret. "You see," said Jimmie, "if I had a small car, with just room for two, it would be dangerous. I'd find myself getting married pretty soon; and I don't want to do that until I go back to Italy. But with a big car, I can have lots of fun and there is no danger—too many around all the time." That's a good reason for buying a seven-passenger, Jimmie; but look out! the girls nowadays ain't like they uster be!

When listening to complaints about the heat around Othello, we wonder if Engineer Joe Flynn is still practicing on his dumb bells there? Can anyone enlighten us on this point? It must be both hot and windy there, according to a remark heard on the phone recently. Dispatcher asked condition of the weather. "It's so hot it set the depot on fire; and so windy it put it out," was the reply.

Melvin McLean and family are now in Seattle. Since Melvin has been managing the bunk house at Cle Elum, he has been working so steadily in endeavoring to keep a nice, clean place for the boys that he has not been away very many times, hence this mention. Might say, while on the subject, that it is the consensus of opinion among the boys that there is not a better managed bunk house on the system than the one managed by Mr. McLean.

John Helioff says he works hard all the time and we never mention him in the magazine. John is certainly a hard worker. He is our janitor. He not only helps everyone around the assistant superintendent's office, the depot and the bunk house, that needs help; but he extends his services, when off duty, to the community. When the women want to go to the city, they get John to look after the kids; when the kids want to go to the show, they ask John to take them; and when the girls want to be loved—they don't have to ask John to love 'em! But his chief occupation now is guarding the flowers in front of the assistant superintendent's office from the fair passengers on train 15. We don't know what we'd do if it weren't for John.

Section Laborer Geo. Daniels and co-workers prevented destruction of the company sandhouse by the local fire which consumed two large store buildings in South Cle Elum recently. These two men were on the job when the fire first started underneath the sandhouse, and fought it with dirt until the timely arrival of the fire chief and force with water under pressure. Engineer Lou Tenny's new wood shed, which he built himself last winter, was burned to the ground. Engineer Field Noble and family, who are on a motor trip, will no doubt be surprised to see the pile of ashes behind their home, where formerly stood the outbuildings, when they return. They are very fortunate, however, that the house did not burn, as fire fighters arrived just in the nick of time to prevent this.

Conductor Walker N. Brown is coming home from attending medical college at Davenport, Iowa. Prepare to listen to a lengthy discourse on Chiropractic! Hope Walker has not learned any more new words, as we wore out our only dictionary trying to discover what he was talking about when he visited us the last time!

Bert Osborn, wife, and most of the crew Bert has charge of, drove to Cle Elum this week in the new Oakland. We note that the left front fender has again been adjacent to the vicious heels of that rambunctious mule.

Jack Haselbauer claims that Conductor Matt Loyde has the most beautiful baby in South Cle Elum. Jack says the baby will go to him in preference to either the father or mother, and we believe this has some bearing on his statement, although we have to admit that Matt has a fine looking boy.

Fireman Louis Avena is the champion black-berry picker of the county. He also recognizes bear tracks when he sees them. If you are going bear hunting, ask Louis how he does it.

If you want a real "kick," just ask Conductor H. R. Freeman why T. H. Banfield couldn't get him to go to the postoffice before train 15 left Cle Elum recently. "There's a reason."

Here's one Assistant Superintendent Cleveland sprang on us:

A portly gentleman, with a large traveling bag in each hand, reached the platform just as his train was departing. He ran to catch it, but the train gradually gained speed and he gave it up. Perspiring freely, he stopped in the middle of the track, dropped the traveling bags and pulled out a handkerchief. Just then a red cap ran up to him and exclaimed, "Trying to catch the train, mister?" "No," was the panting reply—"just chasing it out of the station!"

Dick Wende knows one better than that!

### Minneapolis Shop Happenings

James Nellins

The news from these shops starts out with the sad announcement of the death of Lawrence Trost, flue welder on duty nights, his death occurring on July 22, and general sorrow is expressed for the departure of this pleasant fellow worker, and sincere sympathy extended his family.



THIS 14-YEAR-OLD SCHOOL GIRL WON A TOURING CAR. NOW WE WILL GIVE AWAY A FINE NEW SEDAN.

# Don't Buy an Auto

SEDAN, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN

I have already given away many Autos. Now I shall give a new Sedan to a person who answers my advertisement. You may be the one to own the auto. Costs nothing. Not one cent of your money is required, now or later. No matter where you are, this opportunity is open to all except residents of Chicago. Old or young—you all have an equal chance. Send me your name and address today.

The First Grand Prize is a completely equipped, latest model Ford Sedan, with sliding plate glass windows, starter, electric lights, demountable rims. The Sedan is sent freight and war-tax paid direct to the railroad station of the winner. All ready to step into and drive away. Besides the Sedan, we give Talking Machines, Bicycles, Cameras, Sewing Machines, Silverware, and many other valuable and useful prizes and presents and in addition, hundreds of dollars in cash. Write me today. Clip the coupon and mail it quick, together with your answer to this puzzle.

### What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Sedan Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares to the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. I will tell you how to win a Sedan.

20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

### Solve Puzzle—Win Auto Votes Free

See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile worth hundreds of dollars given free, and to start it just solve the puzzle. Get out pencil and paper and figure it out. Then mail your answer today. You can win the Sedan, and share in hundreds of dollars in cash.

## Write Me Today—Quick—Now

If you want a Sedan, write me today and send your answer together with the coupon. I will tell you how you can get a Sedan free. Everyone who takes an active part in this Club wins either Sedan, other Grand Prizes or Cash. All win. In case of a tie for prizes, they are duplicated. Just by answering you will have thousands of votes to your credit and a fine chance to win. Send the coupon today.

FORD WILLSON, Auto Club Manager, Dept. 3383  
141 W. Ohio St., Chicago, Illinois

The four words are.....  
My name and address are below. I want to win the new Ford Automobile.  
(WRITE PLAINLY)

Name .....

Address .....

We; JN; have noted the Tide Flats news in regard to the death of one Louis Kunzmann on May 29 and we would like to ask correspondent R. R. R. if this was the Louis Kunzman who served his apprenticeship in the shops at Minneapolis. Would like to know if the man who has passed away was our young friend, Louis?

Another sad announcement is that of the death of Machinist Helper Fred Frease, who died on August 1. Another faithful old employe gone who made a friend of all his acquaintances and general sorrow is expressed over his passing away. The place is getting lonesome due to passing of so many old faces.

Harry Rogers, roundhouse machinist and a most popular and well liked fellow worker, died recently. He is missed about the place, all his companions having a good word to say for him.

It will be nice to see Veteran Machinist Elmer Losee back in the harness again. He has been sick for some weeks but latest news is that he is improving and will soon be in shape to sprint around in his customary lively style.

News has leaked out of the marriage of Miss Clara Zinn, the efficient and capable comptometer operator in the shop accountant's office, and if this is correct, then congratulations are the order of the day, for this lady certainly possesses a disposition and personality that, to be her acquaintance, is to be her friend and she has scores of such here, and all unite in wishing this newly made family long life of plenty and supreme contentment.

Engineer Willard H. Dickinson, river division, is still out of service due to injuries sustained in an automobile accident. Late reports are that he is improving and it is hoped that his face and form will be seen and his voice heard in the near future. Our sympathy with you, friend Dick.

Engineers Chas. Leckelt and Arthur C. Brooks, have returned from a strenuous fishing trip in the northern part of the state, but the results of their trip have not yet been made known. However they are two truthful little angels.

Edward Lilledahl has been appointed roundhouse clerk, taking the place made vacant by resignation of Miss Margaret Allen and Edward seems to fit the job very nicely. He is succeeded as second shift clerk by his brother Guy.

Roundhouse man Joseph Brehm is back to work after a month visit on a farm in North Dakota, looking well, evidence that he was well taken care of while there.

There is another little fireman in the home of Clarence York, river division, a fine baby boy showing up at his house a short time ago and as those little people know a good place when they see fit, the little chap refuses to leave and it is a question if he could get away even if he were able to.

Also roundhouse man, Obie Armstrong, is all smiles, a little fellow finding his way to the home of Mr. Armstrong and he too insists on remaining. Congratulations and long life to the little man.

Veteran H. W. Griggs, Milwaukee shop correspondent, was a caller on business at these shops recently and was greeted by all his veteran friends and others at this place. It was our pleasure to enjoy a hand shake and a brief talk with him, and seemed good to note his healthy appearance.

Engineer Martin Kearns, river division, died on August 10 after a long sickness which incapacitated him from performing any service. He was an agreeable and well liked fellow and popular with his associates and all express sorrow at his demise.

Engineer Knute Benson, Hastings and Dakota division, died on August 9. It seems too bad that this fine young fellow will no longer mingle with the friends he made about this place and general sorrow is heard from the men he associated with and with whom he was very popular.

#### Terre Haute Division R. B.

Miss Francis Bartlett of the stores department is spending her vacation in Indianapolis and Cincinnati.

Mrs. Flossie Waggoner, stenographer in the car department spent her vacation at Niagara Falls. She declares it was too romantic a trip for a married woman. She had to keep her hands in her pockets most of the time.

#### What a Grand and Glorious Feeling

If you were presented with a bill of \$14.88 and were told that prompt payment must be made after which, the special agent called you out in the hall and asked you for the money and afterwards you found out that it was a frame-up and you didn't have to pay the \$14.88—"O Boy W-H-A-T A G-R-A-N-D & G-L-O-R-I-O-U-S F-E-E-L-I-N-G." If you don't think so just ask Lee. It is bad enough to have a deal like that put over you but when you have to set 'em up to the crowd, it makes it rather hard, especially when you are thinking about getting married.

Frank Kubeck and Gus Grote of Faithorn, are sporting around in 1923 Willys-Knight touring cars.

W. H. Burgman is the proud father of a bouncing baby boy.

Switchman D. S. Cribbs and Miss Edith Cooley, daughter of Machinist George Cooley of Faithorn, were married recently and have motored to Ohio where they will spend their honeymoon with the groom's parents. We wish them much happiness.

Yard Master L. D. Beckwith has purchased a sport model Oakland car. His wife has found out it won't climb telegraph poles.

Another wedding is looming on the horizon. This time it is no less a person than John Schumacher, file clerk, who it seems not so long ago swore off "Never Again." According to John's statement "You can't live with 'em and you can't live without 'em," so there you are. Better luck this time, John.

On Thursday evening, August 10, Mrs. Wm. King, stenographer in the division engineer's office, entertained at her home on South 11th street, in the form of a miscellaneous shower in honor of Mrs. C. H. Bair, formerly Roberta Carmichael, clerk in roadmaster's office, who was married in Paris, Ill., July 21. A general good time was spent and delightful summer refreshments served. Mrs. Bair was the recipient of many beautiful presents.

Great was the commotion in the accounting department, extending to others, when Edna lost her curls. What made it look so bad, was when she carried home the pretty empty box they came in. All afternoon following the purchase, Edna was all excitement with the vision of the beautiful head of hair "Lewellyn" would so admire that evening when he called. Imagine the chagrin when she found only empty space where the beautiful curls should have been. She was real peeved, but after they were returned all as good as new, the smiles came out again and now everything is all right—for a while.

What we would like to know is, just exactly what kind of a vacation E. C. Hey claims his wife and family are taking. Whether it is to save grocery bill or a real for sure pleasure vacation. He says he is getting real tired cooking his own meals, but we wonder when he cooks them and what meals they are, as it seems he is always being invited here or there for a feed. Everyone can judge for himself.

#### And the Wedding Bells Rang Out!

Did anyone hear the sound of wedding bells lately? Well, neither did we, altho we should have, for Monday morning July 24, Mrs. Curt Bair, nee Roberta Carmichael, appeared back at her desk, with the shiny gold band on the proper hand and finger, and usual "bappy tho married" smile on her beatific countenance. With all our threats and coaxings we were unable to find out just when, where and how it all occurred. However, nothing succeeds like success, and at a recent shower given in her honor by Mrs. Wm. King, (who by the way was a June bride) we discovered that the couple had eloped to Paris, Illinois, on July 21, and made the solemn promise to "Stop, look and listen. And also became aware that the clerk had been tipped \$1.00 to keep the license out of the newspapers.

**Chicago Terminals**  
*Guy E. Sampson*

Switchman Eugene Lewin is the proud daddy of a big son born to them July 16, and "Gene" tried to make the boys all believe that he said "Papa" the first day.

Mrs. Wiltzie was called to Duluth, Minn., by the illness of her grandmother.

Speaking of old employes, while at Western avenue last month we met one whom every one called "Uncle George." It was Mr. George Grant, who came to the Milwaukee from the C. N. W. in 1877. He was born in 1836, so we are in doubt if there are very many as old as he who report every day and perform their duties. He keeps track of all engines that pass in and out of the Western avenue roundhouse from 7 a. m. till 3 p. m., and he surely is a spry old gentleman for one of his age. May he continue beyond the 100 year mark, is the wish of all who know him.

Train-director Frank Reed enjoyed his two weeks' vacation and upon his return J. Kirby started his annual vacation. We are informed that he will make an extended trip throughout the Western states and not return before some time in September. Sampson doing the relief work while regular men on vacation.

Train-director Jas. Burke began his annual vacation August 13 and expects to do a little painting around his home and then take his family to the lakes for a few days. John Baker working in Burke's place, while Harry Beeson takes the 11 a. m. to 9 p. m. yard master's job at the Puzzles.

Friday, August 4, was a banner day in the terminals for big business, having handled more cars on that day than any other day this year.

Extra gangs for track work on Western avenue and Godfrey yards are making a great difference in our terminal tracks. Their work at present is confined to the freight mains.

On July 19, 1922, Switchman Floyd Owens was married and has just returned from a honeymoon trip to Seattle. Best wishes for happiness and good luck to Mr. and Mrs. Owens.

Florence Donohoe, in Mr. Meyer's office, spent her vacation at Saugatuck, Mich. We are all glad to see her back again, although she may not be glad to be back again.

For canaries, see Train Director Frank Reed.  
For dogs, see Ed Connell, motor car operator.

**Pebbles From the Musselshell**

4-14-44

John Vessey, Mr. and Mrs. W. H. Meyers, and Mr. and Mrs. Wm. Delaney left the latter end of July for an extended auto trip through the Dakotas.

Mr. and Mrs. Louis Allen are rejoicing over the arrival of a daughter born to them on July 26th in Miles City.

This community has been fortunate enough in escaping hot winds, hail, chinch bugs and other pests this year, and indications are now that the eastern part of the state along this division will have bumper crops and plenty of good pasturage this winter.

Leo Irish, pumper at Terry, was a recent Miles City Visitor.

Mrs. C. D. Gillen, wife of Foreman Gillen, returned to her home at Terry after several days' visit in Miles City.

The shopmen held a picnic July 25 at which many attended. Young and old all report an enjoyable time.

The first oil special from the Winnett field arrived in Miles City on Tuesday, July 20, consisting of 38 cars, destination being Whiting, Indiana. We understand that there are to be three trains per week moving this oil, or about 150 cars in the three trains; which of course will provide considerable work for the trainmen and others in the movement.

"Scotty" Barclay, formerly employed in the local shops at Miles City, passed away at Warm Springs recently. As all of Mr. Barclay's relatives reside in Scotland, funeral services were held at the Springs.

Considerable interest is manifested in the

**Second Shipment of Electrification Equipment for Chile Started by Radio**

The so-called "International Trade Special" comprising the second shipment of railroad electrification equipment for the Chilean State Railways was started on July 31 from the Westinghouse Electric & Manufacturing Company's works at East Pittsburgh by means of wireless. A gathering of business leaders of the Pittsburgh district, representing the Chamber of Commerce and other business associations and leaders in the municipal, banking, and industrial life of the city, witnessed this feat which was one of the most unique in the history of radio.

A switch was closed on a pole near the tracks on which the train was standing; this switch closed certain radio circuits which reacted upon circuits on the electric locomotive at the head of the train, releasing the controller and thus starting the train in motion. After being started, the train was taken charge of by a regular engineer and proceeded to the Eddystone plant of the Baldwin Locomotive Works in Philadelphia. From Philadelphia the apparatus will go by boat through the Panama Canal to Valparaiso, Chile, and from there will be distributed to the various points at which it is to be installed.

The train, consisting of thirty-three cars, and nearly a quarter of a mile long, carried a total of 1200 tons of equipment, valued at approximately \$750,000. This is the largest single consignment of electrical apparatus for railroad electrification ever made in the world and is the second complete train of equipment which the Westinghouse Company has sent to Chile.

The shipment included six 2000 Kw. motor-generator sets for installation in three substations now under construction at Vina del Mar, San Pedro, and Llai Llai, together with transformers and switching equipment for three complete substations. This together with the previous consignment completes all the apparatus for the five substations required by the present electrification; the previous shipment having included the apparatus for those at Rungue and Quilicura.

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## Returning of Acetylene Cylinders

The importance of returning empty acetylene cylinders is of vital interest to the manufacturer. We may seem to be a pest by our repeated request for early returning of empty cylinders, but here is our problem:

Do you know that an acetylene cylinder of standard size costs us ten times the selling price of the gas contained therein? Our selling price is just a fair "living" margin of profit above the cost of the manufacture.

Is there any other commodity that you use which comes in a container costing ten times what you pay for the commodity? Does any seller of other merchandise furnish you free such an expensive container?

Will you help us to serve you?

To be continued in the next issue.

**Gas Tank Recharging Co.**  
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## Baldwin Locomotives on the Milwaukee System

Fast passenger engines, heavy freight haulers and switching locomotives have been used on the Milwaukee for many years.

We are justly proud of the fact that our locomotives have had a part in the development of this great Railway System.

The  
**Baldwin Locomotive Works**  
Philadelphia

report that there is a possibility that natural gas will be pumped from Baker to Miles City. If such is the case it will serve not only Miles City but intermediate towns, Baker, Terry, Plevna and Westmore.

Mrs. Clifford Welsh, wife of Engineer Welsh, has returned from an extended visit to Minnesota points.

James Coleman, father of Anna, Elizabeth and Helen Coleman, who are employed in the superintendent's office, passed away on July 16 in Miles City. Mr. Coleman was one of the early pioneers of this vicinity, having come to Fort Keogh in 1876 on the steamer "Far West," which plied the Yellowstone in the seventies. Mr. Coleman was located in business in Miles City for many years. All the employes and acquaintances of the bereaved family tender their sympathy.

G. R. Tanner and wife have been visiting relatives in Helena.

Engineer Bennett has been enjoying himself taking in the sights around Seattle.

Mrs. Victor Ross, wife of Chief Clerk Ross, is visiting friends in St. Joe, Idaho. During her absence Vic is stewing his own bacon and baking his eggs.

### Iowa (Middle and West)

*Ruby Eckman.*

Conductor L. C. Newell, the Middle Division's oldest conductor, has been on the sick list for several weeks. He has been suffering with rheumatism and went to Excelsior Springs to take the baths and treatment. H. W. Lee has been running the 9370 on the middle division way freight, the car which Newell ran for over thirty-five years.

Conductor Elmer Millard has been batching it the last few weeks while his wife visits with relatives in Hardsfield, North Dakota. Elmer always manages to get on one of the through runs when the Missus is gone, as he considers it too lonesome around the house since John McIntosh moved out of the block where he lives, leaving no one but John Searls for a neighbor.

Conductor A. J. Fuller has been on 3 and 4 between Marion and Omaha, a month, relieving Charles Cornelius.

Engineer M. J. Hildrith, one of the oldest passenger engineers, was in the King's Daughters' hospital in July for an operation for appendicitis. Morg got along fine after the operation and was able to leave the institution in a couple of weeks. It will be some time before he returns to work.

J. J. Rellihan, correspondent from the Dubuque division, was in Perry the latter part of July for a visit with his brother, Engineer Thomas Rellihan. J. J. was telling about winning a prize on his decorated auto on July 4 as he carried out the scheme of a Milwaukee observation car in his decorations. We tried to tell him that there should be a picture of the car furnished the magazine editor.

Engineer W. T. Murphy and family are planning on moving to Iowa City soon as three of his children will be in school there and Mrs. Murphy wishes to be with them.

Conductor Homer Lee and family attended a big family picnic held at Grand View Park in Des Moines, August 6, to celebrate the 69th birthday anniversary of Mrs. Lee's mother. There were seventy relatives present including five generations of the family.

Train Master A. J. Elder of Milwaukee Terminals, and Train Dispatchers A. G. Elder of Sioux City and C. B. Elder of Joliet, were called home to Perry the fore part of August by the death of their father, F. W. Elder of Perry. Mr. Elder, Sr., had been in poor health for a number of months following an operation. His condition did not appear to be serious until a few hours before his death, so that none of his sons had a chance to get home before he passed away, although they had all made frequent trips home during his illness. The deceased was the father-in-law of Fireman Jack Kuykendall of the Iowa division.

Perry friends were grieved to learn of the death of Wm. King, of the special agent's force, which

occurred at the family home in Savanna, August 5. Ralph and Charles Simpson, sons of Conductor Wm. Simpson, were among the Perry boys who went to Fort Snelling to attend the citizens' training camp in August.

A. C. Hutton and family, who have been spending some time in California, have returned and Alex has resumed work at Herndon Station. They went to California on a visit but were detained there on account of the death of a relative Clarke Lewis, who had charge of Herndon Station during Mr. Hutton's absence, has resumed his work as an operator and Lyle Butler has gone to Ferguson to work as an agent until M. A. DeVoe is relieved in Perry dispatcher's office and resumes work as agent.

LaVerne McLaughlin, the second trick caller, was off duty a while in July on account of blood poisoning in his hand. He bruised it while on his vacation and paid little attention to the wound. Blood poisoning developed and he suffered considerable before the poison was checked.

Fred Schloe, one of the oldest firemen on the Iowa division, returned home July 19 from El Paso, Texas, where he had been for several months at a hospital taking treatment for lung trouble. Fred gained about thirty pounds in weight and came home feeling the best he has felt in years. He plans to spend the winter in Perry, but does not expect to resume work for several weeks.

Engineer Wm. Thompson and family moved into a new home which they built in Perry and on July 20 a party of ladies, belonging to the G. I. A. planned a surprise on Mrs. Thompson as a sort of a house warming.

Stanley Jean Hurlless is the name of a young son in the home of Parker Hurlless at Perry. The lad is a grandson of Engineer Ira Hurlless of the Iowa division.

Friends of Wm. Crabbs were grieved to hear of his death which occurred at the family home in Madson, South Dakota, the latter part of July. "Bill" was for many years engaged as foreman and road master on the West and Middle Iowa divisions and had a host of friends among the railroad folks.

Most of the regular passenger engineers have been laying off the last few weeks so that many of the younger engineers have been used in passenger service. Jerry Stoner, Doug Jones, Fred Kennison, Joe Calhoun, F. L. Hanner, Irve Chubbuck, D. Young, S. H. Lones, Ed Hullerman and Arthur Borg have all been used. Their advancement of course made work for a lot of the reserve firemen who have not had much work for some time.

July 21 a son was born to Engineer and Mrs. Bert Cline at their home in Perry.

Wm. Bollerman, while fixing the water spouting on his house in July, fell and injured his hip quite badly. He has been walking with crutches since.

N. J. Buckles is back from the Washington Boulevard hospital where he went for treatment and an operation on his knee.

#### R. and S. Line S. R. Collier.

Conductor and Mrs. A. Hill and family and brakeman J. B. Hill and family motored to Starved Rock on July 16 with their guests, Mr. and Mrs. Thos. Jackson, reporting the usual good time at the "Rock."

Machinist Joe Burkhart, in trying to avoid hitting another car, ran his Cleveland into a fence on July 16, damaging the car some, also himself some more. The car is repaired now and Joe is "as good as new" again, so all's well.

Conductor W. A. Baxter is back on the job out of Ladd, having done his share toward dismantling Camp Grant.

Roundhouse Foreman G. J. Messer has returned from New York, where he was called by the death of his father, and is now back on the job.

Conductor R. A. Noling and family enjoyed a short vacation with relatives and friends at Indianapolis, Ind., and surrounding country. It's not often that Alfred takes these trips, but when he does he sees all there is to see.

We ask the co-operation of every user of Airco Oxygen to keep Airco Service at high efficiency by returning cylinders at once, when empty, to the Airco plant or distributing station from which they were originally shipped.

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DETROIT :: MICHIGAN

Operator Harry Boatman and family spent a day at Bureau Creek recently. (Harry is bound to catch one of those big fish yet.)

Trainmaster Conners is wearing the smile that won't come off these days. Reason—arrival of young Mr. Conners on July 20. Congratulations.

Engineer Frank Smith and family have returned from an enjoyable vacation with relatives and friends in Maryland.

Mrs. E. J. Mason and family, wife of Conductor E. J. Mason, took in the sights around Rockford for a few days in August.

Engineer H. K. Beecham relieved Engineer Hughes on the Granville-Oglesby run for the last few days in July.

Conductor A. Hill has purchased a new Chevrolet and is exploring the different roads around here.

Understand Engineer Fred McKennett was taken with a "kink" in his back the other morning while firing No. 416 and had to be relieved at Ladd, not being able to go any further. The slogan now is "Save Coal," and I'll bet "Speedy" made a grab for the chunk that was falling out of the gankway, thereby developing said "kink," or else the pace that Brakeman Devant sets is too fast for "Fred."

Good deal of excitement around Ladd one night last week, account one of the city painters working on the city water tank fell down inside the tank. But former Brakeman Mart Larkin, assisted by two other men, were right on the job and inside of two hours had the man out of the tank and on the way to the hospital, where it was found that he was pretty badly hurt about the hips. It's about a 30 or 40 foot drop to the bottom on the inside of the tank, and it's 150 or 175 feet up. So you see they had quite a job getting the helpless fellow to the ground.

### "Pickups on the Aberdeen Division." "Scoop"

Well, here we are again.

Did you notice the big smile Ray is wearing these days? Reason? Understand Harry Porter donated him two of his long lost smackers.

Celinda Neime of the master mechanic's office returned from her vacation which she spent in the vicinity of Rochester, Minn. Sure must have had a royal time as she looks about fifty pounds heavier.

Mr. and Mrs. W. H. Berg are the proud parents of a big healthy baby girl who came to visit them the last part of July. Mrs. Berg will be remembered as the fastest transfer clerk the freight office ever had. The boys around the superintendent's office all enjoyed the cigars and the girls—well, they are not saying anything.

Harry Marlett has been appointed agent and operator at Warner, while his former position at Bowdle has been filled by B. F. Fuller, formerly at Ashton. Seems strange how all the main line standbys are hitting for the sticks.

Things you don't see any more—

W. O. H.

Adeline driving her flivver.

Lodge with his coat on.

Long Joe doing any work.

Doris smile.

Ray throwing away gum wrappers.

There are reasons.

Adeline Brown of the superintendent's office made a business trip to Minneapolis recently. Business? A new hat.

Last but not least: Remember we are still looking for news items.

### P. D. C. & M. P. Division Notes.

#### Gladys.

The girls in the superintendent's office are still waiting for that box of candy they have coming. E. F. Immler promised us that he would see that we got it. But—maybe our eyesight is poor, as we are still awaiting same.

Charles W. Brown, Jr., switchman, Madison yard, purchased a Buick "cab" for the total sum of \$45.00 and took Chauncey Corcoran and Leo McCann, also switchmen, to Dayton, Wis., to buy some Limburger cheese. This really sounds like a fairy tale, but it's true, honest. It took

## BEAUTIFUL ILLUMINATION SCHEME IS BEING PLANNED FOR BRAZILIAN EXPOSITION

Novel and Striking Lighting Features Will Mark Centennial Observance at Rio de Janeiro This Fall.

In commemoration of the one hundredth anniversary of its independence, Brazil will hold a national exposition at Rio de Janeiro beginning September 7 and continuing for probably four months. More than thirteen nations, one of which is the United States, have accepted invitations to participate in it and will construct pavilions, many of which will remain as permanent embassies. The government of the United States has appropriated a million dollars for participation, and it is expected that its building, which will be permanent, and the display of products from this country will be one of the features of the affair.

Placed in a setting of remarkable natural attractions, the buildings will be both beautiful and unique, while the illumination, because of its concentrated nature, will in some respects exceed anything heretofore attempted and will cost approximately half a million dollars. The Electrical Department is under the management of Dr. Roberto Marinho, assisted by Dr. Eugenio Hime, both of whom are classed among Brazil's most eminent engineers. On account of the remarkable success of the illumination of the San Francisco Exposition, it was decided that a scheme along similar lines should be adopted for the Brazilian Centennial, and W. D. A. Ryan, director of the Illuminating Engineering Laboratory of the General Electric Company, was invited, through the Brazilian General Electric Company, to design the lighting features. Accompanied by J. W. Gosling, decorative designer of the Laboratory, and the writer, Mr. Ryan, visited the site of the exposition last winter. Two months were required to lay out the complete scheme, make designs, and an estimate of the total cost. Further details are now being prepared at the Laboratory.

The complete installation will be made by the Brazilian General Electric Company and will be supervised by J. W. Shaffer of Mr. Ryan's organization. In so far as is possible, lamps and material made in Brazil are being used, but it will be necessary to import a large part of the electrical apparatus which will all be imported from the United States.

The principal features of the proposed lighting are described under their respective headings. In general, light sources are concealed where floodlighting effects are possible, but in many instances this is impossible so that standards of a highly decorative type are used and in many cases the lamps themselves are colored.

### Towers and Domes

All towers and domes are floodlighted with a rising light and the shadows created by this light are illuminated in red by concealed lamps. This combination will give the structures a luminous effect and preserve the depth, or what is termed the third dimension in light.

The architectural lines and elements of the domed tower of the Palace of States will be ornamented with 40,000 Novagem jewels. The Novagem jewels are scientifically cut glass crystals of high index of refraction, made to imitate diamonds, rubies, sapphires and emeralds. Each is mounted in a suspension carrying a mirror at the apex of the stone which increases the spectra approximately 40 per cent. They will be mounted in such a way that a slight wind will keep them in motion. These will be lighted from batteries of incandescent searchlights and floodlights. The jewels will also be especially effective in the sunlight, making this tower one of the daylight attractions of the Exposition.

### Building Facades and Grounds Lighting

Standards supporting four 1000-watt lamps, shielded by translucent banners of painted canvas, will be used for lighting the facades of the Statistics Building, Industries Palace, the base of the Tower and the Gothic structure on Fiscal Isle. A similar standard with the lamps housed in a plaster cartouche will be located around

Festival Hall. The Palace of States will be lighted by balustrade standards, a thousand-watt lamp on each being concealed in a staff bowl. Surrounding the bowl will be a ring of colored festive lamps. Floodlights will also be utilized in lighting the north facade of the building.

A double row of poles, each carrying a series of three rings with showers of colored lamps, suspended on nickel plated tubes, will light the approach from the North Gate, the North Gardens and adjacent buildings. The "happy effect" produced by this lighting, together with the reflections in the pools of the illuminated facades and jeweled dome, will make a fairyland of this section of the grounds.

This festive effect will be further extended by balustrade lantern type standards at intervals of 30 feet along the entire North Seawall. Between standards will be strings of small colored lanterns.

The Arenda President Wilson, the facades of the Foreign Pavilions, and the adjacent parking will be abundantly lighted by a line of candelabrum type standards, on approximately 125-foot spacings, each carrying five lanterns equipped with 1000-candlepower lamps.

Both the North Gate and the Main Entrance Gate and the grounds in the vicinity will be lighted by the shower type standards.

### Relief Lighting

Wherever shadows are created by white exterior lighting, red lamps will be concealed to relieve them. Cupolas, turrets, towers, domes, balconies, etc. will be so treated.

### Interior Lighting

The Exposition Buildings will all be open at night and because of this fact and because of their permanent nature, the interior lighting will be of a high order with the fixtures in keeping with the elaborate interior finish. There will be some lighting from indirect sources, but for the most part the fixtures will be decorative diffusing globes or multi-lamp from core lighting reflected from a light colored mural in the dome. This will be augmented by exposed fixtures in the boxes, foyer and passages.

### Court Lighting

Courts and pateras will, for the most part, be illuminated by standards or brackets with lanterns or other decorative fixtures. A large reflection bowl will occupy all of the central portion of one court surrounded by an arcade in the Palace of Industries. The enclosing piers and walls will be lighted by standards with the lamps shielded from the observer's view by staff ornamentation. Most of the courts are surrounded by arcades, the lighting of which has been deutilitarian purposes.

### Flag Lighting

Large flags are to be illuminated by floodlight projectors, and small ones by weatherproofed metal reflectors.

### Fiscal Isle

Fiscal Isle, a small rock isle, almost completely covered by a Government Building of Gothic design, will be one of the most beautiful features of the Exposition illumination. From the tower there will be an aurora of seven searchlight beams. The exterior walls will be lighted by trades with large red relief lighting. Each of the tall palms about the building will be illuminated by colored light projectors. On calm nights, when the reflections from the Exposition will be best, this will be a veritable Fairy Isle.

### The Electric Steam Color Scintillator and Fireworks

The Scintillator will consist of the combination of systematic drills of white and colored searchlight beams and the production of colored effects on steam and special fireworks. The battery, which will be located on a breakwater 400 feet from the shore, will consist of sixteen 30" arc searchlights, individually operated. Each searchlight will be equipped with a set of five color screens.

Nearer the shore, pits will be constructed for fireworks mortars. Special fireworks, electrically fired, will be used, similar to those of the Panama-Pacific Exposition.

Steam effects in the form of fighting serpents, giant plumes, feathers, pinwheels and fans will be erected on one of the Brazilian naval river monitors which will be anchored near the entrance to the yacht harbor. The searchlight beams will be projected in this steam in ever-changing colors. Streams of water from fire-boats and from submarine mines, exploded in the bay, will be similarly lighted. Sufficient color screens will be provided for every searchlight and floodlight, so that on special occasions the color scheme of the entire superstructure of the Exposition may be changed. One of the "stunts" planned is the "Burning of Fiscal Isle" by means of large quantities of red fire and smoke pots. There will be many fireworks innovations that will add to the spectacular features of the illumination.

them 12 hours to go 30 miles and the old Buick wouldn't go by any graveyard without stopping. Enroute, they met an old man on his way to the village, and upon arrival there they noticed said man already at his destination. Never mind, Charlie, we all think you'll get your money's worth, anyway.

Don Farris, superintendent's office, seems to be dealing in cars as a side line. Has just been fortunate enough to sell his little Ford racer that has been bringing him to Madison every day, and says he has two other good Fords he will sell at a bargain. Have never seen him riding in these cars. They may be good looking, Don, but the important question is, Do they run?

Charles Splaine Ferguson (he loves to see his middle name in print) is away on a two months' leave of absence. Harold Doyle is taking his place for the time being. "Fergie" has a wonderful farm (or will have when he gets all the stumps blown up) in the northern part of the state and raves muchly about it. Are there any cockroaches up there, Fergie?

George Reisel, wife and daughter Fanchon, from Darlington, are planning a trip to their summer home at Stone Lake, Wis. Mr. Reisel is a noted fisherman, and expect he will send a good supply of "muskie" and other fish from the northern lakes to his many friends on the Mineral Point and Prairie du Chien divisions.

Joseph L. Speckner leaves next week as a delegate of the local lodge of Moose. He will be gone a week.

Brakemen "Vinegar Bill Hardy" and "Erney Smoot" are divorced, or rather have separated. Bill says, "I am going to stick with Cavaney and an 8 hour day." Smoot says, "Me for the way freight where I can make more pay."

Thomas Callahan, conductor, when he is not riding the yellow cars is touring Waukesha county in his Dodge sedan. When Tom steps on her she scatters the dust. He says he passes everything going in the opposite direction.

Rocky Donovan, who staged a comeback about a year ago as crossing flagman at the Soo line crossing three miles east of Waukesha, has resigned. "Sure and it's no place for the likes of me," says Rocky. "I might as well be in the jungles."

Conductor Jim Cavaney is somewhat of a movie fan. He calls all the actresses by their given name, but the girls who are not fortunate enough to appear on the screen—well, that is something else again.

Morley A. Andrews, agent at Soldiers' Grove, who came to our system with the Western Wisconsin line when bought in 1903, passed away suddenly, leaving his wife and daughter, to mourn him. They have the sympathy of all who know the family. Mrs. Andrews and daughter will leave Soldiers' Grove to live with relatives in Saskatoon, Sask. W. F. Sikir is relief agent until the regular agent is transferred.

E. F. Immler has been promoted to city passenger agent, Milwaukee, and will leave us within a few days. We're all very sorry to see you go, Mr. Immler, but presume you'll be real glad to live in Milwaukee again. Mr. Immler, who has been doing his bit in the roundhouse, being "Jack of all trades," certainly looks like a Beau Brummell now that he has donned that checkered suit of his; and oh! those new tan oxfords, mustn't forget them. Hope you'll notice that you appear more than once in this column, please, seeing as how slighted you felt last month.

### Illinois Division

Mabel Johnson

Conductor E. W. Altenbern and wife have returned from a month's vacation spent at Lake McDonald and other points. Conductor Confare relieved Conductor Altenbern on No. 53 and 54.

Conductor M. C. Simons and family have gone to Buffalo, N. Y., for a vacation. Conductor W. R. Gregg is relieving him on No. 50 for 30 days.

Miss Clara Cush, superintendent's office, spent her vacation visiting relatives in Lamont, Iowa.

It was a profitable visit to herself as well as the office girls. Clara came home feeling fine and brought us all a nice handkerchief.

"Josiah" is back "marking time" again. He was in Chicago. Don't think he took that gal "Elizabeth Ford" with him this time!

Conductor C. A. Altenbern resumed service on No. 45 July 30, being off duty for 30 days taking life easy while Conductor Gregg had his run.

Mrs. Anna Babne, enginemen's timekeeper, is spending her vacation in Seattle, Wash., with relatives and friends. Her daughter Norma, who has also been spending her vacation in the west, will accompany her home.

Our annual melon treat was had August 10. The delicious fruit was devoured in an amusing fashion. Jess enjoyed the "ear to ear" method.

Engineer H. T. Gregg and son went to New York recently to accompany Mrs. Gregg home, who has been visiting relatives and friends in England during the summer.

Apples, apples, everywhere. Another office treat that scented the air.

No. 19 on Saturday, August 12, carried picnickers from the office. Jess and "Barb" had a wonderful time picnicking with friends at Marion, Sunday, and Mabel attended a family picnic at Cedar Rapids. They had a "hot time," the air was serene—not a leaf moving! Miss Agnes Anderson and mother, C. M. & S. T. P. friends from Lime Springs, were also in attendance.

Occasionally a breeze from the freight horse wafts this way. We wonder who indulges for the sweet scent of luscious onions is sometimes on the breeze.

Some of the office force have moved up a notch, since our esteemed O. S. & D. clerk, Mildred Tyler, has left our midst. Kenneth Truinger having filled the position of O. S. & D. clerk and Rudolph Hoffman that of car clerk.

The office force are carefully guarding a small box by the window containing the daily accumulation from the punch. There may be need of it in the near future, as the rays from that jewel on the third finger (no name mentioned) certainly did flash around and greatly impaired the sight of some of the co-workers.

The doleful whistle of "Forsaken" has not been heard issuing from the office for some time. How come, George?

The prettiest scenery ever is to be found amidst the peaks and canyons of the Black Hills, and wandering along the trout streams is a sure cure for frazzled nerves. Fishing poles are not a necessity. Ask Louise, she knows, as she spent some pleasant hours of her vacation there.

Nell's smiling presence was greatly missed during her vacation. Also that daily affectionate spat in the corner of the office. Oh, so dead it seemed. He can be quiet sometimes. Honest!

### East Wind

#### Mile a Minute's Understudy

Miss Norine Lawler made her debut in West Side society on August 14, arrangements for which were made by the attractive and fashionable Mesdames Dot Coleman and Ann Lyons, leaders of the elite in Garfield Park territory. This incomparable trio was last seen gargling "sodies" at Walter Powers', at which emporium expert instruction and advice was being given Miss Lawler in the manipulation of various china and silverware accessories. From the expression on their faces "the writer," which is an incorrect term according to Eggsaminer) is under the impression that they are endeavoring to conceal some deep mysterious secret.

Les Siebert, we understand, is "following the puppies" at Riverview. Almost nightly he may be seen close to the judge's stand at the hound races, collecting on the basis of all the way from 10 to 1 up. His prolonged experience at Thompson's sandwich dispensary has been of considerable advantage in the picking of dogs.

Our mouth continues to water in expectancy of the refreshments that are going to be poured out at the reception following Fred Knaack's

wedding, which under date of August 15 at 11 a. m., is only four hundred twelve hours, twenty-nine minutes and seventeen seconds hence. Tickets are on sale in the lobby and all loop department stores.

A whiz and a swish, a whirl and a cloud of dust proclaimed the absence of Columbus Crawford from the city, headed straight for Alabam'. The gentry of that sunny southern state were given a treat and an ovation, garnished with spring chicken fried in butter with side orders of watermelon, that luscious, appetizing and delectable fruit of the sunburned gods, in honor of the homecoming of their illustrious protege. Craw's inside dope on the bosses and keen analytical mind in "draw" helped brighten up the trip and make it a remunerative one all around. Sure, you know Columbus—the waiter on Mr. Gillick's car—the one with the Rodolf Vaseline eyes.

Wallie and Fred. Swanson and Swenson, respectively, have taken unto themselves one four-cylinder, guaranteed-to-run Maxwell, but which, sad to state, as is the case with all newly acquired "cabs," was not annexed to a license plate. Result: New bricks in the street outside the court house at Maywood, financed by these dashing young men.

Yep Alice has taken to raising bees. Drop around to 1215 and ask her about the hives.

We are all glad to see Miss Mollie Stickney back in Mr. Calkins' office after an extended leave.

Here's one that should receive place in the archives of the Milwaukee memorial stadium, also should be given consideration as a headliner in Billy De Beck's book of "Bughouse Fables" when publication of same is forthcoming: Postal card received from Bill McCormick, "Libertyville Phantom," who is whiling away several days at Minneapolis, St. Paul and Minnehaha Falls: "Getting plenty of rest, ready for business on my return; having one glorious time." Ha, ha, we're laughing from you.

While many of the employees of the general freight department are at present on their vacations, still the "sun" shine continues to reflect in that department in the presence of Miss Mary Ryan, with her wonderfully sweet disposition and cheering smile. She is heralded as "five feet two of remarkable brilliancy".

John's castle is nearing completion.

We believed most of the things Kathleen told us about her lake trip, but when she popped up with the statement that the boat she was on was so large it had an aviation field, why, can you blame us for having our doubts?

Why give June the credit for being the month of brides? According to the register, August seems to be equally as good. Miss Mabel Oehler of 1214 returned from her vacation as Mrs. Richard Marks, while Miss Lillian Melcher became Mrs. Ray Schroeder on August 12, and it was a delicious pleasure to witness the ceremony. Just a few days before the wedding Lillian had to break the "dime" bank, and now we know why.

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Mrs. H. A. Wicke, formerly Miss Bertha Melcher, had a shower on the bride-to-be, Lillian Melcher, attended by the gentler sex of Mr. Whipple's office. Ann Platter won the prize guessing game for flowers for the bride. Wonder if she is interested in that direction.

Bernice Kelly and Myra Edwards can be seen exercising their horses at Columbus Park. Mabel Sheehy, room 1347, is confined to her home, due to illness, and it is our sincerest wish that her recovery will be speedy in order to have her back with us again. In her absence Miss C. Nellis is keeping things moving.

According to the dope we have, 5,000 invitations are out for the great event of J. J. R. Any contributions are gratefully accepted towards the crochet doorknob covers.

Lloyd Fairbanks spent two weeks in wave after wave of unrestrained revelry at Saugatuck, and came back to us so tanned and happy looking that we knew the trip was, to use his much-used expression, a "humdinger."

Personal. Wanted: A Sheik—Tall, Dark and Handsome. Apply at once to Room 1233.

**Notes From the Local Freight Office Tacoma**

Mr. Alleman, our genial agent, has been spending most of his time at the coach yard. In response to inquiries as to whether he prefers a broom or a vacuum cleaner he declines to commit himself, but we understand that he has become quite proficient with both. In view of his newly acquired abilities Mrs. Allenian will probably permit him to assume some of the house work hereafter.

Jack McKay, assistant warehouse foreman, accompanied by Mrs. McKay, recently were on a trip to British Columbia where they had a royal good time. We understand that Jack has rather hazy notions as to whether he was in Victoria or Vancouver but that upon the whole his recollections are of a very joyous nature.

Raymond Fink, popularly known as Mercury, our smiling and rosycheeked messenger, has been promoted, bidding in No. 1 of the ward tricks from 3 to 11 p. m. He reports having a great

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(time checking cars and we wish him all success on the new job.

Raymond's place as messenger was taken for a few days by Grant Putnam, but Kenneth Alleman, who worked for a short time as clerk for the agent at Monroe, returned home and is now on the messenger job. He is proving a very willing hustler.

Fay Clover has now bid in the assistant cashier's job; Mr. McEntee has gone on the Oriental desk and Emmett Maloney, who was Oriental clerk, is now chief bill clerk at dock two. We hope that we may not be misconstrued when we say that it is very quiet around these diggings since Emmett left for the docks.

Miss Conway has just returned from her vacation and will go to work after resting a few days. She spent the time in Minnesota; it is rumored that she amused herself with pitching hay and stacking grain. She speaks with a pronounced Swede accent since her stay in Minnesota.

This being the joyous vacation season the force is taking advantage of the summer weather—though it has been decidedly cool here this summer. Miss Margaret Bolander has already been off acquiring a fine coat of tan. Al Goldsborough, alias "Alkali Ike," our revising clerk, who knows more about rates than any other man living, has also been off a week but did not get farther away than the wilds of Seattle.

Bob Shipley was away on a week's vacation and incidentally was mixed in an auto wreck on Center street in this city. As he was accompanied by Miss Rosie, the sweet-voiced operator of the Milwaukee telephone central in this town, the accident was doubtless not due to moonshine. Fortunately nothing serious happened to either one of our friends.

Roy Kidd started on his vacation but was called back to work after half a day of it, which is the penalty for being a good all-around man without whom the railroad cannot get along. However he has since managed to get away once more to the berry fields of Puyallup. Just now he is relieving on the O. S. and D. desk, while Mr. Rouse is off on vacation.

Mrs. Burroughs is away on a visit to her parents at Chamberlain, South Dakota. Mr. Burroughs is leading the miserable existence which husbands are liable to lead when the wives have gone to the country.

Joe Gordon, accompanied by his little daughter, was a recent visitor to a brother living at Vancouver. Strange what an attraction Vancouver has even for old reliable church members like Joe, but far be it from us to draw any inferences.

Howard Baldwin, one of our reliable warehouse checkers, is on a brief visit to his old home at Ellensburg. He will doubtless find it hotter there than on Puget Sound.

The warehouse force is being entertained every noon by the impassioned eloquence of Ed Mider, the tall and handsome foreman of the coach yard switch engine, and Charlie Morton, the equally handsome trans-continental freight bureau inspector, both of whom are baseball fans of the most pronounced type, but differ in their views as to the merits of the various home-run kings. Both can talk equally fast, but Charlie usually has the last word, because Ed has to leave with the engine.

Most of our force now carry passes. No, we don't mean annual passes; we've had them for a long while; we mean weekly passes. That's something the Milwaukee folks elsewhere do not have, eh? Well, these are street car passes; the Tacoma Street Railway Company now sell weekly passes for one dollar entitling anyone presenting one to an unlimited number of rides during that week. It beats the band how many of our folks now have business up town during the lunch hour, and you ought to see the lordly air with which they present the passes to the conductor. The system seems to work all right so far.

H. & D.  
JD

Andrew Knuteson of Bristol, well known around Montevideo as "Knute" is in the Lutheran hospital at LaCrosse. Have not been able to

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find out what ails Knute but we all wish that he may get out soon and long to see him back on the old job.

Bunny Moore, agent and telegrapher at Montango, dropped us a line and said "Tell the boys hello". We are expecting Bunny back on the H&D again shortly. The H&D is a hard division to get away from.

W. E. B. Dunlap, dispatcher at Montevideo, spent his vacation with friends at Mankato. Walt took the family with him also. Len goes next. We understand he goes to Minneapolis for a starter and from there we have no record of his movement. Nothing less than a Stutz can keep track of Len after he leaves Montevideo in that Red Wagon.

Section Foreman John Edquist of Odessa, while a freight train was passing over his section, noticed a brake beam dragging. The train was stopped by Mr. Edquist and the brake beam raised. This beam dragging might have caused a serious derailment and, this incident shows that our section-men are alert and always on the job.

L. J. Brown, son of Dispatcher J. J. B., is working as chief train dispatcher's clerk for the summer. Mr. Brown will go to Swanville, Minn., to act as principal of the schools there after a month or two in Montevideo. He also worked as train master's clerk during 1917 and 1918, and also worked in the superintendent's office for two or three summers. The bunch is always glad to see an old timer on the job again.

Della-Mae is still the T. M.'s clerk. We think she's very much the T. M., anyway. She has been running the office for the past month all by her lonesome.

C. H. Anderson of Mellette is working the grave yard shift at Ortonville. We hear Cassie's going strong. Got the little wife with him, too.

R. F. Buske, formerly of Ortonville, has moved to Milau where he will make his headquarters for a few months. He's been working on the Lizzie ever since he arrived at Milau, trying to get it in shape so as to be able to make a drive to Ortonville occasionally. There is some attraction there, they tell me.

George Fauss of Granite is said to be some ball player. The Fats played the Leans of that city and George was catcher on the Fat side. Outside of making 8 errors and striking out 3 times he made the run about on time. George is a little heavy for fast work but he sure makes these Circus Wrestlers go way back and sit down.

Any one walking or riding between tower E-122 and Granite Falls please look out for a speed demon on the tracks with a new motor car. Operator Shea has a new car and it seems it is geared to make 45 to 70 miles per hour after the first 100 feet. He has as yet never been seen making less than 50 miles per hour when coming home from work.

The battle on the Minnesota Falls sector is now over.

Torbenson is beginning to look more like he usually does. He always spruces up about the time the school marns begin to swarm.

Philip Norman, who has been working in the store department for two and a half or three years, is back on the job after a short visit in Minneapolis and St. Paul.

#### He Was Our Pal

As we struggle through our daily toils  
And our heads are bending low  
Our thoughts go back to a loved one  
With us not so long ago.

We miss his friendly chatter  
And his smile so good and true,  
We loved him like a brother  
And we know he loved us, too.

God knows best—his time had come,  
We never know 'till life is done,  
So it is with him who was loved by all,  
God had called him and he answered the call.

But it's hard to lose a pal like that,  
It hurts to miss his friendly chat.  
We must live our lives the best we can  
And some day we'll see our pal again.

**M. C. B. Gossip***"Lec."*

Very little, exciting or otherwise, has happened around the office this month. Someone in the billing department started "The Gazette" which was supposed to give the daily news of the office in an impersonal way, but the knocks published grew so strong that they gave "The Gazette" a knock-out, and even this little bit of unusualness has died out.

Furthermore, our Emil, the beau-brummel of the office, who bore the brunt of all knocks and jokes, has left the service of the Company, depriving the boys of even the excitement of thinking up jokes about him.

Josephine Sweeney spent her vacation at home and had nothing exciting to report. However, I understand her usual calm serenity was quite ruffled when she found a cockroach in her bun while eating in a Pullman dining car a few Sundays ago. Better play safe, Joe, and carry your own lunch.

Lillian Skobis spent her vacation at Okauchee and reported having a good time, although she came back with the usual complaint about a week being entirely too short a time for a vacation.

Eugene and Norman are now spending their vacations at Pewaukee and knowing the personality of these particular gentlemen, all persons desiring a rest had better not go near Pewaukee.

Edna and Eva chose the same week for their vacations although they were not together all the time. However, they made rather an interesting trip to South Milwaukee, where they became acquainted with a very accommodating gentleman. Just before they were ready to come home, they found out he was the sheriff. Edna did not seem very much impressed as she considered him rather old. When did you form your opinion, Edna, before or after you saw his star? Just the same the pictures he took of the girls turned out well, and proof that he must have been every bit as accommodating as Edna said he was.

BUT, Edna came back from her vacation with a beautiful diamond on the third finger of her right hand. This has caused a good deal of excitement, for we are all wondering if it is on the "right" hand.

Eva went to Watertown during the week of her vacation to get some fresh eggs, and said that there are several "eggs" in Watertown and that she believes she met all of them.

Linda Sell is becoming quite an authority on dancing. That's right, Linda, keep right at it. Practice makes perfect. You can still show those who laughed at you when you started, that "He who laughs last, laughs longest".

Milwaukee still seems a good place to get away from, for a good many in the office. Wilhelmine spent one Sunday at Lake Geneva. Bob Shand was at Devil's Lake. Geraldine Nelson spent one Sunday at Sheboygan and another at Beaver Dam. Freddie Koehn alternates between Cedar Lake and Lake Amy Belle. Martin Biller motored to Pewaukee, and Gertrude Haas went to Chicago.

Arthur Rehberger attended the Eagles' convention at St. Paul, and also visited in Minneapolis.

**Kansas City Terminals***S. M. C.*

Yardmaster Harris was blocking an engine the other day and the next morning exhibited two fingers with "orchid trimmings", result of being badly bruised.

Eddie Singleton, our OS&D clerk, spent his vacation in the Ozarks. Eddie says it was really his honeymoon trip and that he had a very pleasant time. Well, we all do on our honeymoons.

Switchman Walter Madison suffered a mashed finger fixing a drawbar.

Harry Burns, our warehouse foreman, is hitting the ball now days. Lots of freight being handled, and his motto is "handled promptly." We are all with you, Harry, so here's hoping the freight continues to come. More freight more money.

There are some people working for the Milwaukee, who seem to think Kansas City is the jumping off place of the system. Well, it may look that way when you are studying the map,

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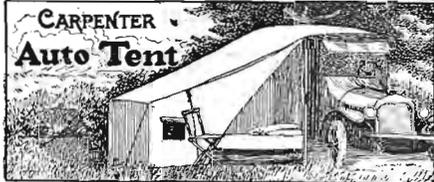
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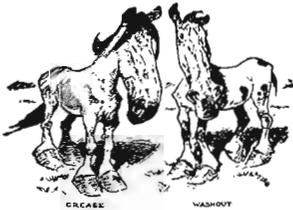
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For the last several days we have noticed General Car Foreman Clark wearing a smile that won't come off and find the reason is a nine-pound addition to the family of his daughter, Veronica, formerly employed at Coburg. Congratulations.

Grayce Frick, our no-bill clerk, returned from St. Joe, Mo., where she spent her vacation visiting her mother and relatives. She says St. Joe is the same Old Town, a great place to rest.

Do you know why Sue Conwell's father comes after her every night in that big car? We'll tell you in the next month's news. Watch for it. This is going to be good.

We will have to hand the berries to Katie Hammond. She alone is the only candidate in the Liberty street office to be a flapper. Yes, she bobbed her hair.

Who said Mr. Fesler, our agent, didn't show good judgment when he cut off those whiskers? We congratulate you and may you feel as much younger as you look.

Jess Epperson and his bunch of boys paid Liberty street a visit last month and it is reported from there that outside of doing some plumbing and carpenter work, all they had to do was pave the street in front of the warehouse, and that they did a fine job, too.

Ross Fuller, our assistant car record man, says he at last has found a good barber. His last hair cut failed to cause any comments. He asked one of the boys what the difference was and was told that the difference between 50 cents and 40 cents is 10 cents, you shouldn't expect a good one for 40 cents.

Geo. Maddrill, our assistant claim clerk, has returned after a 60-day leave of absence. George reports a fine time and says he continued to drink lots of milk.

On July 24th, Miss Lucile Emmons, who was formerly Mr. Anderson's steno, became Mrs. Leonard Mason. The marriage was solemnized at their own home in Kansas City, only the immediate family being present. After the ceremony Mr. and Mrs. Mason left for the Ozarks, honeymooning. We are mighty sorry to lose you, Lucile, but what is our loss is another's gain, and we all join in wishing you all the luck you deserve and that's a heap.

S. M. East  
*Fat-Marce*

S. M. East news is somewhat pale for the month of August for several reasons. First and most important of all the correspondent, Miss Inez McCarthy, is having her annual vacation and left the news items to be written up by two inexperienced and rather incompetent narrators. Second. The various reporters on the division have failed us with news for the month. We always could rely on Charlie Wollweber for news but this month he refuses to give us what news he has scared up. McCarthy sure has a stand in with Charlie as he says he is saving his news until her return.

We consider it a gross insult to Mr. Hoffman, the west end correspondent, inasmuch as his short but pleasant visit at the superintendent's office

**AMERICAN CAR AND FOUNDRY COMPANY**

was not so much as mentioned in last month's issue. However, we wish to acknowledge his call and hope that next time he comes he will have a chance to talk to ALL of us. Nearly forgot to mention that he nearly missed his train. Remember Ray, S. M. trains are always on time.

Rose and Nellie have both arrived home from their trips west. Both seem to have enjoyed the western climate ('n that ain't all). It is our belief that they played the part of vamps on the homeward trip. The mail carriers on Bridge and First streets seem overburdened with mail since the girls returned. We could not get the full particulars of their trips, but Hawkshaw did find out that four people were one evening out on the station platform at McIntosh, South Dakota looking for the moon. Wonder if they found it.

Edward Uzem, clerk in the Austin freight office has just returned from a two weeks' tour of the east. He visited in New York and New Jersey. One queer thing, Eddie completely forgets to slight his "R's".

More news from the Austin freight office, and with it the realization of the significance of a toll call from Austin to Blooming Prairie made through telephone No. 2572. We understand that Guy Williams, cashier of the above mentioned office is now on an auto trip, accompanied by several friends from Blooming. Most of the time will be spent at Sioux Falls, South Dakota.

A big surprise is in store for the natives when the cold weather comes. Someone made a trip to the City and you can't guess what (he, she or it) bought.

From all reports, our ex-comptometer operator, Mrs. Homer Ryan, nee Ethel Mady, is an excellent cook. Several persons from Austin have visited her Minneapolis home and they all say they felt quite well after partaking of the dainties.

John Healy, former section foreman at Fari-bault has been appointed roadmaster at Madison, S. Dakota to succeed the late Mr. Crabbs.

Margaret says the water was fine on Sunday, July 30, when she made an auto trip from Caledonia to Austin in the rain. Although the Nash didn't keep the occupants of the car from getting wet it carried them back home in a safe and sane way.

Mrs. Frank Luskow and two daughters Ruth and Alice, Lanesboro residents, spent a few days last week visiting with Roadmaster Mayor Frank F. Luskow at Austin, Minn.

One of our B&B men, Ed Shay, experienced an accident while at work on a bridge near Good Thunder on Saturday, August 5. He fell a distance of forty feet and was quite badly bruised. He is now resting in a Mankato hospital. We all hope for a speedy recovery.

Mrs. William Walsh has been spending her Sundays in Austin for the past month, visiting with friend husband Bill.

John McCarthy made a friendly call at the superintendent's office. Glad to see you John, come again.

Thanks to all you people who sent in news during August. Don't forget that in order for us to report what you know, you must tell us what it is. In the future don't hesitate to send news items to Miss Inez McCarthy, correspondent, Austin.

An' there hain't no more.

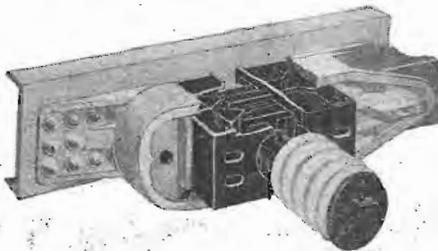
#### Northern Montana Division A. B. Goff

Mark G. Allen, of the accounting department, has taken unto himself a vacation. With the Mrs. and kiddie he headed for the Rosebud lakes. With all the fishin' paraphernalia necessary when they started, we should be getting a good old line when he gets back about the big un's: N Sech. (To be continued—Watch for the next installment.)

Mrs. C. H. Koch, wife of the popular young Mr. Koch, has recovered nicely from a serious operation performed a short time ago, and we are all glad that she is able to be up and around again.

N. B. Lupton (Gus), chief timekeeper, took a hurried trip to Spokane recently. Dunno what 'twas all about but anyway had a nice ride on the choo-choo cars.

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Minnie Walters, general foreman's clerk, was on a vacation last month. Jesse Murray being the relief clerk. Kinda overlooked you last month Minnie, but 'tis better late than never. P. S. Why don't you give us some news from the bunch down there so's we can put it in the magazine?

Harry Lindsley, (you know Harry? Harry of the Halfmoon top?), clerk in the superintendent's office, was on a vacation spent around Portland, Ore. Yeah, he had a wonderful time. He told us all about it.

Hiram Brisbane, cashier Great Falls, was on a vacation a short time ago. Dunno where he went but yuh had a good time, didn't you, Hi? By the way, Hi, couldn't you fix it up with Mr. Heath, Betty Lane, Stella Martin, Jack O'Donnell, Bixler, Smith, 'n a few others an' about the 25th of each month drop a line down here lettin' us know, for the magazine's sake, what yo'all are dooin'?

Mr. and Mrs. E. W. Johnson, accompanied by Mrs. Johnson's sister, Mrs. A. A. Miller, who has been visiting here, left for a tour of Yellowstone Park, and from there will drive through to Salt Lake and other Utah points where they will visit relatives and friends. They will be absent from the city about 30 days. Mr. Johnson is switchman at Lewiston yards.

The correspondent has been very busy the last week as he just returned from a tour through Yellowstone Park, also attended the big roundup held at Bozeman, Mont.

S. M. West—Notes

Ray H. Hoffmann

Agent Garlock of Lake Preston has returned from a two weeks vacation.

Born to Mr. and Mrs. Merle George on July 17 a baby boy. Congratulations. Merle works in the Madison freight office.

Bess Campbell, agent at Naples, has been granted a leave of absence, which she is spending with friends in Minneapolis and St. Paul. Lyle Mathison of Madison is relieving her while away.

Agent Graham of Roswell is back to work again, after spending a two weeks vacation.

Giles Turner, returned to Austin, where he joined the weed burner crew, after spending a few days at Madison.

V. Lucas, section foreman at Howard, accompanied by his wife and children, spent a few days at Menango, Minn., recently, visiting friends and looking after his farming interests at that place.

Cy Johnson, of the Madison round house, is getting to be quite a handy man with the scoop shovel. Ask Mr. Taylor or W. B. Damm for particulars.

Mr. Taylor our genial detective at the Madison round house, informs me that Cy Johnson was the only one who could figure out a code message which Mr. Taylor received recently. How about it Cy?

Tom McGee of the Madison round house is breaking all records for knocking fires, oiling engines, and washing boilers.

J. S. Healy, of the Madison round house has been promoted to boiler-maker and is making quite a record along this line of work.

F. J. Holmes, says there is no work like round house work. We agree with him.

VAUGHAN " P.&M. " HENGGI " YARDLEY

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R. E. Nickols and his crew of carpenters have finished renewing the eave-troughs on the Madison passenger depot and all the employes at Madison are now wearing a smile, for they know there will be no more water running down their necks, while attending to their duties on a rainy day.

The Company handled 28 car-loads of stock out of Welcome, Minn., to Chicago, recently in one shipment. Our competitor at Welcome, the Chicago & North-Western Ry., made quite a bid for this business, but thanks to the efforts of our agent at that place, we received the shipment, and the stock was delivered at Chicago in 1st. class shape.

Geo. Turner, agent at Fulda, Minn., is taking a two weeks vacation and is being relieved by Agent Halverson. I suppose Geo. will have some fish stories to tell when he gets back.

F. B. Easton, agent at Bradley So. Dak. came down to Madison on July 27, to attend the funeral of Roadmaster W. H. Crabbs.

W. H. Crabbs, roadmaster on the S. M. fourth division died at his home on July 25. His bereaved family have the sincere sympathy of the S. M. west employes and of the entire community.

Mr. Crabbs, was nearly 52 years of age. He had lived at Dows City Ia., Vermillion, So. Dak., and at Bayard Ia. He came with his family to Madison So. Dak. 11 years ago. He had served as an employe of the Company for 32 years. He was roadmaster at Perry Ia., and at Marion Ia. before coming to Madison to take the position of road master on the S. M. fourth div.

The S. M. west will have a bumper crop of small grain and corn to handle this fall and winter. All reports indicate one of the biggest crops in the history of the state of South Dakota. The potato crop of the M. & B. line is the best ever and some of the farmers are already shipping out car-load lots of early potatoes. One of the first car-load shipments of this season's crop of wheat received at the Minneapolis elevators was shipped from Wessington Springs So. Dak. Our 1922 Slogan is "Forward" so Let's Go.

**West I & D Inklings**  
"By Dott"

Wilbur Mallet, fireman returned the fore part of August from his trip to Houston, Texas, where he was sent as a local delegate to the B. of L. F. & E. convention. He reports a very interesting time.

"Boys will be boys", as the old saying goes. But we've a new version for this line of prose. It happened in July one hot summer day, when Roadmaster Farrell saw some children at play. Jim couldn't pass by—he just couldn't, that's all. For what were they playing?—foolish question—base ball. We don't know what happened, we did not linger. But poor Jim returned with a badly smashed finger. Now down in our hearts we were sorry for Jim, but we showed no sympathy for the plight he was in. "Boys will be boys", as the old saying goes—but "some men will be boys", is our new line of prose.

The weed burner has been working all the latter part of July and so far this month. It burns the weeds but Engineer Smith says the grass-hoppers are worse than the weeds. Maybe if you'd take a run for 'em Ed—you could kill a few with the old 712.

Mr. and Mrs. Russell Morgan spent a week of the latter part of July visiting the former's sister Miss Eleanor Morgan, who is a nurse at the hospital. While there Mrs. Morgan decided, after an examination to submit to an operation, so she remained and Doc returned to assume his duties in the local shops. It has since been reported to us that Mrs. Morgan is recovering nicely from her operation.

While Beebe Smoot and Farrell are scrapping over "which is whose?" in the line of overalls and jackets—A. A. R. finds his unmolested right where he has hung them, on the floor in the corner—Wonder why?

The W. D. Bowers and P. G. Gallager families are spending their vacations taking a trip to the coast. That's all right "Bill" and "Pat". While the bunch here is sweltering in the sun you can fish and have fun. But just about the time you

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get back and start in to work in dead earnest for the winter A. A. R. and J. A. F. and A. B. B. and all the rest will go for a nice cool fall vacation.

Engineer and Mrs. A. P. Griner enjoyed a two weeks vacation spending their time in Chicago and Cleveland.

Fireman and Mrs. Carl Zickrick returned Aug. 11 from a trip to Greenwood Wis. and other points after visiting with various relatives for about three weeks.

Mrs. Yount, wife of Conductor Stickey Yount and two daughters Helen and Ruth were east bound passengers through Murdo on Aug. 10 from Rapid City. They were enroute to Iowa where they will visit friends and relatives.

Roundhouse Foreman A. A. Ricks wore an extra smile or two when he came down to the office on Aug. 11, and when asked why the reason was he replied that he had a new grandson-born to Mr. and Mrs. H. S. Vernon of Vivian S. D. Mrs. Vernon is Mr. Rick's daughter. But you must understand that this is not the first time for A. A. R. to be called "grandpa". Mrs. Vernon has three other children.

Mr. and Mrs. Stanley Hajek are the very happy parents of a fine baby girl born to them at their home in Murdo on August 5. Mrs. Hajek will be remembered as Miss Florence Burke, former clerk at the Murdo round house and Stanley is pump repairer between Murdo and Rapid City. The little daughter is to be called Georgia Marie.

### Drippings From the Ice Bunkers *Spud Bar*

The office bunch of the refrigerator department had a "dry land beach party". If you wanna know the sekret of a lotta fun—all you gotta do is call on one of the office crew and have them explain how a "dry land beach party" is conducted. Understand that it was some party and they had everything including peacorn, popnuts, chewgars, and cigum. Talking of dry land beach parties that reminds the writer of six miles on horse-back with a flat hat. "Dry land sailor".

We called upon a young lady in the office to offer some thing for the magazine. Her come back was, Honestapete, I dunno a bloomin' thing to offer. Call on the same lady in person and sit on the edge of her desk and you probably would be lucky if you get away by 5:00 P. M.

This here refrigerator department of ours is a funny place. In the summer when we handle the ice, we feel the heat, and in the winter when we are handling the heaters, we feel the cold.

We are informed that our dictaphone operator was married recently and spent the honey-moon in South Chicago. We all hope that her venture will be an everlasting one.

L. E. Mylott the white collar, perishable freight inspector of Seattle has been appointed to a new position joint with the traffic and operating department soliciting business on the water front at Seattle. We all wish him success in his new endeavor. White collars will be in order now.

Ray Lorson of Miles City takes Mylott's place in the refrigerator department at Seattle. C. E. Cookson goes from Harlowton to Miles City and E. M. Carver, formerly with the store department at Harlowton succeeds Cookson.

Mrs. C. R. Kamm is visiting with relatives at Yakima, Wash.

Miss Caro, stenographer to the supervisor of refrigerating service tells us that she did not worry much about the street car strike at Chicago, whats the use, she has a Kitty car and that got her down to the office earlier than ever before when she had to ride a la'strap-hanger.

### Freight Auditor's Office *Rein and Rott.*

Another victim for John D. Bill Rosenka of the tracing bureau bought an "Irish Stutz" (A Henry) and is all puffed up like a poisoned puppy. Bill claims it's a "pleasure" car.

You can't fool us, Frandsen. We know you got a "pleasure" in the back yard too.

The waste paper man offered one to "count" Graham for a bale of paper but Jim knows the value of paper. Never saw the man that could get the best of our superintendent.

Lillian Franzen of the interline expects to go sight seeing along the coast during her vaca-

tion. Her sister will accompany her, as Lillian's guest, we understand. That's sisterly love for you.

Lillian Bohn and Helen Natallby stayed home during their vacation, we imagine to get acquainted with their families.

Mona Ferrault thought it would be great to look upon the world for a change, so she took a trip to Pikes Peak.

Jean Colville and Susan Stolps went to New York (Great White Way 'n' everything).

Creditable mention is made of those auto owners who so generously extended courtesy to their fellow clerks during the street car strike. Special mention is made of R. I. Snowden who made two and three trips morning and evening to assist our girls in getting to and from work.

George Walshon has returned from his vacation after touring 1,000 or more miles. He caught many fish including a large minnow six inches long. That's all right, George, we believe the fish story.

Margaret Jones is now considered a second Dan O'Leary since the last car strike. Some hiker.

The statistical (otherwise known as the matrimonial bureau) is at present possessing five engaged girls, namely Misses Balcom, Sage, Erovits, Eichs and Nullmeyer. Looks as if the county clerk will have a busy season.

Messrs. Krachber, Reinert, Snyder and their families spent their vacations at Peterson's Resort on Lake Nockeby, Middle Inlet, Wis. As the boys say for good fishing, good eats and good time this is the place to go.

Minna Drebes, our genial bookkeeper is spending her vacation in the West visiting Salt Air, San Francisco, Los Angeles, Catalina Island and the Grand Canyon.

During the street car strike, Jim Harvey came down in his "Warshowsky Six" Cadillac, A. D. 292. At the time of his famous ride Paul Revere owned this car. That's why he used a horse.

Alex. McFarlane was promoted to bureau head in charge of local accounts bureau. He takes the place vacated by Jim Buster who resigned recently.

Louise Gentkowski spent her vacation in the hospital and was not so sorry to come back to work when the two weeks were over.

John Y. Ericson is making a trip thru the northwest, making stops at Minneapolis, Seattle and Vancouver, B. C. Why the stop at Vancouver, John?

When Harry Earle is not playing ball in the evening he may be seen strolling along Sheridan road, near Belmont Ave., with a gay little flapper named Jeann Burke. "She's the greatest girl I ever knew", says Harry as he introduces his six-months-old niece, who looks very wise and coos "Delighted to meet you".

#### La Crosse Division C. W. Felser.

First of all we must congratulate Conductor J. M. Calligan, of the C. & M. division, on his journalism. Jim surely had a good story about the way freight, on the C. & M. division.

Conductor Dan Smith is playing short stop in Deacon Schutter's base ball team. Maybe that is why Geo. Bates, the engineer, is on the run in order that he may also be with the Sparta Colts.

The employes of the division extend their heartfelt sympathy to Portage round house employe Geo. Simpson, in the loss of his wife who passed away after a very brief illness.

John F. Downs, former section foreman who had been laid up for years by a paralytic stroke is now getting along very well and is down to the yard office most every day to see the trains in and out. John had been in the service over 40 years at La Crosse.

Conductor Ray Long the most popular west end conductor recently had the misfortune of having his leg hurt while doing some switching at New Lisbon. An iron rod sticking out from under a car did the damage which put him in the hospital for a few weeks.

Well, Roadmaster E. O. Buffmire has about completed the re-tieing and surfacing on the east end which will make that piece of track a regular race track and second to none.

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**CHICAGO, ILLINOIS**

Passenger Brakeman Anton J. Schmaus has been touring the state, stopping at Chippewa Falls, Bloomer and Eau Claire. A. J. has a stock farm at Berlin, Wis.

Roadmaster John Kelley has been a visitor at his home in Kilbourn. This was due to the kindness of Roundhouse Foreman J. J. Little, of La Crosse, who gave him a day off. Mr. Kelley has been in Mr. Little's employ since July 1 and speaks well of Jack as a boss.

Engineer George Terney, who has been laying off for the past few months, has recently been very sick and had to undergo an operation.

Conductor Forkenbridge's Watertown base ball team of which his son Harry is captain recently lost a game and we understand that it was on account of Ossey not being there. We all have our off days and none of us are infallible.

Freight Conductor Pate of the east end recently had his foot hurt at Watertown Junction while setting out a car.

Special mention was given Switchman Mike Fischback of the La Crosse terminal for his quick action in flagging 216 on Aug. 8 at 5:21 A. M. when engine 2353 backed off the engine track at the roundhouse on to the main line directly in front of the fast approaching train. He possibly saved several lives and thousands of dollars of damage.

Operator Chas. Higgins of the North La Crosse office has taken the second trick job for a few weeks in order to be on the job while a swarm of carpenters make a double flat out of his new large building which he recently purchased. This makes the second flat he has purchased. The operators at No. La Crosse all seem quite prosperous, Ben Nelson just bought a beautiful new Paige sedan and looks like a banker at the wheel driving about town.

J. P. Hayes. Operator Medary and Mrs. Hayes have been spending a few weeks visiting with relatives at St. Cloud, Minn. Operator Anderson relieved him.

M. Donnelly, operator Sparta, has been on the sick list. P. E. Cull did the relief work.

A. N. Hembling is working at Camp Douglas as assistant agent during the National Guard encampment. He's one of our new employes in the operating department.

C. L. Parsons, agent Mauston, is taking an annual vacation. Mr. Cull relieved him.

C. O. Manske, day operator Portage, spent the 4th of July on a fishing trip. All too big; could not bring them back.

L. N. Lord has been off a few days due to the sudden death of his sister, at Sparta. Mr. Larson relieved him.

Ed. Kohlhaas, night operator Kilbourn, was on the sick list for two weeks. Mr. Layden relieved him.

Mr. Enright, agent Nahsotah, has been off for a few days due to the death of his sister. Op-

Tomah shops had no June weddings to report, but have one scheduled for September. That of Miss Laura Reinehr, daughter of J. Reinehr,

storekeeper, Tomah shops, to John Kress, head of the Tomah Monument Works. She has been an employe of the Milwaukee Road for the past seven years, the last two of which have been spent in Tomah. She has been succeeded in the office by Miss Gene Birnbaum, formerly of the superintendent's office at Portage.

Mr. Terry of Tomah has a pretty serious time of it when it comes to losing things. First it was those hose he advertised for so long, and now it is the key to his locker. We have it on reliable authority that the key was returned by one of the Hawaiian dancers from the carnival which was showing locally at the time.

**Old Line, Line o' Types**  
*Hazel E. Whitty.*

Every one seems to have some classy title so we thought we had better get into the swim. How do you like it, boys? If you have anything to offer, please let me have your suggestions but I know that you think there is no division like the Old Line and are very proud of her so you no doubt would want the old familiar name mentioned in the new title so you would know where to look for the news. You looked in vain last time, didn't you? and just to show you how important the Old Line is, even Mrs. Kendall, our Editor, dropped a little note and asked where the news was. You see your scribe was on a week's vacation and Don Pierce Arrow, who so faithfully promised that he would see to it just for this once, if he was forever and ever favored as no conductor was ever favored before by having good things said about him all the time, failed to send one item in. He said he had a bunch written up but was afraid to send them for fear all the boys would get sore at him. Maybe it is just as well that they were not sent, as we all know Don's humor, but then after all, our Editor saved the day by putting in the photo of Jed and when we have Jed to look at, what more do we want? So consider yourself satisfied and read on.

Engineer Lockwood has been around with his arm in a sling for some time now and he is not yet able to resume work. However, his hand is improving right along and will be perfectly all right.

Conductor Stoltz and R. C. Whitty have been on a trip to St. Paul to attend the Eagle's convention up there. Andy Englis relieved Stoltz on Nos. 93 and 94 during his absence.

Mique Barch at Mayville has resumed work after a six weeks' lay off account an infected toe. He displaced Zimmie, who in turn displaced Bourbiel, who took the job Jimmie Monogue held on the gravel train north and Jimmie is monarch of all he surveys at Florian nights, in other words the king pin. Sounds like the house that Jack built—don't see how Joe Miller missed out on these.

Our Store Department, happy and merry, Are frugal and very contrary,  
If they give you a pen,  
You can't ask them again  
For another till next January.

Butch Schultz, our cinder pit man, recently underwent an operation. He says he had rather work than be sick and I know we all agree with him.

Elmer Luck, umpire of the Twilight base ball club, says he is more interested in hits than strikes at the present time.

Just received a card from Dalton Booher, one of the office force at Waupun. Thanks, Dalton. Operator Napoleon Page of Randolph is still in the matrimonial market. Heinie Arndt has just purchased a new Nash Sedan touring car. Come on, girls, always room for one more.

Baggage man Orrin Twitchell has purchased a new Chevrolet car. Hurrah for Orrin. Always in for improvements.

Section-foreman Tom Whittingham and wife have returned from a trip through the northern part of the state.

Engineer H. E. Parker is pulling the west end way freight and driving a new Dodge touring car nights and Sundays.

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Earl Burns: "Damn it all, that's the way it goes every time."

Joe Barnish: "Leave it to me."

Fred Holt: "Everything is coming fine now."

Mr. Armstrong: "Sure, that's a dandy. I'll hang it up in my office."

Don Pierce: "I was only going 20 miles an hour."

Engineer Lockwood: "I know all that, but now listen."

Conductor Rochford: "I think so myself."

Jack Whipple: "It's either too wet or too dry."

Agent Tracy at Beaver Dam: "They can't shove that stuff around here."

Ab Race: "By Gosh A'mighty, the best division on the whole pike. The Old Line's got 'em all beat."

#### Trans-Missouri Gossip.

M. F. H.

Mrs. Louise McComb will spend her vacation during the latter part of August at Spokane and Seattle. Her little daughter Betty Jean has been at Spokane most of the summer and will return with her.

Mr. and Mrs. C. K. Todd are the proud parents of a baby girl born August 14. Congratulations.

C. H. Cartmell has returned from a three months' sojourn at Aberdeen, Wash., and has taken up his duties in the relay office. Mrs. Cartmell is visiting at Cleveland, Ohio, and is expected to return to Moberge shortly.

Mr. and Mrs. A. R. McCauley have returned from an extended stay in Pennsylvania. Miss Raye accompanied them home as far as Minneapolis and will visit there for a short time.

F. W. Corey will spend some time at Sioux City and other eastern points before returning to work. He has been laying off on account of having rheumatism in his left arm but at the present time is much better.

Agent Seward Winship and wife of Eagle Butte are leaving for a three months' stay at Seattle.

L. A. Hourigan is spending a few days at Thunderhawk looking over his wheat crop there; reports are that this grain will go about fifty gallons to the acre.

Car Clerk Herman Wahl has returned to work after spending six weeks in Minnesota.

Agent W. C. Boyle, formerly of Selfridge, has been appointed permanently to Lantry Station.

Since "Ding" Childers has been working as first trick dispatcher, he has acquired all of the habits of the "gang," namely, chews tobacco, swears, and watches all the trains.

Francis Kellaler has returned from points in Wisconsin and is at present working in the store department.

On Monday, August 14, Engineer Carl Baxter was taken seriously ill at Lemon. He was brought to Moberge on No. 16 the next morning and taken to the hospital where he is getting along as well as could be expected. At this time he is somewhat improved and we sincerely hope he will continue to do so.

O. P. Vachreau will leave August 19 for Scottville, Canada, where he will visit for some time.

Dora Anderson left on her vacation Saturday, August 19. She expects to visit in the southern part of Dakota and at Minneapolis.

This is the month of vacations, it seems. Mr. and Mrs. Howard Clark and Miss Elsie Perry are going to spend their's at Lake Sylvia, at South Haven, Minn. They will drive from Moberge by car, camping enroute.

J. L. Foley has returned to Miles City after a prolonged vacation spent at Moberge.

It's in the air again and seems to have been caught by a number, at least four. What is it? Didn't you hear about all of the weddings? Well, first: On Sunday, August 13, at the home of Mr. and Mrs. H. J. Kindred at Moberge occurred the wedding of Miss Lillian Reid to Paul Nylen, both of Moberge. Mr. Nylen is one of the popular conductors of the T. M. division and Miss Reid has worked in Moberge for several years. After a wedding trip to Chicago and other eastern cities, they expect to be at home in

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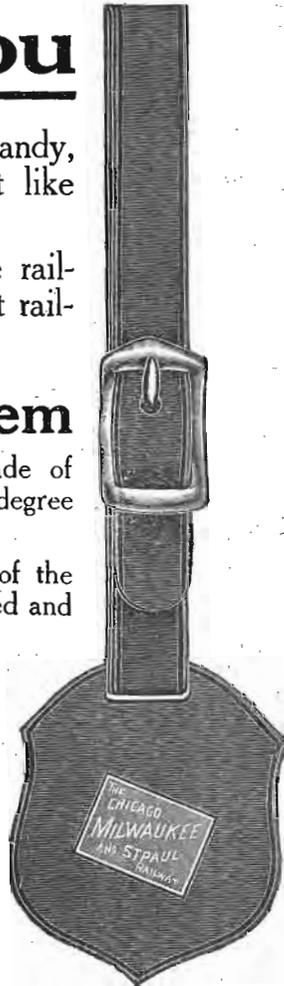
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### The Dousman Family on the Milwaukee

(Continued from page 22)

occupation than service with this Company and has watched it grow, (and it is hoped has helped it some) to about five times the number of miles operated when he entered the service, and as near as can be ascertained there never has been a time in the history of the road when there was not at least one Dousman on the payroll.

The above history may prove of interest to some of your readers and will justify to a certain extent, the assertion made in the first paragraph of this article.

the Chamberlain apartments in Moberg. Then the other. On Friday, August 18, Miss Gladys Luko was married to Louis H. Larsen. They left that night for the coast where they will spend their honeymoon. Both young folks are very well known in Moberg, Miss Luko having made this her home for several years. Mr. Larson is one of the young conductors of the division. A host of very good wishes is extended to the two couples for a long and very happily married life.

### "I & D" Prairie Waves"

Me to You.

Autumn days are here, knickers and all. Flap, Flaps the Flapper. What comes next?

Carl Dunavan of the yard office is carefully cultivating a mustn't-touch-it. Wonder how he will look when it is full grown?

Agent Bowers, Murdo, is on a vacation in the west. Lester Abbott is filling his place. He sure can produce a good smile. But why not with such pleasant thoughts

Agent Martin Marshall has been caught. Matrimony is the crime for which they have him serving time. May happiness be yours.

We understand that Bill Brown went a-fishing but, question, what became of all the fish.

Latest style on the I&D division, bobbed hair. Fall in Line. Come one, come all. Get an extra hour's sleep in the morning.

Speaking of friends. It seems the girls in the superintendent's office have a stand in with someone by the looks of the fresh flowers that have been appearing on their desks all summer. Some people seem to have all the luck.

Pearl Philipson, stenographer, is on the sick list.

Roundhouse Foreman McDuffie left Saturday night for Chicago to consult a doctor. We hope it is nothing serious.

A strikers' benefit dance was held at Mason City on August 7. A good crowd and a good time was the report after the ball.

Marie Randall is to take a position at the freight house for three months. Marie formerly worked in the superintendent's office. Welcome back to the Milwaukee family.

Hazel Hodges, daughter of G. P. Nodges, recently returned from a visit to Minneapolis, Minn.

H. S. Farmer, big chief, from the superintendent's office, intends to go sight seeing in Chicago or is it for some other reason? We wonder you and I.

Question now before the house—where, Oh where shall Marion spend her vacation? To the North, South, East or West?

Elsie Hodges, clerk, spent a short time at Duluth or in that vicinity. We heard she has an Indian warrior in that zone. You never can tell.

Latest epidemic in the superintendent's office. Sweaters of all colors. Funny how this always hits that office every year.

### Jottings on the C & M

(Buck)

Another month and the summer will be over, no more planning on vacations, and everybody start saving for next year. It's a great life and no mistake.

Have a new wrecking crew—Messrs. Bannon, Carroll, Erickson and Shaft—wonder who does the work?

Conductor A. S. Jensen is visiting relatives in Europe and from all reports the money there is quite useless. It is so hard to get and keep here, that it is quite useless to us.

Did you know that Mrs. B. is in charge of the new employment bureau? Ask Andy, he knows.

Brakeman Schmitz has been out of service for several weeks due to illness; Leathers now has the Deerfield job. How do you like the mosquitoes, Jim?

There are two dandy jobs open—to relieve Dicky, the private entertainer, and to work as "Herbie's" assistant. No knocking is connected with the latter job. For further information, speak to the girls around the depot.

Mr. Carroll and wife will spend two weeks traveling throughout the east. Bill Hammond will be acting chief and this comes just in time, as he has a new assistant, Rosemary, born Aug. 10.

Brakemen Mahoney and Nash are traveling out west, H. J. Krause also riding over the St. Paul, electrified, for a vacation.

During the Chicago street car tie-up, everyone and his brother was working in passenger service around Chicago. The railroads certainly did a good job, carrying about 6000 people to and from work. With all the congestion at the depot, there was not a single accident, which speaks very well for the efficiency of the C&M division.

Mr. Bannon broke away from the harness for a few days to take in the Eagles convention at St. Paul, taking the children with him. Bet he felt strange riding on a train, without getting alibis ready if anything went wrong.

Anybody want to buy any fish? Talk to Chas. Wolf, he sells 'em.

Conductors O'Rourke and Dodge have returned to work after a long rest—got in just in time to join the merry crowd at Chicago.

Somebody please pass Elmer the ash-tray, also tell Click to hang on to the queues.

After spending several days around Chicago depot and Fox Lake yours truly is glad to get back to the office, no place like home, you know. Off to a little vacation now, and promise more and better notes next time. Nice vacation, All.

### Sioux City & Dakota Division

H. B. Olsen

A thing done right today means less trouble tomorrow.

Dispatcher C. L. Jacobs and family are on a two weeks' motor trip visiting various points in Iowa and adjoining states.

Our Veteran Conductor, Henry Conley, has just returned from a trip to Colorado where he was called owing to the sudden illness of his wife. Mrs. Couley is spending the summer in the Colorado mountains where her health is much benefited.

Every one around Sioux City was glad to receive a call from M. J. Larson, special investigator of Chicago.

Get the SAFETY HABIT, FELLOWS, so no one will have to lay off on your account and count you as an industrial slacker.

If you please, little Virginia Marie, weight 9 pounds, arrived at Conductor and Mrs. Earl Murphy's home on August 4. Finest girl in the world, Earl says.

When Miss Hildred Kenna, car clerk Sioux Falls, returned from lunch the other day, she found a beautiful bouquet of wild flowers evidently picked from the grassy mounds along the right-of-way. After examining closely she found a little note tucked in the foliage which bore

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First—No matter what you have tried without success, your Piles can be per-

manently cured, positively and easily, by our 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 we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

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the following: "From Geo. Francis and Chas. Asher of the coal and cinder pit departments—To your eyes of blue, We love only you."

Agent D. E. Sullivan, Vermillion, off for a few days, took his daughter Miss Ethel to a Sioux Falls hospital for an operation. Miss Ethel is getting along nicely, all will be glad to know.

Did you say vacation? Well, ye scribe had four days of it,—mighty fine time, too.

Operator Enright at Vermillion is packing up and says he is going to spend about four months in Southern California to avoid purchasing a new overcoat this fall.

The Armour grain elevator at Rodney which contained about ten thousand bushels of corn was consumed by fire on August 8.

A large number of the Sioux Falls Milwaukee employes attended the American Legion picnic at Wall Lake on Aug. 13 and from appearances several of them became beach lizzards.

Miss Olga Lindbloom from the superintendent's office and Aileen Dillon from the freight office, Sioux City, have recently returned from their vacation trip through Yellowstone Park. They returned via Denver and report one grand and glorious time.

The Bunch from the superintendent's office had a rollicking time on their picnic August 2, which was held in the evening. To say they had one BIG time is putting it mildly for some of them were seen going home about 2:30 A. M. A big feed and a dance at Crystal Lake went to make up the fun. A few of the folks missed out but we hope they will be in on the next one, which we trust will not be far distant.

We haven't a word to say about our division accountant, "Al" Osthoff, this time but he is being watched and we may be able to give him a little write-up next month.

Fireman Clarence Rasmussen and Brakeman Arthur Moore have both just said—"I do". Congratulations, boys. Just drop a smile for every mile along the road you travel.

The big question at Sioux City: "Do you want to buy a chance on the plow?" Any one knowing of any friends who could effectively use this plow, please forward \$1.00 for a chance on this plow to Sioux City shops. Although it is understood that Mr. C. C. S., division storekeeper, has bought up all the available chances, but it is considered a tie between Miss Dollie Kehoe and C. C. Smola as to who needs the plow.

L. W. King, C. C. to D. M. M., wishes to thank the correspondent of the freight auditor's office for the infant son which was so kindly furnished him by radio but wishes to advise that same has not yet been received. Please trace.

Miss Minnie King, typist in the store department, sported a new bobbed coiffure, but owing to the fact she only had forty cents the barber refused to trim the same.

The 1922 motto of the round-house foreman's office, Sioux City is: "What time is it, and when do WE eat?"

The 1922 motto of the master mechanic's office is:

"Use your head, even the guy that invented macaroni used the noodle."

Ye scribe is surely indebted to numerous contributors for our write-up in this issue and wish to thank each and every one for your assistance. Let every one make note of the happenings and send to me not later than the 10th of each month, if you like to get letters, of course you have to write them.

**WANTED**

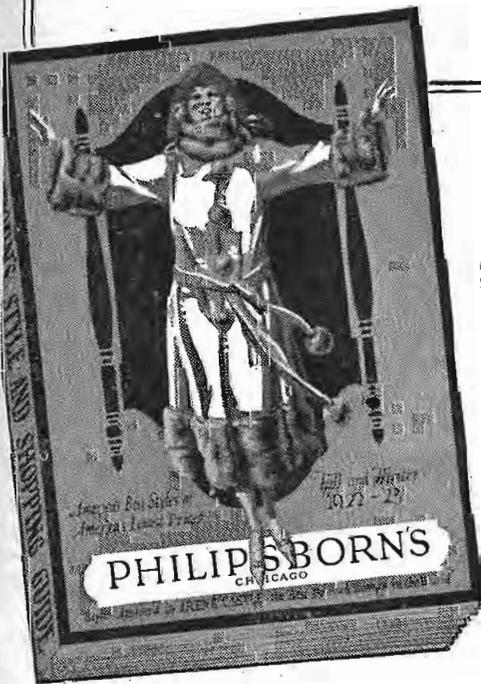
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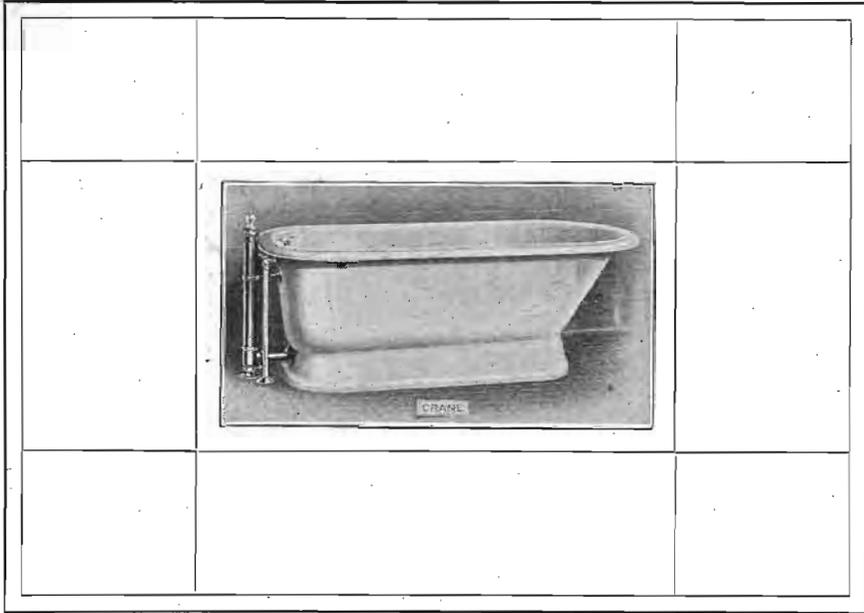
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