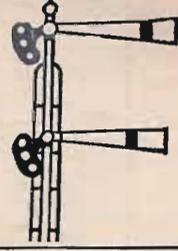
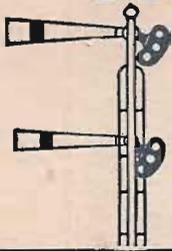


THE MILWAUKEE MAGAZINE



“How Beautiful on the Mountains are the Feet of Them That Bring Glad Tidings”

DECEMBER, 1923

I Offer You \$200 a Week

My Special Offer to Railway Men

The Amazing Story of W. S. Cooper Points the Way To
A \$200 A Week Income for You



J. R. HEAD
of Kansas, who lives in a small town of 631 people. He has made as high as \$69.50 in one day selling Comer All-Weather Coats.



E. A. SWEET
an electrical engineer, is making from \$600 to \$1,200 a month and works only about four hours a day.



A. B. SPENCER
of Pennsylvania, is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.

"My name is Cooper—W. S. Cooper, I live in Ohio, and this is a true story about myself. I am writing it because there are thousands of men in America struggling along on starvation wages, just like I was, who can do just what I did and make from \$5,000 to \$10,000 a year.

I Was a Wage Earner

A short time ago I worked in a factory. I was not the owner, not the superintendent, not the boss. I was a wage-earner. I made as much as the average man and no more. I was just like nine out of ten other men—a slave to my job—no real money, no real future. Why, I couldn't have raised \$100 in cash if my life had depended on it. And that was only a little while ago.

Today, I am a successful business man. I have a large income, money, investments. I have hundreds and hundreds of friends. I get a lot of pleasure out of life. I have no boss. I work just four hours a day and only five days a week. And the reason for the change in my circumstances is very simple.

The Curse of a Small Income

Please remember that only a short time ago I was practically broke—doing like most men, trying to make a meagre salary meet the constantly increasing expenses of life. It couldn't be done. We wanted to live like other people. We wanted some of the luxuries of life. We wanted to buy our own home. But there simply wasn't enough money. We were living from hand to mouth. And it made me almost desperate to think of what would happen if I became sick or lost my job.

And yet, today, I am a big success. Money no longer worries me. I buy what I want and pay cash for it. I travel where I please. I give my family the luxuries that every family is entitled to expect from the head of the family. I hesitate to say it, and maybe it does sound foolish, but just the other day I paid \$900 for a diamond ring that I had wanted for a long time.

Now I am going to tell you how this great change came about. One day I heard that a man could make from \$100 to \$300 a month in his spare time by doing a certain kind of work.

I didn't believe it. I couldn't believe that a man could make as much in an hour or so as I was making by eight hours' hard work.



W. S. COOPER

Just to satisfy my curiosity, however, I investigated. As you read this you will feel just about the same way I did then. I thought it couldn't be true, and yet, it might be, and it certainly was worth finding out.

I Find Myself

I found a wonderful thing. I discovered that instead of making only from \$100 to \$300 a month, men who were doing this work were making as high as \$1,200 a month—men like myself who had never had any experience were easily cleaning up from \$100 to \$150 a week.

When I look back to that day and realize how close I came to passing up my opportunity it sends cold chills down my spine. All that I have today, my entire success, is due to the proposition that I learned about that day.

I Have Succeeded Beyond My Dreams

There is no secret to my success. I have succeeded beyond any dreams I may have had a few years ago. And please remember I consider myself only an average man. Here are the facts about my success.

I am the local representative for the Comer Manufacturing Company. This company manufactures Comer All-Weather Raincoats—the finest coats in style, material and workmanship that can be bought anywhere.

Comer Coats are not sold in stores, but through a local representative. The local representative does not have to buy a stock. He doesn't have to invest any money. All he does is take orders from Comer customers,—orders that almost come without asking—and he gets his big profits every day for the orders he takes.

Many of my customers now come to me. I don't know how much bigger my business will get, but I no longer consider it an exceptional day when my earnings exceed \$50 or \$75. There are few business men in this city whose profit is greater than mine, and I can only see unlimited opportunity in the future."

You Are Now Offered the Same Opportunity

If you are interested in increasing your income from \$100 to \$1,000 a month, and can devote all your time, or only an hour or so a day, to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio.

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to help you in developing this great business. Mail the coupon for full details of our special proposition.

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Dept. SBV-513, Dayton, Ohio

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Address

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By Mile Annette
For months I worked to develop a style of charming beauty that would make the larger woman appear slender! I didn't want to offer my stout-figured friends just the same old kind of plain ordinary style. I wanted something new and different a dress that sparkled with the pretty features that belong to the styles of the day. Now don't you really think I have succeeded in this beautiful creation? It is fashioned from the finest quality Longwear Gabardine weaves Serge rich looking and will wear beautifully. You see the waist is worked out in a clever coat effect, yet the style is one-piece! The Tuxedo type collar, front and new set-on pockets are tastefully embroidered in fine wool embroidery giving an air of smartness. The long flared sleeves and the wide vestee are set off with silk braid and buttons. From pockets drop two pleated panels, an idea I borrowed from an noted French designer. And now for all these features

WHAT SHOULD YOU PAY

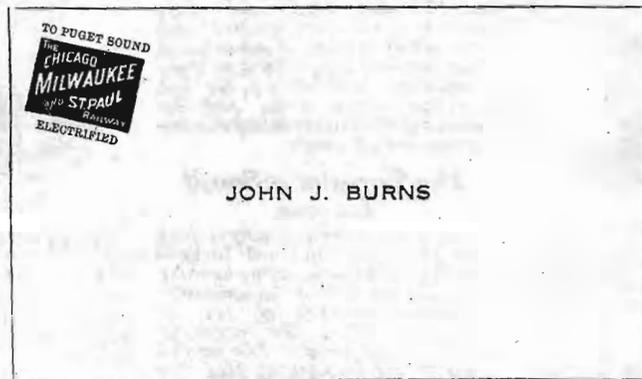
I believe I might say: "It is worth at least \$5.00." But you shall pay only for the workmanship, material and a small profit to my house. No addition shall be made for the extras in style. That's why my price is only \$3.98. No more fancy prices for my stout-figured friends to day! And they will now get all the smartness and style of their more slender sisters. But see this fine dress entirely at my risk. My Company guarantees to please you perfectly. But be quick, such an unusual offer can't last long.

SEND NO MONEY! Just write me, giving you want Navy Blue, Black or Brown color. On arrival, pay Postmen only \$3.98 and postage. Then, after try-on if you are not more than delighted, return it at my expense and your money will be quickly refunded.

MILE ANNETTE, Care of WORLD MAIL ORDER COMPANY Dept. T247 2953 Van Buren Street, CHICAGO

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Rights or Privileges

It is as true today as when stated by the apostle some nineteen hundred years ago, that many things are "lawful" that are at the same time "inexpedient."

We frequently hear men speak of their "right" to do a particular thing and of the infringement of their "rights" by others. They do not always take into consideration the expediency or advisability of acting according to their rights.

If they submitted their impulses to the test, it would be found, in many instances, that the exercise of certain rights by individuals or groups would work an injury to a far greater number of citizens than would be benefited temporarily by such action.

Under the laws of this free country every man has a right to his opinions and to be heard in defense thereof, and to endeavor, by public speech or otherwise, to persuade others to his way of thinking.

For many months the country has witnessed efforts that while probably lawful, are most certainly inexpedient when the interests of all citizens are considered.

It is within the law to attack the railroads and other forms of industry and, by methods and practices familiar to politicians, attempt to create and develop antagonism, on the part of employes and the public, against those institutions which have done most to create the prosperity that has been enjoyed by all who live in this land.

Under the Constitution men have a "right" to do these things—if they disregard the equal rights of others.

The responsible officers of the railroads consider it not only right but expedient that employes and the public have the like opportunity to hear the facts about the subjects so freely misrepresented. For this reason they have devoted a good deal of effort to publishing correct information, which can all be verified from official records and which, when generally understood, will have the result of securing the support of all unprejudiced citizens.

Letters that I continually receive from employes of this road indicate that they consider it a privilege as well as a right to take an active part toward the correction of the misstatements that are made for political purposes.

We, who are engaged in the railroad business, and who understand the motives behind the absurd charges preferred against this industry, and who realize how dependent the country is upon the railroads for its very existence, have only one course open to us. We must prove by word and action that the things said about us are untrue.

The performance by all railroads since the difficulties of last year has been highly creditable and clearly shows that no criticism can fairly be directed against the carriers based upon the conduct of their business.

The country has a right to demand service from its carriers, and it has received that service in a larger volume and of a better quality than ever before. This is the important thing, for it shows that the railroads are functioning well in their particular field, which is—transportation.

It would be right and lawful and expedient for our critics to commend the railroads for performing efficiently their great task of moving the country's business, in the face of insufficient revenues that have not come near the "fair return" in any year since the War.

Such commendation is merited and would aid in solving transportation difficulties by securing greater cooperation on the part of the public while the roads are getting back to a safe financial basis.

Since our critics will not deal justly with us but consider it to their personal advantage to spread distrust and dissatisfaction, we who are devoting our efforts to real public service must properly value and exercise our privilege of pointing out that their activities, while within their rights, are decidedly inexpedient and jeopardize the development and prosperity of the country.

President.

The Spirit of Christmas

MRS. M. I. LANDSON

Winner of First Prize in the
Christmas Story Contest

From the right of way of the Trans-Continental railroad, you could hardly see the little section house set back against the hills which towered above it. And on the afternoon of the day before Christmas, with the snow falling thick and fast, the tiny house was indeed hidden. Only a glimmer from the rose-shaded light within pierced the heavy air, and gave evidence of a human habitation there.

Mary Donovan, a bride of three months, stood long at the window looking in the direction of the track from which she knew Terrance would soon be coming. Terrance was her husband, and the youngest and best section boss on the division.

The kitchen in which she stood was immaculate in its cleanliness, and bright with warmth and lamplight. A table set for two stood in the center of the room. On the stove the coffee was beginning to percolate; the big, mealy potatoes in the oven were almost done; and a skillet set on the back of the stove, was warming for the fragrant ham which Mary would cook as soon as Terrance arrived.

As the clock pointed to a quarter of six, Mary heard the quick "plunk plunk" of the gas car, and ran to the door.

But it was not Terrance Donovan who stamped in, covered with snow, and stood dripping on Mary's clean linoleum; but a rosy cheeked boy of fifteen. Swinging his cap against his leg to free it of the clinging snow, he pulled off his mittens and handed Mary a note which had been concealed therein.

"Where's Terry?" Mary asked quickly.

"Derailment down the road. No. 95; bad spill; no one hurt and not much damage, but it will take all night to clear. Old man's car on behind, worse luck, and he can't get home until the wreck is cleared."

Mary opened the note and read: "Dear Mary,

"Sorry, dear, but I won't be

home tonight. Have a man's size job getting the track cleared in time for No. 17 in the morning. Mr. Graham's car is also tied up with us. Can you send us some warm grub, and lots of it? Merry Christmas "

"Terry."

Quite mechanically Mary went about the task of packing a large basket with food. In the bottom she placed two of her fresh mince pies. Next a pile of bread and butter, the hot baked potatoes, and when the ham was cooked, and the eggs fried, added these to the tempting contents. A jar of homemade pickles, as many rosy apples as she could get in the corners and empty spaces of the basket; and a big jar of the steaming coffee, and the lunch was ready.

The boy had been warming himself by the stove, and before sending him out in the storm again, Mary insisted that he have a piece of pie and cup of hot coffee. When he had eaten, she put on an old coat of Terrance's, threw a shawl over her head, and went with him thru the snow to the gas car carrying the coffee.

"Tell Terry I will leave the light burning for him," she said, as the boy started the engine. "And good luck, and Merry Christmas to you all."

Once more back in the warmth of the kitchen, she thought, discontentedly, as she hung the coat and shawl on their pegs near the door:

"Merry Christmas, indeed! With Terry away, and our prospects for the trip home tomorrow quite spoiled. And I did so want to spend Christmas with mother! If it keeps on snowing all night, the trains won't be able to get thru, even if the wreck is cleared, and we can never get to Fremont tomorrow."

Mary Donovan was the oldest of a large family of children, and when she married Terrance, and came to this lonely section house, she knew it was going to be hard to get along without the companionship of her noisy, affectionate

brothers and sisters. But it had been an unusually nice fall, and as long as the weather was fine, and she could be out of doors, roaming the hills, with Terry running in at odd moments, she had not minded it. Now a few weeks of bad weather had kept Terry away from home whole days at a time, and prevented her from taking her usual hikes and excursions in the hills, and she was beginning to feel she could not endure a winter in this lonely spot, away from all her friends and family except Terrance.

It was because of this feeling of loneliness and vague discontent, that she welcomed the approaching holiday season the more gladly. They had planned to start to Fremont, the terminal of their division and the home of her parents, in the gas car, very early Christmas morning, and to arrive at mother's in time for breakfast.

Mary peeped again into the suitcase where she had packed the simple Christmas gifts she was taking to her family. Most of them she had made, herself, and had taken great delight in doing. But half the pleasure in giving would be lost if she could not hang them on the family Christmas tree, and be present when each one was unwrapped.

In spite of her discontent, however, Mary ate a good supper, and when the dishes were cleared away and washed, she settled herself to an evening of reading.

It was quite useless. Her thoughts would stray from the text of her reading, and when she caught herself going over the same paragraph again and again, with unseeing eyes, she closed the book sharply and began her preparations for bed.

Mary did not know the meaning of fear, and was not uneasy at the thought of spending the night alone, altho it was the first night since their marriage she had been separated from Terrance. She felt sure, as she turned the light low in the kitchen, and went into the bedroom, that she would not sleep at all, she was so wide awake and restless. And she lay in bed, staring up at the low ceiling, and gave herself up to her depression and discontent.

"It would always be like this," she thought. "Terrance's time would never be his own, for when there was trouble, he had to go, no

matter what time of the day or night it was. And she would be left alone, just as she was tonight."

She thought of her girl friends back in Freemont. No doubt they were attending a dance on this Christmas eve, and the mental picture of the warm, bright dance hall and the gaily-dressed girls, dancing to the jazz music of the town's best orchestra, almost brought the tears to her eyes.

It was quite unbearable, and because she was so young, and had always been so happy and carefree, Mary did not know how to make the best of her disappointment. She quite forgot the happy hours she and Terrance had had together, furnishing their little home, and keeping house, like two children at play. And for just a little while she forgot how deeply and truly she loved Terrance, and how worthy he was of her love.

Sleep came at last, and being utterly weary, she slept soundly. When she awoke, it was still night and the light burned dimly in the kitchen. Hearing low voices outside the cottage, she got out of bed and pulled on her kimono. Hardly had she reached the door between the two rooms when there was a knock on the outer door, followed by a voice calling:

"Mary! Mary Donovan; Get up quick! Let us in!"

Reassured that at least the intruders were friends, she ran quickly to open the door. Outside, in the snow, stood big Bill Thompson, the conductor of way freight No. 95. Behind him were two men of his crew.

They came into the room slowly, reluctantly, evading her glance, and without a word of further greeting.

As Mary closed the door behind them, she felt her heart beating as it never had beaten before. It felt like something alive, trying to beat its way out to the air. And with a sudden feeling of faintness, she sank to a chair.

The men still watched her, being careful not to meet her eyes squarely. When the silence had become so prolonged that she could bear it no longer, Mary asked faintly:

"Is it Terry?"

The big man nodded.

"Is he hurt?"

Again the man nodded.

Mary hid her eyes with her hand, as if she would shut out the vision

that came before them, and big Bill Thompson spoke:

He is out there in the Old Man's car. We are taking him to Freemont to the hospital, and Mr. Graham said you better come along. Will it take you long to get ready?"

There was no answer from the girl who sat before them, with her head bowed in her hands, but after a moment she rose and disappeared in the adjoining room. Hurriedly she dressed, her hands so cold and trembling she could hardly fasten the garments as she put them on.

In less than ten minutes she was back again in the outer room, ready to go. They went out into the night, Bill Thompson leading the way, down to the train which loomed dark and ominous on the track. The last car on the train was the private car of Mr. Graham, the superintendent.

As they entered, Mr. Graham rose from a deep leather chair, and came forward, taking both her hands in his.

"I wish I could spare you this, my dear," he said so very kindly and gravely that Mary's fear deepened.

She could not reply, and her anxious look about caused him to lead her at once, thru the passage, to his own stateroom, where, on the narrow brass bed, Terrance lay. His face was bruised and bleeding, one hand hung limply over the bed, and he was moaning with pain. But the eyes which looked up at them, failed to recognize his wife, and as Mary knelt down by the bed side, she knew he was indeed grievously wounded.

Oh! the horror of that long ride to Freemont! They wired from Kent to have an ambulance ready when they got there, and as the train pulled into the station, Mary looked out and saw the long, grey car waiting to carry Terry to the hospital. Her father, also, had been notified of the accident, and it was into his arms she stepped, as she left the car. Even then she could not speak, but his presence comforted her somewhat as it had when she was a little child. Nothing ever seemed quite so bad when father was there.

It was getting light, and by the time they arrived at the hospital, all the familiar landscape she had known from her earliest childhood, stood out clearly.

They carried Terrance into the hospital on a stretcher, and Mary followed thru the doors, wondering, miserably, if she would soon be following him thus, to his last resting place.

When she pleaded to be admitted to the operating room, they refused her firmly but gently, and she was left outside in the hall with her father, whose arm was still about her. Then began the long wait for some word or sign from the room within. But when the door finally opened, and the head nurse came out, Mary dared not ask. And there was no need. By the look on her face, Mary knew the worst had happened, and with one piercing scream, she fainted in her father's arms.

* * * * *

A man stamped the snow from his feet in front of the little section house, before he fitted the key in the lock and quietly let himself in. He was tall and broad, and his kindly, boyish face was brimful of Irish fun.

The light in the kitchen was burning low, but the fire had died down, and the room was cold. Very quietly, he removed his wet boots. A sound from the next room startled him. It was a woman's hard breathing; quick and irregular, and it was followed by a terrible, heart-rending scream.

In a moment Terrance Donovan was in his wife's bedroom: holding her in his arms, and comforting her as he would a little child. He did not comprehend the look of horror and despair in her eyes, as she opened them and looked wildly around the room, nor the look of heavenly relief when she saw him bending above her.

"Oh, Terry, Terry, are you all right? Was it just a bad dream, and are you not hurt?" She ran her hands over his face, down his shoulders and arms and clung tight to his hands.

"Of course I'm all right, Mary, darling," Terry replied, kissing her gently. "And would you have been caring if I had been hurt, as you dreamed; Mary, me dear?"

"More than anything in the world, Terry," Mary said, nestling close to him, regardless of the rough, wet mackinaw he still wore. "And Terry, dear, nothing matters as long as we are well and together. I don't care if we can't go to Freemont tomorrow. We will have a Christmas tree of our own, and I

can hang it with pop-corn and knick-knacks, and it will be such a blessed Christmas. Say, Terry, that you won't mind staying at home just with me, now will you?"

"You know I wouldn't mind it, dear," Terry said, albeit in a puzzled voice. "But there is no need. Mr. Graham has been pretty decent to your old man this night, and he says he will have No. 17 stop to take us on in the morning. And Mary, he said something else, which I intended to keep as a surprise for you in the morning, but I just can't keep it any longer. He said that Andy, the roadmaster,

was going to quit the first of January, and after this night's work, he knew where to look for a man to take his place. And that man is your husband Terrance Joseph Donovan. We can live in Freemont, close to your people, and when I am away you will not be lonely. And we can go to dances and movies just like we did before we were married. Is that good news for you Mary dear? Look up and tell your old man it makes you happy, and wish me a Merry Christmas."

But Mary was sobbing in his arms and could not answer.

When he arrived there he found everybody preparing for the holiday celebration and entirely unaware of the impending raid. You may be sure it hurt the messenger of bad tidings to hear the children talk of hanging up stockings for Father Christmas to fill, as the little tots of that land called Santa Claus.

The Harjeldeans were terribly frightened, and saw destruction staring them in the face; but as life is sweet the little ones were quickly bundled into a Cape Cart with all the goods and chattels which could be quickly packed. The horses were inspanned and Jels Harjeldean told the children that they were going to find Father Christmas, which quieted their fears, and all got away in quick time. Mac stayed behind and watched the family disappear in the distance, breathing a prayer that they might reach the border in safety. Then he went about the place making it appear as if everything was moving along in regular routine, knowing full well that the Matabeles must soon appear. Suddenly he conceived the brilliant idea of setting fire to the Veldt. The wind was blowing to the south and if the fire were started it would drive the flames in the direction of the advancing enemy. To act and that very quickly, was necessary, so he touched a match and set the grass afire, soon having the satisfaction of seeing the flames roll away southward. Having accomplished his design, he mounted his horse and digging the spurs into the sides of the faithful animal he sped swiftly toward the border and safety.

The fire proved to have had the desired effect of checking the advancing Matabeles. But Fate did not intend that poor Mac should get away so easily, for the fire did not prevent a scouting party of the raiders from getting around and within twenty-four hours, Mac, whose horse was visibly tiring, saw outlined on the horizon behind him, some black specks which he knew only too well were the enemy he was trying so hard to elude. The worst happened, later when his jaded horse stumbled into a hole and broke his leg. Mac soon put the poor beast out of his misery, and picking up his rifle and as many cartridges as he could manage to carry, he made tracks as fast as possible, every now and

A Christmas on the Veldt

CHRIS RIENSSET, *Tacoma Shops*

Winner of the Second Prize in
the Christmas Story Contest.

Christmas is Christmas no matter what part of the world it is spent in; and nowhere perhaps is the festive season more looked forward to than by those who are exiled far from home, in the tropics.

* * * * *

Well, the month of December had arrived and away up in Bechuanaland where a small party of whites were settled, the general topic was what was to be done for Christmas, and how it was to be done. In this far-away outpost of civilization in Central Africa, it was no easy matter to get all the necessary little commodities and trinkets to suitably celebrate the festive season.

However, four men of the settlement, Mac, Johnston, Holland and Turner were not daunted by the difficulties, and laid their plans to get all the necessaries for a jolly Christmas. Mac was deputed to make for the nearest outpost which had a decent sized store, with a list of items which he was to purchase, load on his pack-horse and get back, in time to begin preparations for the celebration. He left on December 3rd, with strict injunctions to waste no time.

I will pass over his journey down, as it is with his return that this story is most concerned.

Mac left Fort Salisbury on December 14th, and was well on his journey when his native boy said "Baas, I smell trouble; you better look to your gun." Mac did not make him much reply, but that

night he did a lot of thinking while he outspanned on the Veldt, because he knew that the Matabeles, who were a wild and hostile people, were restless; but he tried to think that there could not be any serious trouble, and to put away the foreboding which had been awakened by his boy.

He, however decided to push forward with all possible speed, and to waste not a moment in camp or rest. After riding well into midday, his boy whom he had sent on ahead, came galloping back crying: "Baas, Matabeles out and burn and kill."

Poor Mac was in a quandary as to what to do, because there were quite a number of farms scattered through this isolated district, and he knew these people should be warned. He quickly decided, and calling his boy, he instructed him to speed as fast as the horses could travel to the border with the Christmas supplies, whilst he turned in the direction of the settlements.

Having given the boy fullest instructions, and told him to start a relief party back, Mac proceeded at once on his errand of mercy. Arriving at a small farm, he aroused the inhabitants, telling them what was doing and to make for the border without delay. He then proceeded on to other farms and started the people toward the border. The last and most isolated settlement in Northern Rhodesia was known as Harjeldeans, and toward that place he galloped swiftly.

then looking back at the fast nearing figures. He had at least another dozen miles to go, and then safety. The Matabeles gained on him so rapidly that he was finally forced to intrench behind some rocks, and then he was really at bay. His only hope was that the boys, as soon as they heard of his danger, would start out immediately to his rescue.

The date was now December 23rd, and while Mac lay watching the Matabeles drawing closer and closer, his thoughts were of the safety of the family and especially of the little folks whom he had sent on; and, too, whether the boys would enjoy their Christmas. Closer and closer crawled the black warriors, and still Mac waited until they came into close range when out spoke his rifle and a black man sprang into the air and dropped with a bullet in his brain. After several shots were fired with disastrous results to the Matabeles, they halted and drew off to some distance. Mac also retreated, and while doing so, discovered several horsemen galloping rapidly in his direction. The Matabeles also spied these, and being determined not to be entirely done out of their prey, charged down on Mac, throwing their assegays and stabbing spears, shouting and yelling as they attacked. The oncoming horsemen with horses on the run, were advancing so fast as to soon be within close range, and making use of their advantage, poured a hail of bullets into the warrior band.

This proved to be the rescue party from Mac's home settlement, but they had not been able to reach Mac in time to prevent his being seriously wounded; but the Matabeles being in full flight, Johnston, the leader of the party, jumped from his horse and caught Mac just as he was falling. Mac's first words, when he had been revived, were: "Did the Harjeldeans get through all right?" and "did you get the Christmas parcels?" He was told that the people had all reached safety, and that the native boy had brought the Christmas things in intact, and "Now," said Johnston, "we must get you to the border." Poor old Mac was far spent, so a litter was made on which he was lifted and carried home.

Mac lived long enough to see the Christmas tree all trimmed and

lighted and to hear the children on Christmas morning, wishing everyone "A Merry Christmas." Calling the boys to his bedside, he said, "Well, lads, thank God they got through, and that you had your Christmas."

* * * * *

There is a lonely grave out in Bechuanaland, but every Christmas Day the Harjeldean children go to it with a garland or other remembrance, saying: "Poor Mac, he brought us our Christmas long ago, and gave his life so that we might have ours."

"Greater love than this no man hath, that he lay down his life for his friend."

The Building of the Line

F. Dupuy

I've lived where the mountains rise up
from the plain
I've camped in the valleys in sunshine and
rain,
Where the wild torrent leaps through many
a gorge,
And the rocks have been fashioned in
Nature's own forge

Where the Hunter keeps vigil, the grizzly
holds sway,
And the Sun marks the hours, recording
the day.

Then up from the canyons to turrets on
high,
Was heard from the Baldwin the loud
shrilling cry
As through the dark tunnel he urges his
way,
Then follows the valleys in clear light of
day;

Where the bridge spans the river, where
steel has been laid
Through rock cut and snow-shed, he'll fol-
low the grade,
The moon sheds a radiance and silvers the
scene,
And glistens on ice locked in granite,
between

The great fissured mountains that reach
to the clouds

With snow on their summits like closely
wrapt shrouds;
Then farewell to the Rockies, soon scent of
the brine
Will tell there's no limit to reach of the
Line;

O'er the long stretch of prairie, where
plain meets the sky
The rails spanned the distance with ballast
and tie,
Till a glimpse of the Ocean, the roar of
its wave
As it lashed on the reef, and resounded in
cave,
Told the tale that the distance was spanned
by the Line,
From the great Inland Sea to the Ocean
of brine.

Eggs' Ephemeral Epics

By H. M. Eggs

The Roar of the Ruhr

Dat Ruhr she ban all tangled like dat
Greek-Italian fuss
And for those League of Nations Mussoline
no give cuss.
France she say to Germany, "You pay right
up 'tam' quick,"
While John Bull he just look around: no
fight he like to pick.

And all them other contry, except those
U. S. A.,
He look aroun' for fight, by gar, and no
care what he say.
But Uncle Sam, I tell to you, she ban one
fine ol' man;
She like to watch them baseball game and
listen to those ban.

Now if all them other nation, the baseball
team she get,
And play them game like Uncle Sam, I
think she soon forget,
But then those trouble she would be to get
one umpire;
I think those League of Nations, she have
'tam' big job for sure.

Down Where?

"How would you get down off an ele-
phant?"
"You win. How?"
"You don't get down off an elephant.
You get it off a duck."

Almost Cold

"Tell me," said the lady to the old sol-
dier, "were you cool in battle?"
"Cool?" said the truthful veteran. "Why,
I fairly shivered."



The Terre Haute Division "Big Hook" and Crew

Getting and Holding the Business

R. W. Anderson, Supt. Motive Power

Paper Read at Annual Meeting Traveling Engineers, Milwaukee.

A broader subject than the "Getting and Holding of the Business" could not be handed a railway man, because it covers the whole scope of railroading. Not one single blow of a hammer, or spike maul is delivered without its effect in close relationship to this subject.

No rational shipper would turn over his freight to a railroad which had no reliable power and decent cars to haul the tonnage, and no safe tracks to haul it on. Perhaps he might the first time, or the second, but not regularly, if he could help it.

This subject, therefore, divides itself into two distinct and interesting sub-subjects, with a number of phases to each.

We are men of the mechanical department and in considering the subject, we must do so from our own angle, wherever we find application. Every railroad has a traffic department, of course. Men must talk, write and advertise, to attract attention, but attention once gained, they in that department, must look to others to make good on the promises.

We can, therefore, consider one phase of this broad subject that representing the viewpoint of the mechanical department man, with the knowledge that it is all-important. Let us, therefore, re-divide our subject, as it seems natural so to do, into two sections, considering the least important first.

Getting the Business

Each of us has certain prescribed duties to perform. The fulfillment of these duties may require eight hours, ten hours, even more. Whatever the time consumed in routine, there is much time left for recreation, rest and pleasure. Whether at rest, or at work, we are normal men, individual units, in our several communities—with individual purchasing power and influence alike to that of every other man of equal standing and respectability, wherever he exists. If we agree, therefore, that our interests lie parallel with those of our employer—the railroad—and it is silly to give consideration to any other assumption—then we must consider ways and means of using every opportunity to influence possible freight and passenger movement over our railroad.

When we purchase a pair of shoes in St. Paul, we may be paying freight charges to any of seven or eight different foreign railroads, and we have only an even chance with the rest to influence that freight business in such a way that it goes into the treasury from which we draw our pay. We should make the best of that chance.

When we make such a purchase in Rock Island or Council Bluffs, we have not an even chance, unless it may happen that the other fellow is asleep. Our attitude should be such that we will make the best of the poorer chance and work the harder, because we are outnumbered in those localities by our competitors.

When we come to points like Milwaukee, Miles City, Dubuque or Tacoma, however, the cards tell a different story. We outnumber our competitors, there, fifty to one. Every merchant owes us for fifty times as much business as he gets from the other fellow. We should not be arbitrary, but we certainly should not let these merchants pay out the money they receive from us, to a competitor.

All this applies to the passenger business, as well as to the freight business, and in even proportion. We are a bit apt to assume that the passenger knows which is the most convenient line, and that he will take it, regardless of argument. This is not by any means true. Passengers are surprisingly ignorant of these things, and are guided more often than not by expressions picked up from associates, and by the appearance of the power; the equipment, the stations, and the track. In all of these things, we each have a part. Let us take advantage of it.

Let us start each day with the self-asked question: "What can I do, or say, today, to influence a little business for our road?"

Holding the Business

Have you ever thought of the fact that if we had held the confidence and business of every shipper over this railroad, from the time the first train was run, we would have ninety per cent of all competitive freight and passenger revenue in existence. Think what this would mean. It would mean that when the competing lines were closing down shops, reducing crews, laying off men in every department, our road would be up to capacity, making money, paying dividends to those who hold its stock, and giving us all the assurance that a wealthy road can give its large family. All of this because there has been competitive business over our line at one time, or another, which, if held, would in the aggregate, tax our capacity even during the duldest periods.

That is why it is more important to hold, than to get the business. Now, when we consider that, we, of the mechanical department, have as much, or more directly to do with holding the business than has the personnel of any other department, except the operating, of which we are really a part, you can see what I am driving at.

One of the most direct reasons for losing business once obtained in either freight or passenger service, is delays. It avails us nothing to be able to show that somebody else in another department had something to do with a delay, unless our hands are clean.

Faulty engine inspection invariably shows up in delayed trains. The same is true of terminal, and inter-terminal car inspection. The resulting long list of hot boxes; drawbar failures; broken wheels; dragging brake beams, etc., has a direct effect on general reduction of our business, to a greater extent than is generally realized. Sometimes the traffic is only delayed; that is bad enough—sometimes the lading is shaken up, as well as delayed—that is worse; sometimes our freight is destroyed and persons are killed—that is worst of all.

Don't rest easily on the assumption that the claim department is going to make things all rosy for the future business of the injured part. It almost never does. When a shipper or consignee finds his shipment damaged, or destroyed, he does not get paid for all of the loss. He may, and should, collect the intrinsic value; but his losses incident to failure to receive the goods in good time are frequently more than their value. He ships and travels another way thereafter, if possible.

Every one of us should supplement the work of inspectors to the end that these delays be avoided. We cannot individually build new cars, but we can frequently prevent those we have from losing us business. Our engine crews must not escape attention in this discussion. I think they are among the most important factors

in "holding the business." They can not only boost with the rest of us, as individuals, but they can handle their trains in such a manner as to make each stop and start a sermon on the carefulness of Milwaukee people, or a condemnation.

An industry warehouse man goes to his manager and says: "These carloads arriving over the Milwaukee are in good condition," or he may say: "That car we unloaded this morning had its lading all piled over into one end. It came over the Milwaukee." The effect is as sure as the rise of the sun. Who is responsible for the good or bad impression? The engine-men, whether yard, road or helper, all had a hand.

Rough handling has one sure result in either passenger or freight service. It drives the business away.

Again, an engineer may so operate his engine as to make a bad impression wherever he is observed. He may pass crowded platforms with cylinder cocks open; he may shower prospective passengers with condensed steam from the stack; he may pass a string of loaded sleepers at night with safety valve popping, bell ringing unnecessarily, or even with whistle blowing. Remember this: "Where travels the passenger, so goes the freight."

These things count and it is as much the duty of our traveling engineers to point out such business losing tactics as it is to instruct in the proper use of the air.

It would be impossible, in a library full of books, to point out each act, or failure to act, as a factor in holding or losing the business, but this will occur to any man of normal intelligence as he goes through his day's work.

It may seem to some of us that our efforts in this direction are unappreciated, or even unnoticed. We must be bigger than that. The best of our efforts are, if it is true, made when and where they cannot be noticed. It is, however, almost as easy to be alert in the interests of our company as it is to be careless of our company's interest. There can be no question as to ultimate appreciation, and to the right-thinking man, it makes no difference. His duty lies before him. It includes more than a mere prescribed program. It means that he should ask himself at the end of each day: "What have I done, or failed to do today, to 'Hold the business' for my railroad?"

Christmas Time

Another year has rolled around.

And Christmas time again is here:
A time of peace, a time of joy,
A time of love, good-will and cheer.

Each one should try to do his best
To happiness to others give:
A word, an act, a gift; which makes
This world seem good in which to live.

Christ came on earth to all mankind
"The way, the truth, the life" to teach:
He taught that we should "always pray",
Lead holy lives to heaven reach.

If each and all would do their part
All hatred to replace with love;
It would be better here for all
And help us reach our home above.

—James Martin Fox.
Madison, Wis., 1923.



Three Decades of Railway Progress

The Bureau of Railway News and Statistics has compiled the following essential features of railway operation showing a concise review of progress during the period 1892 to 1922:

Item	1892	1922	% incr.
(m) thousands			
Population	65,086,000	110,000,000	69.1
Miles of line operated	162,397	249,231	52.9
Rev. from operation (m)	1,171,407	5,673,735	383.5
Exp. of operation (m)	780,997	4,504,244	476.0
Operating ratio	66.67%	79.39%	19.1
Pass. carried (m)	560,958	1,041,321	85.6
Pass. carried 1 mile (m)	13,362,898	35,663,147	166.9
Receipts per pass. mile	2.126c	3.050c	43.4
Frt. tons carried (m)	706,555	1,908,173	170.1
Frt. tons carried 1 mile	88,241,050	341,018,361	286.4
Receipts per ton mile898c	1.185c	32.1
Locomotives	33,136	66,280	100.1
Wt. without tender (ton-)	1,457,984	6,468,928	344.0
Passenger cars	28,876	55,737	93.0
Freight cars	966,998	2,355,225	143.6
Capacity (tons)	22,240,954	100,192,455	350.5
Employes	821,415	1,642,736	100.0
Compensation (m)	\$468,598	\$2,712,651	479.0
Per employe per year	\$570.00	\$1,651	189.6
Taxes	\$34,053	\$309,478	889.6

What Railroads Spend for Materials

The railroads buy annually 27.8 per cent of the bituminous coal output and about 6 per cent of the anthracite production. Directly they consume between 12 and 15 per cent of the annual iron and steel output and indirectly about 30 per cent through their orders for all kinds of equipment to equipment manufacturing concerns. In the lumber industry they purchase directly 17.5 per cent of the total cut, and indirectly through equipment orders about 25 per cent of the total output. In the copper industry the railroads consume annually about 10 per cent of the copper and brass produced. They also buy large amounts of tin, lead and zinc, considerable cotton in the form of cotton waste. Figures indicating their use of cement are not complete, but a few years ago they were using more than 5 per cent of the output and at present are using a larger proportion. In 1922 the Class 1 railroads used materials and supplies costing \$1,668,000,000. This includes only the amounts expended in process of current operations.

Growth of Public Pay-Rolls Total Wage Bill is Now \$3,820,000,000.

The high cost of government in the United States is demonstrated by figures compiled by the National Industrial Conference Board, which is making a survey of taxation including the relation of the public payroll thereto. According to the board's preliminary figures 3,400,000 persons are now on the payrolls of the federal government, states and the municipalities or other public bodies. This means that out of every 12 persons over 16 years of age who are wage or salary earners, one is drawing recompense from a public payroll. The amount paid in wages from these payrolls is \$3,820,000,000 a year, which is calculated by the board as representing an annual cost of \$91 per year to every person in the United States over 16 years of age who is receiving salary or wages. In other words, the tax-paying class in the United States is required to pay \$91 per year capita merely for the salaries of persons who are on the public payroll.

The board carries its figures to a further analysis which shows that the total amount of the public payrolls is equivalent to a charge of \$34 a year against each man, woman and child in the country.

Equally impressive is the board's assertion that the amount paid to public employes equals 46 per cent of the sum paid in wages to the employes of all factories in the United States producing more than \$5,000 worth of goods per year. Otherwise stated, a non-productive class in this country is drawing almost half as much money for its services as a much larger class whose work is largely the basis of our national wealth and prosperity.

To this disturbing picture the board adds that in spite of the curtailment of the federal payroll from the high peak of the war period, the number of federal executive employes under civil service regulation has been growing rapidly. Exclusive of the military and naval service, it finds that there are now twice as many persons on the federal payroll as was the case 20 years ago.

These statistics give point to the board's contention that: "Outlays running into stupendous figures as above indicated are worthy of careful study conducive to rigorous retrenchment in public expenditures, to elimination of waste and duplication that still exists in our public economy, and to a reduction of needless functions and services that abound."

The necessity for such retrenchment becomes all the more apparent in the light of a striking presentation in a recent bulletin of the Illinois Committee on Public Information. The bulletin pictures our annual tax burden as being equivalent to interest on a mortgage of \$170,000,000,000 placed on all the property in the United States. Such a mortgage would represent, according to the above bulletin, a 65 per cent mortgage on the total worth of the country's property—the position being that of a property owner whose holdings were encumbered up to two-thirds of their value.

Safety in a Nutshell

A fifteen-year-old girl of Detroit has written these slogans for automobilists:

"Drive right and more pedestrians will be left."

"Watch your 'step on it.'"

"Taking the other fellow's dust is better

than 'to dust returneth.'"

"Six feet have awaited many a driver who wouldn't give an inch."—*Boston Transcript.*

A Safety Sign

"Jim, I see that your mule has U. S.

branded on his right hind leg. I suppose he was an army mule and belonged to Uncle Sam."

"No, suh; dat U. S. don't mean nothin' 'bout Uncle Samuel. Dat's jess a warnin'. Dat U. S. jess stands fo' Un-Safe—'at's all."

THE MILWAUKEE MAGAZINE

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The Pension Association

The following letter concerning the Pension Association came unsolicited from the pen of J. D. Welsh, conductor Dubuque Division. It requires no comment other than the acknowledgment of its clear thinking and forceful expression:

Just a few lines to express my views on the Pension Association that came into existence at the last meeting of the veteran employes in Milwaukee September 18 and 19, and to congratulate those who worked so untiringly for the adoption of the pension plan.

There are a good many of us who looked with envious eyes and thoughts on the pension plans of other railroads. These plans provide for a pension the amount of which varies according to the number of years pensioner was in the service of the company and the amount of salary he drew during the last 10 years of service. But to my mind the plan adopted by the veterans is far better. Ours provides the same pension for the lowest paid employe as for the highest, and why should not the man who drew the small pay receive the same pension as the highest paid? In all probability his needs are greater and his savings from his wages less.

There are some who say: "I can build up my own pension," or, "I will do my own banking," but we should remember the motto adopted by our fathers when they brought forth on this continent a new nation conceived in liberty and dedicated to the proposition that all men are created equal. "E Pluribus Unum" was the motto, and if at that time in union there was strength, do we not need unity now? And have we not a beautiful illustration of the strength and power of unity if we take time to figure what the monthly dues, 15 cents from each member, for 50,000 members, amounts to \$7500.00, and for the year, \$90,000.

The monthly dues, alike for all, is to build up a reserve fund to maintain the association, to repay the contributions of those who die before reaching pension age or before being pensioned for disability, and those who leave the service of the company.

And then to figure the monthly assessments for 50,000 members, which I would figure would average \$1.50 per member, or \$75,000, and for the year \$900,000.

Can the fellow who says he can build up his own pension or do his own banking look at these figures and still truthfully say: "I can go it alone just as well."

There have been many cases where men

started to build up a pension for themselves and to do their own banking, and things went well for a time, and then some misfortune came. He is injured, possibly permanently disabled. How quickly the little bank account disappears. Can we not look around among our former fellow workers right in our own locality and easily find somebody who is in just such a situation—brought about by conditions over which he had no control.

How welcome the pension, even \$25.00 per month, would be to him, and don't you think it would be accepted with a better feeling as a pension that he helped to create, than a like amount would be if given to him as charity?

Our pension association does not say that \$25.00 per month is all you will get. Twenty-five dollars is the minimum. Nor does it say that you must be 65 years old before you can draw a pension. After one

I am the Milwaukee

I am the Milwaukee and my rails—
My shining rails—link East to radiant
West;
They find for you the wonders of
world trails
And take you where you will, at your
behest
To sunset lands enchanting, smiling,
smiling,
The world-worn heart of weary man
beguiling.

They take you to far mountain woods'
deep glooming,
Or magic cities, from the prairies
sprung,
Or erstwhile deserts, like the roses
blooming,
Or streams with airy branches, over-
hung,
And deep-toned voices, calling, calling,
The heart and very soul of man en-
thralling.

Or West or East, would you go any—
whither,
I—the great Milwaukee—take you
thither!

—C. B. U.

year's membership in the association, if permanently disabled, you are entitled to pension regardless of your age.

Combinations of capital are necessary. We have it in our federal, state and city governments, in the operation of our railroads, our banks, our insurance companies and in fact in any organization of importance. We need it in our pension association. The fellow going it alone at the end of the year would have \$19.80. What use could he make of that amount? The 50,000

would have \$990,000, the earning power of which at 4% would be \$3600.00 for reserve fund and \$36,000 for pension fund per year, which, added to our assessments, will in a very short time provide a fund from which we can pay a pension of not only \$25.00 per month but, if we all join, we can go far ahead of that.

Fellow employes, this is our pension association, financed by ourselves, governed by trustees of our own choice from among ourselves. We have until Christmas to join. It may be quite a nice Christmas present.

COME IN 50,000 STRONG!

J. D. Welsh,
Conductor Dubuque Division.

"To Puget Sound Electrified"

Engineer Geo. Montgomery
The lure is there in the Golden West.
The lure of the yellow gold.
The lure of wealth and the lure of health
And the lure of tales untold.

There's a trail to wealth in that big out
doors
Over the Great Divide.
And the trail to wealth is the trail to
health
To Puget Sound—Electrified.

The Costliness To Employes of Freight Claims

General Manager J. T. Gillick in a circular letter to division superintendents, Lines East, writes of the cost to employes themselves, of heavy claims for damage to freight shipments.

He says: "Attention has been called to the amount of money paid out each month in freight claims, due to rough handling of freight equipment in yards and in trains.

For the first nine months of this year the total of such claims amounts to \$276,178.00. Think of it—more than \$30,000.00 per month, and most of it because our employes in yard train and engine service do not realize the cost of handling cars carelessly, or that money spent to pay these freight claims is one of the causes for the drastic reductions that must be made in forces to make ends meet.

My attention has been called to a statement made by a yardmaster on another railroad on the subject of rough handling of cars, which expresses my views in the matter:

"I find the big reason for damage to equipment and contents is the fact that the average worker does not know or realize what it means. Some people think that a trainman or a switchman is nothing but a draw-bar buster; he is not that kind of gentleman; he is human. When the case is put up to him he will handle the cars as carefully as 'could be desired.'

Let's see that he knows the situation; I know he will help."

**A Merry Christmas And A
Happy New Year To All**

Radio for Everybody

E. The "A" Battery

Obtain a No. 6 size standard dry cell of at least 1.5 volts electric pressure at the terminals. Figure 7-c shows a make of battery that is one of the best on the market. Other more familiar makes such as Red Seal or Columbia may be more readily obtained.

This battery is for lighting the filament of the vacuum tube. See the details as of Figure 4-a of last August. It is designated as the "A" battery to identify the service it is to be used for, as for instance to differentiate from the "B" battery described next, which is used to furnish a higher electric pressure (22½ volts) at the plate of the vacuum tube. The center terminal is the positive (+) and the side is the negative (-).

In making a support for the "A" battery when mounted with the set, refer to Figure 8. This is made to the dimensions shown and of tin. After the drilling is accomplished, turn up the two flaps at right angles to the strip at "x-y". When bent into shape, the position is indicated in Figure 7-c with hole centers on the two flaps at "J-J". Do not mount this until after the socket is placed. The side of the socket base next to the "A" battery will serve you as a support for that side, and the strip just described can be drawn around snugly such that the two holes will fall about 3 inches apart as indicated in the figure but their distance back toward the socket base is dependent upon the diameter of the "A" battery cylindrical casing and as just noted, is found by actual application.

F. The "B" Battery

Materials needed:

(1) A ½ inch strip of linen tape 9 inches long.

(2) Five 4½ volt No. 751 Eveready flashlight batteries.

Be sure these are fresh. They are dated in advance, that is the date of expiration of the operation guarantee is stamped on them and should be from 4 to 8 months ahead of the time of purchase at least.

(3) Some cord, that is enough to tie the five batteries in a bundle.

(4) Solder and a soldering iron. Perhaps the neighboring tinner will help you. Use no acid flux if possible. Acid is used normally by the tinner. Obtain a 25 cent roll of resin core wire solder, which is easily handled and will serve as a supply for additional work.

Inspection of one of the flashlight units will disclose the fact that one terminal spring copper strip is longer than the other. Holding the battery with the numbered side toward you, it will appear much as in Figure 10-a, with the red advertising slogan strip marked "The original and only battery of quality" to the left. This is indicated in the figure by the shaded area and indicated as area "R". In this position, the positive terminal is the short strip to the right and the negative is the longer one to the left.

With tin shears or other device, snip off all but a quarter of an inch of the longer strip of each of the five batteries. Save these pieces. Each will be about 1 inch long.

Straighten up vertically both the posi-

tive and the shortened negative strip and sandpaper the outside surface of each to a bright finish for each battery. Sandpaper in the same manner, one surface of each of four of the 1 inch strips. The fifth you will not need unless something goes

total of 22½ volts. That is what you are after.

In soldering the strips to the terminals, be sure that the iron has heat enough to melt solder but not so much that it will melt the sealing wax off the tops of the battery units. If the iron is plenty hot enough, the parts can be soldered so quickly that the heat will not carry down into the battery to any great extent. Hold

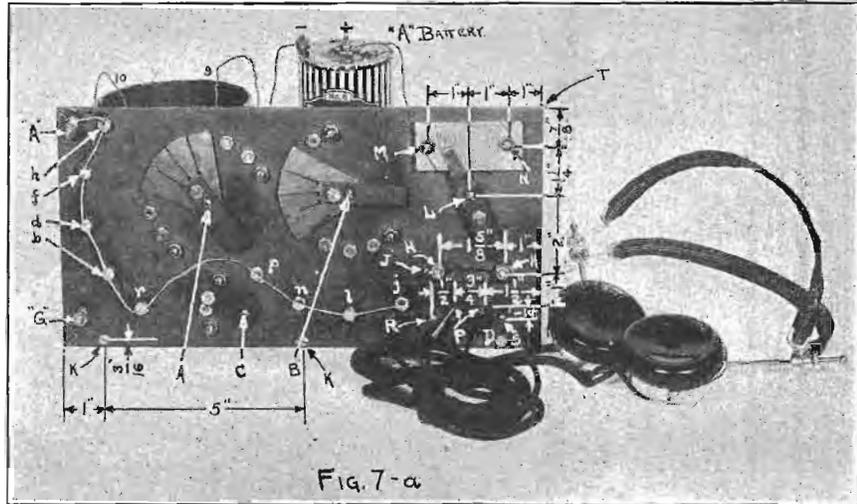


FIG. 7-a

wrong with one of the others in which case the extra strip is available.

To assemble, place the five units side by side such that each neighboring battery is reversed in position with respect to the next. This will cause positive and negative terminals to alternate along one side of the group. Tie these into a bundle in such a way that all their bases are on a plane and each terminal strip

your iron as far away from the wax as possible. If the unit is tipped on its side and the iron applied from under each pair of terminals, and the strip applied across on the top, the most convenient method is had.

G. Wiring and Assembly

In the photographs, the tube is in position. Under no circumstances insert the tube until everything is finished and you have

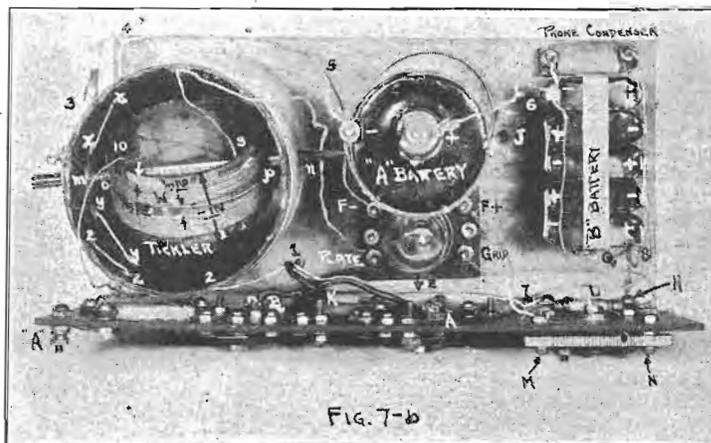


FIG. 7-b

is lined up with the neighboring one on the same side.

Referring now to Figures 10-b and 7-b, connect adjacent terminals of opposite polarity by soldering the strips available, to the battery terminals as indicated. When so arranged, the circuit will lead from a free positive terminal of the first of the series, through that battery, from the negative terminal of that battery to the positive of the second, through the second and connected from that negative to the positive of the third, etc. At the end of the series, there will be another free terminal but opposite in polarity, being negative. In this arrangement then, you are adding up 4½ volts five times to a

rechecked every step of the wiring twice to make sure. Better to spend a little time than burn out a \$6.50 tube.

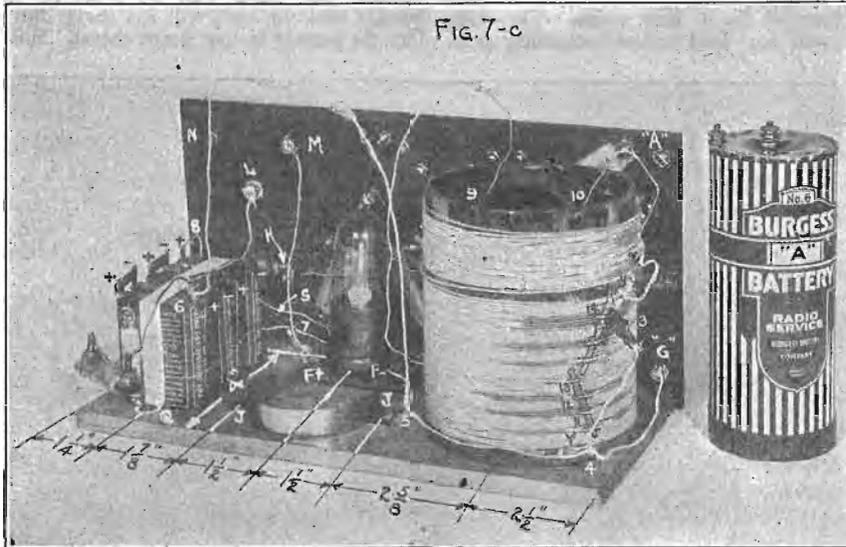
Under no circumstances test out the battery by touching terminals together to see if it sparks. You drain out more power in this manner than you would after an extended continuous use with all circuits properly connected. To do so weakens the batteries to the point where they will not give you sufficient power to operate the set.

The assembly and wiring must be done at the same time. For greatest convenience, this should be done in a systematic manner, working from the inside out so that such items as the batteries will not

be in the way when wiring on the inside surface of the panel. This description will guide you but a little initiative will help a great deal.

Materials needed:

- (1) Eight No. 5 round head brass wood screws, $\frac{3}{8}$ to $\frac{1}{2}$ inch long.



- (2) Two No. 5 round head brass wood screws, $\frac{3}{8}$ inches long.

- (3) Ten washers to slip under the heads of the ten wood screws.

- (4) Five feet of No. 18 bell wire. One foot of No. 14 to No. 16 rubber covered, flexible stranded copper wire. (Ordinary electric light extension cord with the external cotton weave removed will serve admirably.)

Refer now to the wiring diagram of Figure 9. You are to make all connections within the bounds of the Antenna terminal "A" and the Ground terminal "G".

Best connection to the fixed condenser terminals of the Antenna Condenser is made from the front side of the panel. Strip a length of bell wire of covering, fastening one end under the lock nut for terminal "A". Solder to terminals "h" to "j" as indicated in Figure 7-a. (Always be sure you have properly cleaned the surfaces to be soldered. You will save time and trouble by so doing.)

Solder as quickly as possible for the heat carries through to the wrapping on the other side and melts the paraffin insulation. Loop the bare wire much as shown to prevent it from coming in contact with an unwanted place. After this is accomplished, a touch of shellac along the length will give it a fair insulation from possible contact. Any short circuit to this wire merely kills the incoming alternating currents you wish to use to make an audible sound.

Drill two small $\frac{1}{8}$ inch holes as at "J" of this figure at each end of the grid leak fiber strip to lead out connecting wires from the back of the set to be soldered to the nuts of connections at "H-H."

On the wiring diagram, these terminals for the Antenna Condenser are shown in a row, the limits being noted as "h-j". The various fixed condensers are noted as short parallel lines. The contacts "g", "e", "d", "a", etc., as of Figure 5-b, are shown at the right. Variable contact is illustrated by the use of arrows. The four

arrows radiating from a center represent the four leaves of the plate contacts. Centers "A", "B" and "C" are indicated.

To tie these three plate centers substantially and allow for the fact that the screws twist somewhat, the flexible wire (stranded) is used. Figure 7-b illustrates the

to hold the coil in position. The free end is then connected to 1 as shown.

Using some of the supply of bell wire, next connect from 1 along the back surface of the panel and sufficiently far away from various parts as not to come in direct contact, to the nearest hole "J" as of Figure 7-a for the connection of the Grid Leak and Condenser as previously noted.

It would be wise at this time to fasten the panel to the base with three of the No. 5, $\frac{1}{2}$ inch screws as at "K", "K", "D" of Figure 7-a. Those in the picture were flat head screws, but the effect is the same and the round head screws give a more finished appearance to the whole. Insertion of washers under the heads of the screw, while not necessary here, protects the fiber somewhat and will probably furnish a tighter hold for the screw.

Referring again to the wiring diagram, and to the photograph of Figure 7-c, connect Ground terminal "G" and bring around to the negative filament post of the socket. This brings it by points 4 and 5. This also requires the placing now of the socket base.

In Part IV you drilled to holes for the mounting screws as at "D" of Figure 4-b. Under heading "B" describing the Base of the outfit, you located the center position for the socket. Place the socket approximately in that position with the arrow mark locating the position of the tube base pin "E" of Figure 4-b when inserted, and indicated again as "Z" in

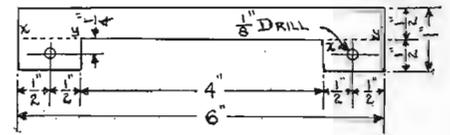


FIG. 8

Figure 7-b, toward the inside of the panel. Using the two longer $\frac{3}{8}$ inch No. 5 round head screws, fasten in place, applying washers under the heads as before. This puts the positions of the socket terminals as indicated in Figure 7-b.

Wherever possible solder connections. If difficulty is met with and the terminal has hex nuts to hold it in position, drawing the wire down tight under the nut will do but is not advised.

Now bring a lead from the Grid terminal of the socket to the other terminal "H" of the Grid Leak and Condenser.

Fasten down the tuner by tightening down with a No. 5 screw through the center of the base and in the position shown with terminal contacts 11 to 14 toward connection 4 as of Figure 7-c.

Solder a short lead to the spring clip 3 and to the ground connection 4. Solder a lead at 5 such that it will reach up to the negative "A" Battery terminal.

method. Centers "A" and "B" are shown. A length of flexible stranded wire is soldered at the ends to the center screws at "A" and "B". Enough extra length is allowed to give full freedom to the twisting of the screws in their centers as variations of condenser values are obtained with the plate contacts on the front of the panel.

At the center of this flexible length as at "K", an additional short length is added to provide more flexibility. The end of this length is shown at 1. A third length must also be soldered to the center "C" and brought to the common center tie point "K". This is hidden from view in the photograph.

Referring to the wiring diagram of Figure 9, and locating connection 1, it is noted that it must in turn connect with connection 2 at the top of the Tuner and to connection "H" of one side of the Grid Leak and Condenser. When the Tuner was first made as in Part I, a free end of 2 or 3 inches was left. The position of this is shown in Figure 7-b at 2-2-2. This indicates the doubling in and out

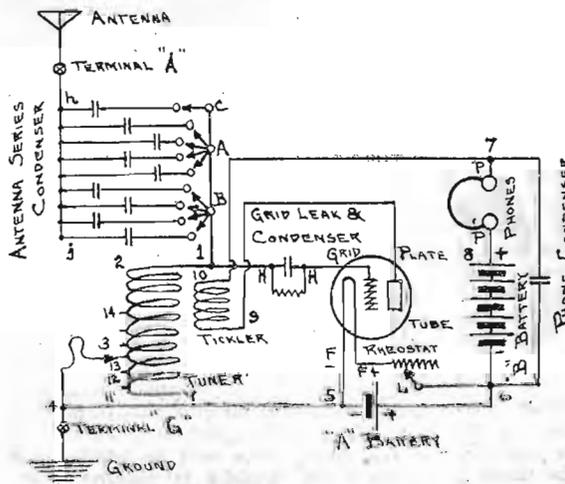


Fig. 9

The length can be temporarily adjusted by setting the battery approximately in place and cutting the connection to length.

Place the rotating Tickler coil in position within the Tuner as in Figure 7-b. Loop the free ends out from the top as at 9 and 10 of Figure 7-a. When inserted, make sure that the windings of the rotary Tickler are such that they loop around the cardboard core in the same direction as the windings of the Tuner.

Connect the free end of the Tickler 9 to the Plate terminal on the Socket base. Connect the free end 10 to one of the two clips used for the phone Jack. This is at connection 7 and can be seen in Figure 7-c, where the ends of that clip contact are indicated as at "S." The connection is carried on to one side of the Phone Condenser as may be seen at 7 in Figure 7-b.

The position of the Phone Condenser is dependent upon the location of the "B" Battery so that the wire from 7 must be clipped with enough allowance for any final variations in length necessary.

In locating the "B" Battery, double over the end of the linen strip for strength, and with one of the 1/2 inch screws and a washer, fasten in place as at "Q." This point was previously located. Set the "B" Battery up against "Q", draw the linen strip over tight and down at the other end, fastening in place there (see Figure 7-b) in the same manner. This should so be placed that the positive free end of the battery is toward the panel.

Connect this positive end 8 to the other Phone Jack clip contact at "P".

From one end of the Rheostat strip as at "M" of Figure 7-c, connect to the positive F (filament) terminal of the tube socket. From the rotating center "L" for the Rheostat contact connect to the negative free terminal of the "B" Battery. From this negative contact also, connect to one side of the Phone Condenser, which can now be placed. The other terminal of the Phone Condenser can now also be connected to the lead from connection 7 already applied. Place in position as in Figure 7-b.

From the negative terminal of the "B" Battery which is connection 6 for the wiring diagram, attach a lead for the connection to the positive or center terminal of the "A" Battery. As before, the length can be determined by temporarily standing the battery in place until the wiring is properly cut to length.

All that remains now is for the "A" Battery support as of Figure 8, to be put in place. As previously noted, set the battery in place as in Figure 7-b, pushing it up close to the socket base. Then bend the tin strip to the curvature of the battery casing, fastening into place with the remaining two No. 5 round head screws. This will be as at "J"- "J" in Figure 7-c.

Except for final adjustment, determined by actual trial the set is now ready for application to the Antenna system. The erecting of the same, the adjustment and operation of the set and notes on broadcasting will be included in Part VIII. of next month's magazine.

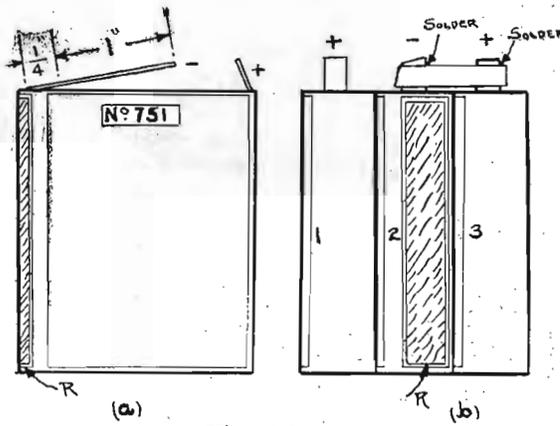


FIG. 10

In the meantime, keep good care of your vacuum tube, do not connect the "A" Battery but leave the connections free as in Figure 7-c until ready for trial, and leave connection 8 of the positive end of the "B" Battery disconnected to make sure that nothing happens to it. Normally nothing will flow from the "B" Battery properly connected unless the radio circuit with the tube lighted, is in operation. This is only a precautionary measure.

Purchase a pair of Headphones. As in the case of the tube, the Radio Editor will be glad to help you locate a pair. The cost of the Phones in the photograph complete, was \$6.00. Those shown are very good ones, especially for the price, and are "Brandes-Superior". The cost of a complete set, headband, cord, and two phones may run as low as \$3.00 in cheaper grades. These will serve the purpose admirably, the difference in grade oftentimes not being noticeable in a receiver such as you are building. A single phone and single cord for it without headband may run as low as \$2.00. To have a complete set is preferable so as to cut out room noises, and various sounds other than from the radio set.

Tuned In

Handling a Woman Electrically

Pullman axle lighting apparatus and terms furnish a complete compendium for handling a woman, no matter what her mood may be. Complaint and cure have been worked out ingeniously by Electrician N. Schnapp of Minneapolis, in the Pullman News, as follows:

- When a woman is sulky and will not speak—Exciter.
- If she gets too excited—Controller.
- If she talks too long—Interrupter.
- If her way of thinking is not yours—Converter.
- If she is willing to come half way—Meter.
- If she will come all the way—Receiver.
- If she wanted to go further—Conductor.
- If she would go still further—Dispatcher.
- If she wanted to be an angel—Transformer.
- If you think she is picking your pockets—Detector.
- If she proves your fears are wrong—Compensator.
- If she goes up in the air—Condenser.
- If she wants chocolates—Feeder.
- If she sings inharmoniously—Tuner.
- If she is in the country—Telegrapher.

- If she is a poor cook—Discharger.
- If her dress unhooks—Connector.
- If she eats too much—Reducer.
- If she is wrong—Rectifier.
- If her fingers and toes are cold—Heater.
- If she gossips too much—Regulator.
- If she fumes and sputters—Insulator.
- If she becomes upset—Reverser.

Secrets of Success

Success is not made by lying awake at night, but by keeping awake in the daytime.

Did you ever notice that the quietest thing about a busy man is his tongue?

There was a man in our town
With gasoline on the brain;
He jumped into his motor car
And ran into a train.

And when he saw what he had done,
With all his might and main
He jumped into another car
And hit another train.

—Tyrone Special.

The rooster, like a lot of men,
Can crow to beat the deuce,
But when you crowd him for results
You find he can't produce.

—Tyrone Special.

Uncle Knew

A little boy from Canada, who had never seen a negro, was riding in New York with his uncle when he spied a colored lady.

"Uncle, why does that woman black her face?"

"She doesn't; that's her natural color."
"Is she black like that all over?"

"Why yes," uncle replied.

The boy looked up beamingly at his uncle. "Gee, uncle, you know everything, don't you?"—Exchange.

Yes, We Have No Car Shortage!

Yes, we have no car shortage;
We have no car shortage today.
We have loadings by millions and ton-
miles by billions.

And all kinds of freight, and, say,
We have no old-fashioned embargoes,
As soon as you load it the car goes,
But—yes, we have no car shortage;
We have no car shortage today.

—H. F. L. in the *Railway Age*.

But Some Don't at Crossings

"Stop, look, listen!"
The reflective man stopped to read the railway warning.

"Those three words illustrate the whole scheme of life," he said.

"How?"

"You see a pretty girl; you stop; you look; after you marry her you listen."—*Ladies' Home Journal*.

"Willie," said the teacher, "give me three proofs that the world is actually round."
"Yes'm," said Willie, cheerfully; "the book says so, you say so, and mother says so."—*Ladies' Home Journal*.

They Learn Early

"What has become of the tin locomotive and train of cars I gave you on your birthday?"

"All smashed up," replied the small boy.
"We've been playing government ownership."



From The Bureau of Safety Accidents

Accidents cost the lives of 75,300 persons in the United States last year. Nearly one-fifth of the total number were killed by automobiles. Taking a daily average, 206 persons were killed each twenty-four hours during the year. Of these, 38 were killed by autos, 35 in accidental falls, 19 were drowned and 16 burned.

One hardly knows whether the sum total or the details make the more ghastly reading. Certainly, no such life toll is necessary. A large majority of the deaths called accidental should be labeled "Killed by carelessness." The safety societies are doing their utmost to lessen the slaughter, but, so far, with no visible effect.

Much has been written and said regarding the mottos "Safety First," "Safety First and Last" and "Safety First, Last and all the time," but, despite all that has been written and said, the unnecessary killing and maiming of people still continues.

There seems to be a fixed idea in the human mind that it is the other fellow who should exercise caution. When one glances at a sign bearing the legend "Stop, Look and Listen" or others conveying warnings, it is, in most cases, but a momentary glance, and, "Like the snowflake in the river, a moment there and gone forever." We pick up our newspapers and scarcely a day passes but what we read of some fatality or accident, which immediately causes us to reflect that it was CARELESSNESS that caused it, and if WE HAD BEEN THERE, it would never have occurred. This is a bad way of thinking, it would never have occurred, and I believe is the secret of the whole thing, how so many people are hurt and killed and why so much indifference is shown by the majority regarding the value of human life and limbs. Nothing can bring home to a man the meaning of the word CARELESSNESS with so much force as when the CARELESSNESS of another hurts him or his immediate family. It is then, and then only, in many cases, that the full significance is made clear to him. This indifference to the suffering of others has caused more accidents than all defective machinery, appliances, ignoring of safety rules, etc., etc. put together.

Safety appliances of many kinds have been invented and applied to prevent men from being hurt or killed. Placards have been posted in all public places picturing almost every possible kind of an accident that could occur in connection with trespassing on the right of way, stealing rides on trains, crossing tracks without being sure whether trains were coming or not, allowing some defective part or parts to still remain that way, because they did not have the time or were too indifferent, taking undue risks, etc., and these pictures have been supplemented by others showing maimed, dead and dying, heart broken widows and fatherless children. Yet with all the publicity that has been given these matters the killing, maiming and injuring of men still goes on, with its attendant suffering of those depending on them. If we

examine the matter carefully we find that almost 70% of all accidents are preventable and are only caused by the indifference of the man or men involved. "Never put off until tomorrow what you can do today" is just as good a saying now as when first uttered, but in many cases the modern method is "I haven't time today, I'll do it tomorrow." But we have no tomorrow to tighten that loose bolt, put this pin in, or pick up that piece of iron that a man stumbled on, and place it out of the way. Why dally with lives that are precious and cause untold misery and suffering to innocent women and children. Why pass it to the other fellow to look after when the application of common sense and a feeling of humanity prompts you to DO IT NOW. Regrets, after an accident has happened, cannot give a man back his life, make him whole or feed his family.

It is up to each one of us to practice what we preach, from the highest official to the humblest laborer. Don't wait for the other fellow to do it. We are all apt to be like the old farmer who mended his harness with old baling wire, who when remonstrated with about it, said, "Oh, I'm pretty near home now, it'll do till I get there." Yes, it may, but the risk is there, and that, combined with the indifference shown, causes the accident.

*P. F. Walsh, Roadmaster,
Rocky Mountain Division.*

Precaution a Preventive of Accidents

On account of the great number of deaths and injuries both to employes and others the railroads of America took means by which they could lower the number of fatalities and injuries which were taking place. They, therefore, issued instructions to their employes and started a Safety First campaign.

Perhaps no occupation affords one a better view of the carelessness of mankind as does that of the railroad game, especially that of the engineer.

Safety First means the protection of your train and the public in general. In the protection of the public we mean the autoist more or less because more deaths occur by trains striking autos on highway crossings than perhaps any other way. No doubt the percentage could be cut down by cautioning the man who drives the automobile and also by making the crossings more safe. Often times the view of both the driver of the car and the engineer is obstructed by the high growth of weeds, perhaps a grove of trees or other minor causes, which if removed, would be in interest and profit to the railroads. At the same time the driver of the automobile should be impressed with the seriousness of racing across tracks just for the sport of it or racing up to the crossing and then throwing on the brakes just for the thrill of it. Especially must the autoist be careful at a crossing over a double track making sure that the way is clear in both directions before proceeding across.

And to the employes themselves they often are careless because of their confidence in themselves. Switchmen in making up trains should not venture between cars to

adjust knuckles until they satisfy themselves that everything is safe. Also track should be inspected after a serious storm as often times this is the cause of a great number of lives being lost.

And for the engineer he should always be in full control of his train, testing at various times the air brakes such as before coming to a meeting point, draw bridge or interlocking plant. Also to repair all steam leaks inside and outside of cab as this freezes on windows and obstructs one's views to a certain extent. It is good also to have a clear sounding whistle and bell.

In conclusion if precautions are taken heed of, which are issued by the railroad company to the public the Safety First campaign will indeed be a success to both the railroad and the public.

Geo. Miller, Engineer,

Des Moines Division.

Cooperate with Our Employers in Safety First

Safety First, as we all know from studying our book of rules, is of the greatest importance in discharge of our duty, and since this most important feature of railroading has been given more careful thought by both employer and employes, the older men, as well as the new ones, have been cautioned against a great many unsafe practices that were common among the men in their haste in performing their duties.

Some of these were kicking drawbars into position, getting on and off cars and engines moving too rapidly, riding too close to end of cars while in motion where a sudden stop might throw them off, adjusting couplers of moving cars, "Kicking" cars too hard so men helping are liable to injury if they try to get on to set handbrakes, improper use of the air, rough handling of cars.

This is one item, I wish every engineer to consider very carefully. We have recently received air brake instructions book MP 124, by studying it carefully I think we can overcome and avoid a lot of rough handling, which alone means dollars and cents to the company, but liable to cause injury to our fellow workman as well, and a great many other unsafe practices that all railroad men are familiar with.

A great deal has been done by the company to promote safety for the employes as well as the traveling public, by giving better clearances along tracks, keeping rubbish from between tracks where men have to walk in performing their duty, careful inspection of equipment and making prompt repairs where needed, in giving better views at public crossings at grade and in a great many other ways that might be mentioned.

Not any of the above mentioned practices or conditions seem to be of much importance, but any one of them may result in a small accident or might mean death to us or one of our fellow employes.

In this Safety First move, we, as employes, do not have just our own personal safety to take into consideration, but the safety of all who are working with us or

members of a crew who may have work to do a little later on in the same territory, or, the lives of a trainload of passengers that may be following may depend upon the safety movement that you may make as you precede them.

To you, who have never been called upon to care for a fellow employe that you have worked with, have learned to know as a brother, it is hard to tell you how you will feel. If such a case does happen, it is a great satisfaction to know that his injury or death, as the case might be, is not the result of some carelessness on your part.

Safety First has meant to us all that our positions have been made much more desirable, and by so doing is drawing a better, more careful and desirable class of men into the service. It is making more happy homes among the employes of today than in the past, for many are the homes that have been brought to deep sorrow by the bringing home of a father, or son, as the case might be, injured for life or possibly dead, the result of just a little careless act on his part or someone with whom he has been working.

While there has been a great deal done in the way of Safety First I believe that if each and every man would make a practice of calling someone's attention to one unsafe practice or condition a day, that we will be able to meet with greater success than we have in the past. How can we do any better work for our employer and do more justice to ourselves and fellow employe than to prevent an accident or save a human life.

Safety First should always be our first consideration and in so doing, we cooperate with one of the finest and best railroads in the country, who have always given their employes first consideration and if we practice co-operation I am sure we will all make a success of it.

*Paul F. Schultz, Engineer,
Ladd, Illinois.*

Take No Chances

The "Safety First" movement was founded upon a principle, and knowing the principle to be sound, the railroads as well as other industries, have put forth every possible move to prevent injuries, and lives, to this great nation of ours.

How can the "Safety First" movement best serve the nation? Replies which, summed up, said substantially, "Keep right on doing what you've started out to do, to make the movement appear in the 100 per cent column?"

The safety idea has been hammered home to countless industrial workers by various means, fewer accidents, especially fewer fatal accidents, and a great reduction in the number killed, are on record to show that safety is the only method.

There are times when suggestions are presented that need correction, and the logical course to pursue is kept right after them until they are corrected. Employes are going the limit at this point to insure safety, by correcting the individual doing a wrong, shows a spirit of co-operation with the safety movement.

Some of the many accidents are left to blame on unsafe practices, or violations of safety rules, insecure scaffolding, poorly constructed ladders, boards with protruding nails, workmen grinding, chiseling, or using defective tools with a mushroom head, and not wearing safety goggles. Detecting and explaining these defects, because they, almost without exception draw the largest number of answers.

Here is a point that it might be well to touch upon, that is, the thought may enter your mind to take a chance. Don't dare to take these chances, and by doing this we will accomplish results. A little warning to the one who is following the term of being a chance taker may save an injury or probably his life.

A little warning to any person operating an automobile when approaching the danger zone of a railroad crossing. "Stop your car until the speedometer shows nothing," "Look both ways," "And Listen." The results will be "No Accidents," "No lives lost on this Crossing." The railroads have signs of every description, swinging devices and numerous other sayings of warning placed on railroad crossings and if you don't yield to these warnings—"YOU ARE NEXT TO GO TO THE BONE YARD."

Frank Artus,

Dubuque Shops Car Department.

Some Observations on Safety First

There is an old saying that runs something like this: "Self preservation is the first law of nature." To me, there seems to be a very intimate relation between this law and the Safety First movement. Safety First is first a state of mind and until a fellow gets in that frame of mind about preserving, not only his life, but his finger nail, toe nails, eyes, and all of his limbs and bones, he hasn't progressed very far along Safety First lines. Most people will spend their last nickel to preserve their lives if they get sick and it would be a hard matter to find any one who felt real happy if he ran a nail in his foot or cut his finger. Yet, a big majority of injuries and accidental deaths can be avoided and you don't have to spend your last cent to avoid injury or accidental death.

All you have to do Mr. Employe, wherever you are or wherever you work is to take a little more interest in practicing and preaching Safety First right along in your every day work. Don't kid yourself into thinking that the company is trying to teach us a little Safety First sense because of a few dollars in it for them. The Safety First movement is bigger than any company and when you use your thinker and see the relation between self preservation and Safety First you will keep practicing and preaching Safety First even if the company never said another word on the subject.

Let me call your attention to Safety First from another angle. A wise man once said: "Whatsoever ye sow that also will ye reap." That is a plain statement of fact. We all know if we sow corn we reap corn and so on down. What a good many of us don't seem to realize is, that if we have lazy or careless thoughts about ourselves and our work we reap that sowing of careless thoughts in some careless act about our work that in turn causes our bodies or someone's else body to get hurt. There is a very close relation between a man's mind and members of his body and between his mind and his fellow workers. Let's say for example, you are one of these fellows who say: "To hell with Safety First, the company isn't caring much, why should I?" Listen, you are sowing a careless thought and it not only works out through you by you doing risky things like kicking a drawbar while making a coupling, taking chance crawling under or between cars, but because you are doing these things, some of your associates are practicing risky things and they may jeopardize your very life sometime or other. Isn't it worth a thought or two along these lines?

Again, did any of you ever think of Safety First as an educational movement for anything more than Safety First? Let me see if I can interest you.

You read and hear considerable now days about service, a square deal and the golden rule from all classes of people and it indicates that we as a nation, are being educated to think along lines of service whether we represent capital or labor.

I recently heard a lecture on capital and labor delivered by a professor of economics from the University of Minnesota. His entire lecture consisted in showing that the enfranchisement of labor along industrial lines was coming. However, he stressed this point. That only by education along lines of service and responsibility can labor hope to have an active part in the management of industry.

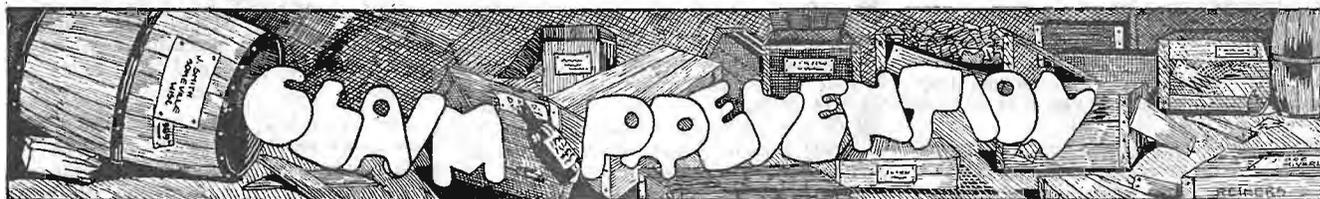
Here is a man who has given long years of thought to this question and it is worth a few moments of serious consideration by you fellows who are strong for the Plumb Plan or Anderson Plan or any other plan along industrial democracy lines. Knocking private control and yet making no effort to fit yourself to help run your end of the business better, isn't going to get anybody anything. If anyone thinks he is going to "Sit Pretty" and have a nice easy job with short hours and big pay when that time comes, without furnishing first class service, he will have another guess coming. If there is ever an industrial democracy inaugurated, say on the railroads, it will be because a majority of the workers have fitted themselves for it by understanding the meaning of service and producing it in shape of first class work.

You ask what has all this to do with Safety First? Just this: Safety First meetings are one of the schools that is helping you and your fellow workers to be more responsive to not only your physical safety while at work, but it helps to stimulate your mental powers by bringing out new ideas for Safety First tools, equipment, and methods. By attending meetings you rub shoulders and exchange ideas with not only your local officials but quite frequently your general officials. This is educational for both employes and officials.

Whoever heard of a general official of thirty years ago asking for suggestions from any employe that would better the service. Yet it is a common thing now for our own president and general officials to ask employes for suggestions to better the service. Our superintendents have their weekly meetings with the different division officers to talk things over. These men practically have all come up through the ranks. While we cannot all be officials, there isn't much of anything except ourselves to keep any of us out of these jobs. In other words the more we educate ourselves along our particular railroad work, the nearer we get to the day when we will have a little more responsibility and say so and incidentally a little more coin of the realm at the end of the month.

In conclusion we might sum up the whole Safety First movement by paraphrasing Daniel Webster's "Eternal vigilance is the price of Liberty" into something like this: "Eternal vigilance is the price we pay for Safety First of mind and body."

*Frank V. Winsor,
Locomotive Engineer Musselshell Division.*



Rough Handling In Yards

The question is "How are we going to bring the rough handling damage down to a reasonable figure?"

Damage to equipment is not always immediately apparent to the eye; a car being a structure that has more or less resilience in itself, its parts will go through a very considerable amount of deformation before it breaks. This deformation of parts is not apparent, but shows at some future time, when, under careful handling, it fails to withstand the strain, and develops defects responsible for loss and delay.

Too few men engaged in the handling of cars realize that draft gear will absorb a shock of not more than two miles per hour, and its frame must absorb any speed in excess of that figure. This illustrates the necessity for holding striking speed down to a point where no draft gear in common use, goes solid, if rough handling damage to freight is to be held down to a reasonable figure.

The following switching rules were issued by assistant general manager of one of the western lines:

1. Discontinue the practice of giving violent signals while switching, except in cases of extreme emergency or when necessary to avoid accident. Move engines and cars in switching so violent signals will not be necessary.
2. Use caution signal before final signal is given to stop so slack may be bunched by weight of engine before using air.
3. The practice of switching with more than twenty (20) cars be discontinued at all points except where the physical conditions make it impractical to comply with this rule, and then only upon authority of the superintendent.
4. Shove all cars to rest before uncoupling when loaded with shipments covered by explosive rules, live stock and eggs, also machinery, traction engines, vehicles, etc., loaded on open cars. Other commodities to be handled under direction of local officials.
5. Discontinue the practice of fully applying brakes in emergency and holding same applied until the slack in cars being handled is bunched, or stretched, when switching, unless necessary in order to avoid accident.

Since there is about ten inches of slack in draft rigging of each freight car, 66 feet in a train of 80 cars slack is an important factor in the handling of trains.

"In tipping over a hill some men are prone to hold their engine open working a full head of steam until a desired speed is attained then shutting off with a bang. With an engine that drafts poorly the result to the way car is nothing less than a collision."

"No locomotive has been built that could start a train 85 cars long if that train were welded into one solid piece, but each car starts separately beginning with the engine and to stop these cars with as little jerk as possible, is to understand the control of slack motion."

Some Errors Caught By Our Receiving Clerks

November 1, four castings billed to Beloit, Wis. Goods were marked Janesville, Wis. Shipper authorized change in marking to Beloit.

By Receiving Clerk Frank McMahan.

October 29, 100 empty cheese boxes for Cambria, Wis. Billed weight was 1400 pounds. I reweighed and set up the weight to 2000 pounds.

October 30, from the C. B. & Q. Ry., four crates of auto parts billed Repair Auto Renewal Co., and marked Kohm Auto Co. Connecting line would not give correction and goods refused.

By Receiving Clerk C. Johnson.

November 6, to Williamsburg, Ia., ten packages of groceries, eight of these packages marked Williamsburg, W. Va. Secured correction from shipper.

November 5, one carton of dry goods overloaded and not in the proper shipping condition. Returned to shipper.

November 5, to Albert Lea, Minn., 55 cartons of candy. Three cartons not marked. Held shipment and had them marked.

November 3, to Freeborn, Minn., four packages of groceries. Bill of lading not legible. Took up with shipper for correction.

November 3, to Green Island, Iowa, fourteen packages of

groceries, five packages marked Green Island, Ill., and two packages marked Green Island, Ind. Reported to shipper and secured correction.

November 3, to Helena, Mont., eight pails of candy. Consignee's name shown on the tags attached to pails could not be read. Had shipment remarked.

November 2, to Des Moines, Ia., 30 bundles of paper bags. Five bundles not marked. Held and had shipment marked.

November 2, to Le Seur, Minn., 12 packages of groceries which were marked Le Suer Center, Minn. Had billing corrected.

October 31, to Cresco, Ia., one case of dates and one barrel of candy. The barrel was marked Charles City, Iowa, and I secured authority from the shipper to change to read Cresco.

By Receiving Clerk R. Reiner.

October 29, to Sparta, Wis., four crates of castings; two crates marked Sparta, Ill. Secured correction from the shipper.

October 30, to Hettinger, N. D. Goods were marked Hettin-ger. S. D. Secured correction from shipper.

November 1, to Montivedeo, Minn., shipment of groceries all marked Montivedeo, S. D. Secured correction from shipper.

October 31, to McGregor, Iowa, shipment of groceries all marked McGregor, Ill. Held shipment and secured correction.

October 31, to Spring Green, Wis., shipment of groceries all marked Spring Grove, Wis. Held and secured correction from shipper.

November 2, to Neenah, Wis., shipment of groceries marked Necedah, Wis. Secured correction from shipper.

By Receiving Clerk Fred Wendland.

October 30, to Zenda, Wis., 16 bundles of lumber. The bill of lading read Henda, and the goods were marked Benda. I refused shipment, and the driver called up his people who authorized both the bill of lading and the marking of goods changed to the proper destination.

November 5, to Cedar Rapids, Iowa, one box of bolts. Goods were marked Cedar Rapids, Mich. Held freight and secured correction from the shipper.

November 5, to Mayville, Wis., three crates of wagons. Goods were marked Mayville, Ill., and I secured correction from the shipper.

November 1, to Sioux City, Iowa, three cases of registers. Goods were marked Minneapolis, Minn. Connecting line would not authorize change and goods were returned.

By Receiving Clerk L. Murphy.

October 31, to Arlington, Iowa, 26 single chairs. The goods were all marked Aplington, Iowa, a point on the Illinois Central Ry., and freight was refused.

November 1, six plates of steel and one box of tools. Four of the plates were marked Janesville, Ill., and I held shipment securing correction from shipper.

By Receiving Clerk J. Wagner.

November 1, to Graceville, Minn., ten cases of mineral water. The freight was billed to Graceville, Ill. Changed bill of lading authority of the shipper.

November 3, to Helena, Mont., three boxes all billed to Helena, Ark. Secured authority from the shipper to change to read Helena, Mont.

October 29, to Durand, Ill., two packages of groceries, both billed to Durand, Mich. Held freight and secured correction in billing from the shipper.

October 31, to Emmetsburg, Iowa, two boxes of drugs billed to Emmetsburg, Ill. Held freight and secured authority to change billing to read Emmetsburg, Iowa.

October 31, to Wahpeton, N. D., 7 cases of coffee. Goods were marked Breckenridge, Minn. Held shipment and got authority to change the billing to read Breckenridge, Minn.

By Receiving Clerk A. Keenley.

October 30, to Fox Lake, Ill., 25 bags of flour. Two sacks were discovered badly torn when delivered and were refused and returned.

October 31, to Seattle, Wash., two cases of chemicals billed 400 pounds. The weight looked small upon weighing, I set weight up to 550 pounds.

November 1, to St. Louis, Mo., four cases of stands routed Wabash. Called up shipper and told him we could handle, and he authorized routing our line.

November 2, to St. Paul, Minn., one case of dry goods routed

C. & G. W. Called-up shipper and he authorized the routing changed to our line.

November 1, to St. Paul, Minn., ten sacks of seed. Goods were all marked Minneapolis, Minn., and I held freight and took up with shipper who instructed me to change billing to read Minneapolis.

November 1, to Minneapolis, Minn., one box of toys routed Soo Line. I called up the shipper who authorized freight forwarded by our line.

November 2, to St. Paul, Minn., three cases of dry goods routed C. & G. W. Called up shipper who authorized routing changed to our line.

November 2, to Rockford, Ill., two bales of leather routed C. & N. W. Ry. Called up shipper who authorized routing changed to our line.

November 2, to St. Paul, Minn., two castings routed Soo Line. Shipper gave authority to reroute our line.

November 2, to Platteville, Wis., three packages of castings. The freight was billed to Platteville, Ill. Goods were marked Waukon, Iowa, and Platteville, Wis. I held freight and called up shipper who authorized all packages remarked to Platteville, Wis., and billing changed to read Platteville, Wis.

November 3, to Pittsburg, Kansas, one barrel of paint. The bill of lading read Pittsburg, Pa. I held shipment and secured correction by telephone to change to read Pittsburg, Kansas.

November 6, to St. Paul, Minn., three cases of dry goods routed C. & G. W. Secured authority from the shipper to reroute our line.

By Receiving Clerk R. Norcross.

October 30, one case of dry goods. When unloaded from the

wagon I noticed goods looked like they had been recovered but no notation on the billing. Had shipment invoiced and put check of contents on the billing before receipting for the same.

October 30, from the B. & O. Ry. to Waterloo, Wis., one case of leather goods. The billing read Waterloo, Iowa. Connecting line would not give correction and freight was refused.

November 1, from the B. & O. Ry., shipment for Waterloo, Iowa. The billing originally read Waterloo, Wis., and had been changed with pencil to read Waterloo, Iowa, without any authority for the change being shown. Reported this error to connecting line.

By Receiving Clerk E. Dillon.

Real Claim Prevention At Chicago Freight House

F. M. McPherson, agent at Chicago freight house, submits the following to his superintendent, showing that his freight house organization is accomplishing real results in freight claim prevention.

Six oint HERE (f)

"Chicago, November 9, 1923.

"Mr. C. L. Whiting, Supt. Terminals, Chicago.

I am sending herewith a copy of our claim prevention bulletin No. 9. These bulletins are made up in order to give us a line on the different errors that have to be watched for and detected by the receiving clerks in our freight house to prevent claims. These bulletins are passed among the receiving clerks so they can see what their fellow employes are doing, and they themselves keep on the alert in receiving and receipting for the business we handle. Had any one of the errors reported been overlooked by the receiving clerks, undoubtedly a claim for considerable money would have followed.

F. M. McPherson, Agent."

Some Christmas Gift Suggestions

For HER, you might get a lovely pearl bead necklace, either in one string or a twisted strand, and these cost all the way from \$25.00 up. \$25.00 buys a really handsome necklace. Others come as low in price as \$5.00, of indestructible pearl.

Toilet ware in sterling silver, ivory or shell is always an acceptable gift, especially as a set may be started one Christmas and continued until completed, including hair-brush, hand-mirror, manicure articles, brushes, powder boxes, etc.

Every woman likes a dainty little clock for her dresser, and these may be had in countless designs and materials for the case.

There are mesh and bead bags of innumerable variety and wonderful beauty. Also vanity cases of the most fascinating design and finish.

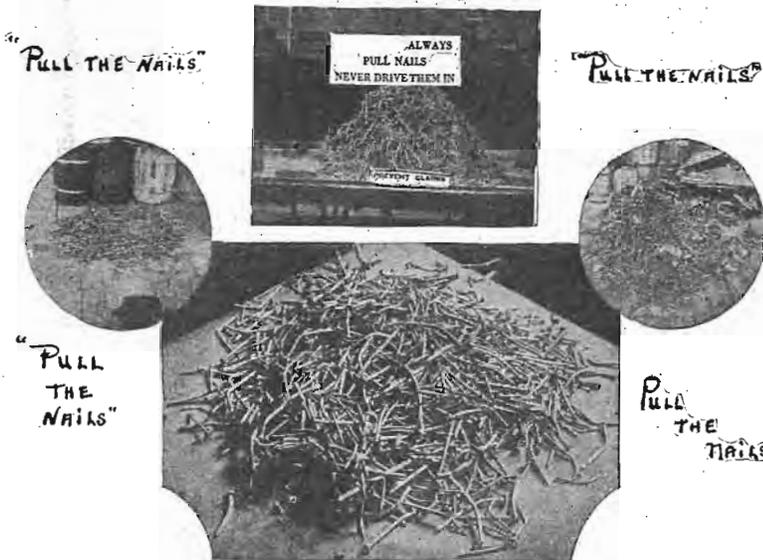
For HIM, a green gold pocket knife, engine-turned handle, two blades of stainless steel, \$5.00. Another of gold, engine-turned handle, one blade and one file, \$3.50. A combination knife and cigar cutter may be had in green gold, \$7.50. Gold Ever-sharp pencils and fountain pens \$20.00. Those of filled gold are much cheaper and quite as practical a gift. A signet, stone-set or emblem ring is always acceptable. These may be had in solid gold from \$10.00 up.

For the home you can't go amiss on adding a piece of silver of the same pattern as that in use, or something that approaches it in design and weight.

A box of stationery, initialed, to make it strictly individual and personal, is a lovely gift for any friend, man or woman. Mah Jong sets offer a wide field, especially as to the money outlay because they are priced all the way from \$4.00 for the little wooden sets to several hundred for the carved ivory ones, of real Chinese handiwork.

The realm of hand-wrought linen is limitless; but particularly lovely and popular just now, are the little towels and oblong doilies of Italian linen. These may be had from \$1.25 up. There are bridge sets of this same kind and quality of linen priced from \$9.00 up; and 13-piece luncheon sets that run from twenty dollars up to fabulous sums. But they are beautiful,

"Pull The Nail"



C. M. & St. P. Bowling League, Green Bay, Wis.

By the Secretary

The C. M. & St. P bowling league started their initial season Monday evening, October 1, 1923, on the Community Club alleys and what razz parties we have been having ever since, hard are the burdens of the captain of the leading team, John T. Dinwoodie. The teams sure are a great advertisement for the C. M. & St. P. and

ron, red on white, "The Chicago, Milwaukee and St. Paul, To Puget Sound Electrified" and a splendid showing this makes 30 men strong, and then see Superior No. 6, Superior No. 31, Superior No. 3, Superior No. 23, Superior No. 2 and Superior No. 10, posted in big letters up on the blackboard and holding our own with any of them.

To H. C. Ballard, captain of No. 3 team goes high honors holding high single game

The team standing up to date are as follows and what a race:

Team	Won	Lost	Pct.
Superior No. 6.....	14	7	.667
Superior No. 31.....	12	9	.571
Superior No. 3.....	12	9	.571
Superior No. 23.....	10	11	.476
Superior No. 2.....	8	13	.381
Superior No. 10.....	7	14	.333

the Superior Division. When you come out to the community alleys on Monday evenings you will have no trouble locating the boys, each man on his trusty left arm wears his coat-of arms, the silk chev-

234, although closely followed by H. Ellsworth 232, H. Washburn 229, Geo. Berghauser 223 and P. Larscheid 223. High 3 game John Hendricks 629, not so bad, is it?



SPORTS

T. I. WALSH, Editor



The Chicago Bowling League

It has been rumored that the reason the rooters accompanied Eyres of the A. F. E. bureau in his weekly trips to the employes league was to encourage him to keep the far end of the alley as devoid of pins as his head is of hair.

It is not known what symbol of good luck Rau has, but it has been noted that since he resigned from the comptroller's team that they have consistently won. Maybe the improvement is due to Krizek replacing him.

Belzer won the rubber stils for consistent rolling 116, 198 and 126. The 198 game, by the way, was the largest total ever rolled by him in his long career as an accountant.

Will someone please suggest that the captain of the team be fined for the bowling nights that he does not appear. Maybe Davies' absence as head of the assistant comptroller's team is due to his desire to improve the team's standing.

Forman's oculist evidently disappointed him the other night for the reason that he kept asking "Are there six pins standing" when there were only five on the alley. I am unable to account for the reason other than the above.

The Editor will be glad to know what the car accountant's team scored in the Chicago bowling tournament. We are always glad to afford every publicity to meritorious work. What are the rumblings in the distance?

We understand Hegardt didn't show up the other night account of a somewhat damaged eye and other bruises sustained in a football game. Bubbles, how many do you suppose will believe you?

Gavin is up in arms again. 635 in one series and the following series with another 600 score. However in this last series his high game was 259.

Krumrei, "The Dancing Master," is again practicing his "Dance of the Strikes." With a little more practice he will soon be giving his customary exhibitions. Come ye one and all and see the Master at his aesthetic exercises.

Bill Gutfahr is a little behind his customary stride at this time of the year, this being due to him doing considerable road work. However he now assures me that his gutter-ball will be working within the next few series.

I am still waiting for advice as to the date the employes tournament at Minneapolis will be held. I believe it is time that all cities in which there are enough bowlers to form a team, should appoint someone to represent them and make arrangements for entries. The first year's tournament was very successful when considering the little publicity afforded it and last year's tournament at Milwaukee was a greater success. There is no reason why Minneapolis should not be able to have as many entries in the coming tournament as the combined entries of the Chicago and Milwaukee tournaments.

Suggestions for the handling of the tournament will be given space in these columns.

W. J. Breen's contract has been assumed by the ticket auditor's team. Do not know whether he was taken over by waiver or not as the consideration was not reported. How about it Bill?

Next month's issue will determine who won the turkey to be given to the one having the highest series on November 27. Six Point here -a)

"Runnin Wild" had a very interesting article about Harry S. Bertell and his electric lights. The bowlers will now appreciate why Harry misses so few of his

spares. He claims it is easy to hit anything as large as a bowling pin after looking at the small flame of the candle. His average is 113 and a fraction.

"Pee-wee" Faus, secretary of the league, is still collecting his share of the pins in the tournaments. Could that he but bowl in the leagues the way he does in the tournaments. His recent total in the C. B. A. was 1771 sticks for the nine games.

It is rumored that Dale, before going to the tournaments, leaves his best games at Crystals' and Bensingers'.

Goetz purchased a new ball but neglected to have the embalming fluid removed. Or was it soaked in vinegar.

The following is the standing of the Chicago employes league as of November 6, 1923:

Name Team	Won	Lost	Average
Auditor Station Accounts.....	21	6	845
Freight Auditor	20	7	849
Ticket Auditor	17	10	806
Car Accountant	13	14	821
Galewood	12	15	795
Asst. Comptroller	12	15	770
Comptroller	7	20	790
A. F. E. Bureau	6	21	765

Individual Averages—Gavin 186-2, Krizek 184-3, May 181-1, Foreman 179-11, Earle 179-9, Krumrei 178-11, Dale 177-23, Specht 177-2, Faus 174-7, Snyder 173-1.

High three Games—Freight Auditor.....2766
 High Single Game—Freight Auditor..... 976
 High Ind. Average—3 Games Dale..... 638
 High Single Game Ind.—Hegardt..... 269

HONOR ROLL

C. M. & ST. P. RY. CO. BOWLING LEAGUE OF MILWAUKEE

By E. H. Braun

The honor roll increased to the extent of 16 more over last month which goes to show that the boys want to register in the 200 set and have their splendid bowling appear in print.

It is worth mentioning that out of the 35 bowlers getting 200 or better, four tallied 600 for three games as follows: Epp 620, Sanhuber 616, Oman 610, Bartell 609. Perhaps these cracks and Schwab who leads the league in averages would make an excellent "All Star" team to roll in the A. B. C. tournament.

The handicap tournament for Thanksgiving fowl was run off just a few days too soon to announce the winners in this issue. With \$100.00 to spend, there ought to be some pretty fine looking birds carried home. Somebody almost took the joy out of the tournament by saying that Thanksgiving Day would fall on a Friday this year.

Will the Minneapolis committee on the next Milwaukee Road bowlers' tournament at Minneapolis, please advise whether they have laid any plans for the next tournament? I would suggest that at least three Sundays be provided to accommodate all out-of-town bowlers, for it may or may not be possible to arrange car space for all Chicago and Milwaukee bowlers if the tournament is held over too short a period. Also advise when you are ready to advertise and by writing E. H. Braun, care shop accountant, Milwaukee shops, all documents of last year's tournaments will be forwarded which will give you a complete mailing list of Milwaukee Road bowlers.

The ticket agents met their "Waterloo" and dropped two out of three hard fought games. In their last game the shop ac-

countants piled the wood for a total of 1008 pins, scoring high single game. The line up:

Comdohr 191, Pfannerstill 181, Horning 213, Braun 231, Dooley 192, total 1008.

Braun and Horn were among the bowlers in line for a "fowl" by sliding over the black mark.

The treasury was swelled by \$175.00, after a successful sale of tickets for a benefit theatre party. Suggestions made at the meeting held for the purpose of spending this money were numerous, and all the money was disposed of in twenty (20) minutes. We bought poultry for the Thanksgiving handicap tournament, part went to the league to enter all teams in the coming Milwaukee Road bowlers' tournament at Minneapolis, and the balance for miscellaneous expenses.

Welcome to our league Knuether and Nolte. Your friend Jim is out to cop first honors, but since loosing 3 straight to the store department, he won't admit this fact. Gus tells me he expected to win one game at least.

Our secretary and treasurer, E. Forester, and H. Franzen, are leaving for the sunny south, CUBA, and will return with a "Havana Weed" in their mouths, and an excellent perfumed breath. Just give us a "smile" when you get back and we will be satisfied.

The terminals and cashiers are loosing 50 per cent of their games. Any good reason why you can't get out from under and let some other team hold bottom honors? Someone suggested bowling 6 men on each of these two teams for about four weeks with the handicap.

The ticket agents hold high three games

with a score of 2,689. Don't be surprised to see this total beat when the next issue of this magazine reaches you.

Met a number of the fair sex the other day on their way to bowl. All were training for the Minneapolis tournament. Come on girls, show your sportsmanship and spread propaganda now and get a large attendance so you can have a day set aside for the ladies.

Frank Peck was so near the bottom of

the list of individual scores that he fell off and disappeared. What's the matter, Frank, don't you like our company?

Did anyone hear an imitation of a locomotive whistle on alley 5 and 6 when the shop accountants bowled the ticket agents? That was Ambrose blowing for a split switch. However, at the finish of the third game Ambrose was out of steam as his whistle was drowned by a terrific bombardment of pins.

terman 176. It is the ambition of the boys to maintain this average in our league.

It is rumored that the railway company contemplates furnishing the league with emblems this year free of charge. This shows fine spirit on behalf of the company, and will be highly appreciated by all the boys. The new emblems will be a fine advertising medium for the company.

In Honor of General Manager
J. T. Gillick

On Saturday, November 23, Mr. and Mrs. C. O. Bradshaw were hosts at an elaborate and delightful dinner-dance, given at their beautiful new home, 2730 Drexel Boulevard, Chicago, to honor General Manager J. T. Gillick. The event was the occasion of the presentation to Mr. Gillick of a handsome life-size portrait of himself, the gift of the general and division superintendents of Lines East.

The dinner, at which covers were laid for sixty guests, was served in the handsome dining room, after which the party adjourned to the ball-room on the third floor, where a flash light photograph was taken of the company, preliminary to the dancing which lasted until a late hour.

In presenting the portrait Mr. Bradshaw touched upon the long service together of most of those present with their beloved chief, and of the relation in which they stood to him and he to them—Mr. Gillick being their good and helpful friend, and they his trusted and reliable staff. He spoke of the occasion as being a milestone in the journey they were all taking together because it marked a reunion unique in character and prophetic of an even stronger tie if that were possible, than has before existed. Mr. Bradshaw emphasized his belief in the benefits of the get together in business and of the enjoyment to be derived by comrades of the service and their wives meeting and joining hands socially; and he said he was glad to welcome them all to his home, with the hope that it would be the beginning of many more social gatherings in the future.

Mr. Gillick responded happily, thanking his friends for the gift of the portrait and for the good-feeling and genuine friendship which he felt it really represented. He referred to the long service in which they had all "carried on" together, and hoped it might continue for many years to come.

Those present were: The guest of the evening, Mr. J. T. Gillick, Miss Vera Gillick, Mr. H. J. Killilea of Milwaukee, Mr. and Mrs. James S. Gillick, Mr. and Mrs. T. W. Proctor, Messrs. and Mmes. W. J. Thiele, O. N. Harstad, C. L. Whiting, M. J. Flanagan, D. W. Kelly, J. M. Anderson, G. A. VanDyke, J. E. Hills, B. F. VanVliet, D. L. Rossiter, N. P. Thurber, J. A. Macdonald, L. T. Johnston, F. E. Devlin, W. F. Ingraham, N. A. Ryan, C. H. Buford, P. H. Nee, O. H. Frick, E. A. Meyer, W. M. Thurber and E. F. Rummel.

Then What Happened?

Sufferer—"I have a terrible toothache and want something to cure it."

Friend—"Now, you don't need any medicine. I had a toothache yesterday and I went home and my loving wife kissed me and so consoled me that the pain soon passed away. Why don't you try the same?"

Sufferer—"I think I will. Is your wife at home now?"

Team	Standing of Teams		Average
	Won	Lost	
1. Shop Accountants	21	6	856.15
2. Ticket Agents	17	10	836.26
3. Rates	15	12	832.13
4. Car Dept.	15	12	826.6
5. Store Dept.	14	13	824.5
6. Signals	14	13	824.2
7. Telegraphers	12	15	804.1
8. Muskego Yards	10	17	817.4
9. Terminals	9	18	746.1
10. Cashiers	8	19	742.4

High Single Game 1008—Shop Accts.
High Three Games 2689—Ticket Agents.

Individual Averages

C. Schwab	188	F. Dreager	168
F. Derfus	182	L. Oman	168
H. Nolte	180	J. Ambrose	168
E. Horning	178	H. Soulen	167
M. Beitzinger	177	F. Hallada	167
O. Bartell	177	J. Fitzpatrick	166
E. Johnson	176	E. Hoerl	166
C. Klug	175	F. Schiebel	166
C. Sanhuber	175	A. Comdohr	166
W. Cycmanick	174	D. Knether	166
E. Braun	174	W. Hoffman	166
A. Narr	173	E. Grisius	165
R. Shand	173	C. Witt	165
F. Shannon	173	B. Foley	165
G. Voth	172	H. Hoelt	163
H. Langer	172	H. Ruchl	163
F. Coerper	171	W. Scemuth	162
C. Pfannerstill	171	H. Marquardt	162
A. Epp	170	A. Hoerl	162
G. Hittel	168	H. McMurtrie	161

High Single Game 254—C. Schwab.
High Three Games 620—A. Epp.

Honor Roll

Schwab	254	Pfannerstill	213
A. Hoerl	241	Horning	213
Marquardt	240	Klug	210
Witt	235	Richter	210
Braun	231	Coerper	209
Hoffman	229	Langer	209
Shand	223	Dooley	209
Zieher	223	Broek	208
Derfus	223	Ambros	207
Bartell	221	Schneider	207
Geisinger	220	Naar	206
Scemuth	219	Soulen	206
Oman	219	Hittel	204
Cycmanick	219	E. Hoerl	202
Sanhuber	219	Reichart	201
Epp	215	Hoelt	201
Ruehl	213	Beitzinger	200

MADISON BOWLING LEAGUE

By the Secretary

The Madison Bowling League finished the first quarter of 21 games on the Madison alleys last night. Standing of the teams as follows:

Team	Won	Lost	Pct.
Olympian Limited	15	6	714
Pioneer Limited	14	7	666
So. West Limited	12	9	572
Omaha Limited	10	11	476
Pacific Limited	8	13	385
Columbian Limited	4	17	195

Passenger Agent Art Batty is sure batting the ball around by the looks of his bowling. His average is increasing.

Olson, on the alleys a few evenings ago, looked like he had been following that "big fellow" around a bit.

"Hank" Ring, a new man in the league this year, is probably used to playing nine pins instead of ten by the looks of his bowling on a recent night. He registered with more nines than anything else.

Tim Crimmins says every time he makes a strike, the folks sitting in the gallery applaud. I wonder where he thinks the gallery is. He will probably think the angels are watching him next.

When Bill Kleiner makes a bum shoot, he turns around on his heel, makes a complete circle with his right arm like a brake-

man making a broke in two signal. Beware, Kleiner, you will throw that arm out of joint some night.

John Potts, car inspector foreman, peels off his coat, loaded with hammers and draw-bars, displaying a vest with a pocket full of good cigars, bowls a fair game, and blows smoke rings in the air.

Somebody hollered "fish" after S. H. Johnson made a couple of strikes and not hitting the head pin. Fish is right, the big perch have been biting around the tower.

Four members of our league are bowling in the Park league this year, with the Mac and Mac Lunch. They are leading the league having won 21 and lost six games. J. Dempsey is high man of the Park bunch with a 196 average, Currie 187, Kennison 186, Pedder 176 and Doch-



1. Little Granddaughter of Section Foreman Herman Raueh, Randolph, Wis.
 2. Mike, son of Operator S. M. Cavanaugh, Sioux Falls, S. D.
 3. Leona Pearl, daughter of Engineer Henry Campbell, Madison, S. D.
 4. Betty Ann, Daniel Edward, children of Engine Foreman R. Hunter, Sioux Falls, S. D.
 5. Donald, son of Dispatcher C. B. Eldor.
 7. Elbert, son of Ch. Dispr. E. D. Cook, Joliet, Ill.
 8. Children of Agent F. L. Houston, Ripon, Wis.
 9. Little Granddaughter of Conductor R. Oakes.
 10. Iris, daughter, Engineer Geo. Streator, W. V. Divn.

11. Ned and Helen, grandchildren, C. C. Conlin, Wausau, Wis.
 12. Eugene and Junior, sons of Brakeman Ed Hahn, W. V. Divn.
 14. 6 months old daughter Chief Timekeeper C. E. Whitt, Ill. Divn.
 15. Mary Adelle, daughter T. M., W. J. Whalen.
 16. Bobby, son of Timekeeper T. E. Crago, R. & S. W. Divn.
 17. Merilee, daughter R. & S. W. Div. Engineer, R. Dawes.
 18. Bobby, son of Supt. F. E. Devlin, R. & S. W. Divn.
 19. Jack, son of Engr. J. C. Smith, Marion, Ia.
 20. Nadine Esther, daughter Dispr. L. S. Dove.



Dorothy Elizabeth, little granddaughter of General Manager J. T. Gillick.

21. Kenneth, Max and Donald, sons of S. M. Div. Condr. Wm. Tyler.
 22. Kathleen, daughter S. M. Div. Condr. Dan Carr.
 23. Billie, Wanda and Virginia, children of Dispr. F. M. Valentine, S. M. Divn.
 24. Dick and Dean, children of V. J. Williams, S. M. Divn.

25. Arleyne Long, daughter of clerk supt's office, Tacoma Wash.
 26. Beverly Mae, daughter of Mrs. A. Cullen, bill clerk, Sioux Falls.
 27. Merrill Kingsley, son of Fay F. Clover, Tacoma, Wash.
 28. Junior, son of Fireman Geo. Baine, Chicago.
 29. Burton, Lila, and Ruth, daughters of John W. Lane, Three Forks, Mont.
 30. Kenneth Roland, son of Guy E. Sampson, Chicago Terms.
 31. Janet Shirley, daughter of C. C., F. C. Donald, Chicago Terms.
 32. John W. Ross, son of late Supt. John W. Ross, R. M. Division, who died the day his son was born.
 33. Kathleen, daughter of C. C., Leo McGovern, D. M. Divn.
 34. Virginia Mildred, daughter of Dispr. A. Olsen, D. M. Divn.
 35. Jean, daughter of C. C. Leo McGovern, D. M. Divn.
 36. Hazel and Helen, twin daughters of Fireman Verne Gustafson, Runningwater, S. D.
 37. Children of Cashier R. E. Thompson, Wabasha, Minn.
 38. Mary Jane, daughter of Engineer Jack Kuykendall, Perry, Ia.
 39. Betty Mae daughter of Iowa Divn. Dispr. C. C. Marchant.

AT HOME



HAZEL M. MERRILL, Editor

Grandma's Christmas Story

"No Santa Claus, child? Why, what do you mean? No Santa Claus? Well, I guess there is a Santa Claus. Who ever told you, dear, that there wasn't a Santa Claus?" Grandma Purcell adjusted her glasses and looked lovingly at the curly head and eager face of her little granddaughter. "Well, grandma, May Johnson told me her daddy said there wasn't any Santa Claus, and that it was all foolishness. What is foolishness, grandma?" Grandma laughed as she answered, "I guess just what you are talking about now, is 'foolishness' Dotty Dimple. More'n anything else I've heard for a long time. Who is May Johnson and where does she live?" "Why grandma," and Patty Purcell's eyes grew big and sober—"Why grandma, May Johnson is a little girl with two little brothers and one little sister, and she hasn't any mother—just a cross, old daddy, and mother says they're awful poor." "Hush dear," said grandma, "perhaps her daddy isn't really cross, but just worried about how he is going to take care of his babies without a mother to care for them. How old is May, and her little brothers and sister?" "May is five, just as old as I am, grandma; and Robbie is four and Geordie is three and the baby is just a teenie, weenie. Her name's Dorothy; and May gets the breakfast and washes the dishes and does everything, because her daddy has to go away to work awful early. He just leaves what they eat on the table and May feeds the rest of 'em." Grandma Purcell took off her glasses, wiped them slowly and then she said: "Let grandma tell you a little story, dear. Grandma pulled up the little footstool so she could hold Patty comfortably and as she was about to begin Patty's mother came into the room and Patty's kitten curled down in front of the group, ready for grandma's

"A long time ago I knew a little girl whose name was Mary Snow, and a little boy, Philip Snow, her brother, who lived in a town not far from this one you are living in, Patty. Their dear mother had gone home, when 'Little Brother' was a very tiny baby. Their father worked on the railroad and traveled about, a good deal. He had to leave his little ones in the care of a good old nurse, who watched over them and kept them clean and well fed; but she was a very serious-minded and a very hard working old lady who never had time to play with the children and if she let them go out to play with other children they came home with their hands and faces and their clothes dirty, and that made her a lot of extra work, so she kept them in the house most of the time. Little Mary and Philip used to sit by the window nearly all day watching other little boys and girls out playing in the sunshine and laughing and shouting; but they knew better than to ask to go out to play with them; and as nurse did not like noise, they did not do any laughing and shouting in the house except when father was home, which

wasn't very often, or so it seemed to the children.

One day, big snow-flakes were coming down and the children outside were having a great romp with their sleds. Mary and her brother were watching with wistful faces pressed against the window pane. Suddenly two of the little girls outside, stopped in front of the window and called up to them: "Come out and let's make a snow Santa Claus?" Nurse was gone out, and there was none to say 'No', so the children put on their rubbers and wraps and ran out, too. They were having a glorious time, when nurse came home. As soon as she saw them she made them come into the house, and after she had gotten their wraps off and sat them down before the stove to warm up, she asked them what they were doing out there. They eagerly began to tell her about building a snow Santa Claus. 'Santa Claus, children,' said the old lady, contemptuously, 'there's no such thing as Santa Claus; you must not believe in such foolishness.' 'Why nurse,' said Mary, while the little boy began to cry, 'all the children said Santa Claus was coming soon and was going to bring them everything they wanted, if they were good.' 'It's time you both went to bed,' said nurse, and started them off never answering their tearful inquiries as to whether Santa Claus would come to visit them or not. The next morning, the two little girls came to nurse's door and asked if they might not come in and play with Mary and Richard. Nurse didn't like very well to have them running in and soiling her nice, clean kitchen floor, but she did let them in after cautioning them to be very quiet and not muss up the house. All four of the children were soon deep in the talk of Santa Claus' visit, and Mary and Philip sorrowfully told their little companions that nurse said there wasn't any Santa Claus and that Christmas was 'all foolishness.' 'Why,' said one of the little visitors, 'didn't you ever have a Santa Claus?' Just a dim little remembrance of a brightly lighted little tree and a big daddy dancing around, with a someone who wasn't nurse, came to Mary's mind, but little Philip said, 'No, we never had a Santa, and nurse says there isn't any. I'm going to ask my daddy when he comes home. I'll bet he'll know.' Soon the little girls went away and Mary and Philip spent the rest of the day thinking and talking about Santa Claus, and why he wasn't going to visit them. Two days later brought Christmas Eve, and daddy, with his arms full of bundles, which nurse told them were presents that they might see in the morning. Supper was over and little Philip crept up on his father's knee saying: 'Daddy, why don't we have a Santa Claus come to visit us. He comes to see all the other little children, but nurse says there isn't any Santa Claus. Is there a Santa Claus, daddy, and why doesn't he come to see us?' Daddy choked back a sigh and was just about to tell his little son that they *would* have a Santa Claus, sure, this time, because he was going to be home with them, when the door-bell rang,

and the two little girls who had played with the children, came in. They bowed prettily to Mary and Philip's daddy and said, 'Please Mr. Snow, we're going to have a Santa Claus at our house tomorrow and mother said we might ask Mary and Philip to come over and see him. He always brings us a tree and lots of pretty things, and perhaps he will leave something for Mary and Philip, too. We wrote and asked him to, because, you know, Mr. Snow, it's just awful not have Santa Claus come to your house on Christmas. May they come to our Santa Claus, Mr. Snow, mother would like to have them come, very much.' Mr. Snow looked down into the four eager, little faces, and he seemed then to realize how much his babies had been missing since their mother had left them. He smiled down on them and said, 'Yes indeed they may come, and I would like to know if your good mother would not let me come, too. Do you think she would?' 'Oh yes, indeed, we know she would, she's the very bestest mother and she wants everybody to be happy. She said so, when we told her Mary and Philip didn't have any Santa Claus.' 'Well, we will all be there, tell your mother, and old Santa better have a pretty big pack to carry all the nice things he is going to bring to your house, because I know he got your letter and he was so pleased because you wanted to make my little ones happy that he is going to bring a whole lot of fine things with him tomorrow.' With a great shout of joy, in spite of nurse, all four children danced about the room, and the little girls ran home to tell their mother what Daddy Snow had said.

After Mary and Philip had gone to bed, Daddy Snow put on his overcoat and big cap and went out. When he came back, he looked pretty happy, and down the street at the home of the little girls, there were all kinds of mysterious bundles which he had told the smiling little mother were things Santa Claus had sent on ahead for the big Christmas party the next day. It was a happy Christmas for them all, Mary and Philip laughed and cried—they were so happy while the two little girls ran and danced around and clapped their hands when they saw all the lovely things Santa had left for all of them. 'So you see,' they cried to Mary and Philip, 'There is a Santa Claus, after all.' Mary and Philip are old folks now, Patty dear, but Santa Claus has come into their home every Christmas since that time, and now, don't you think we might bring the little Johnson children over here on Christmas and show them there is a good Santa for them, too, just the same as there was for Mary and Philip. Patty's curly head bobbed up and down as she danced across the floor to ask mother if she might do that, and mother said she might, so she went off to bed to dream of a great big Santa Claus coming down the chimney with bundles sticking out of his pockets and pack, all for May and Robbie and Geordie and baby Dorothy; with something for their daddy, too.

THE PATTERNS

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1923-1924 BOOK OF FASHIONS. Address Miss Hazel Merrill, 1241 Railway Exchange, Chicago.

4553. Ladies' Dress.—Cut in 5 Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires 3½ yards of 54 inch material. The width at the foot is 2¾ yards. Price 10c.

4557. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 3¾ yards of 40 inch material. Price 10c.

4589. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 3½ yards of 40 inch material. The width at the foot is 3¾ yards. Price 10c.

4562. Child's Dress.—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 2¼ yards of 36 inch material. Price 10c.

4555. Juniors' and Misses' Dress.—Cut in 5 Sizes: 12, 14, 16, 18 and 20 years. A 16 year size requires 3½ yards of 40 inch material. The width of the skirt at the lower edge is 2¾ yards. Price 10c.

4584. Ladies' Apron.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4½ yards of 27 inch material. Price 10c.

4554. Ladies' House Dress.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 7¾ yards of 27 inch material. The width at the foot is 2 yards. Price 10c.

4566. Boys' Suit.—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires 2¾ yards of 36 inch material. Price 10c.

4581. Child's Coat.—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires 2¼ yards of 40 inch material. Price 10c.

4489. Ladies' Negligee.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 6½ yards of 27 inch material. Price 10c.

4547. Ladies' Combination.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44, and Extra Large, 46-48 inches bust measure. A Medium size requires 2¾ yards of 36 inch material. Price 10c.

4578. "Bunny Rabbit" and his New Rompers.—Cut in 3 Sizes: Small, 12 inches; Medium, 16 inches and Large, 20 inches in length. To make the doll for a Medium size requires ¾ yard of material, for the Rompers ¾ yard is required, 36 inches wide. For collar of contrasting material ¼ yard is required. Price 10c.

4196. A New Doll Set.—Pattern comprising the Doll and garments, is cut in 3 Sizes: Small, 12 inches, Medium, 16 inches; Large, 20 inches in length. The Doll requires for a Medium size ¼ yard. The Rompers ¼ yard. The Suit and Hat, 1¼ yard of 27 inch material. Price 10c.

Good Things to Eat

Not many of us who live in cities and just merely exist in the city apartment, especially those of the kitchenette variety have the room to assemble the ingredients of the real, old-fashioned Christmas cookery; not to mention the lack of space on the kitchenette stove or the storage capacity of the diminutive ice-box and the doll's cupboards that have to suffice for pantry room. Wherefore plum-puddings, fruit-cakes, mince meats and such like goodies must still remain among the properties of those who have homes in the country or blessed little bungalows that have real kitchens and "places to put things" even if they occupy but a bit of land in a big city.

But even to the cliff-dweller of the kitchenette apartment, home-made Christmas candy is possible, and here are a few that may be managed with good results.

Imperial Fudge. Two cups granulated sugar, one cup thin cream or rich milk. Place over a low flame until sugar is dissolved. Cook slowly until the mixture forms a soft ball in cold water. Remove from fire and place in a bowl of cold water until outside of saucepan feels cool to the hand. Then remove from the water and add a pinch of salt, one fourth teaspoon of rose extract, two tablespoons of butter, one cup blanched almonds chopped fine and one cup of marshmallows cut in halves. Beat well until creamy. Pour on buttered plate, allow to cool slightly and cut into squares.

Chocolate Delight. Melt one pound of chocolate in double boiler. Add two unbeaten eggs and stir until combined. Then add one cup blanched almonds sliced thin and beat well. Turn out on buttered plate and mold into large ball. Place in refrigerator until partly chilled. Then form into small balls. Roll these in powdered sugar and allow to chill for several hours.

Molasses Fudge. Two cups of granulated sugar; one cup milk; four teaspoons molasses. Heat slowly until sugar is dissolved, then cook gently until mixture forms a soft ball in cold water. Let cool in pan of cold water, then add two tablespoons of butter, pinch of salt; one teaspoon of vanilla and one cup of coarsely chopped walnut meats. Beat until creamy and thick, pour on buttered pan and cut in squares.

Nugget Cake. Cream one half a cup of butter and one and one-fourth cups sugar; add two well beaten eggs, three-quarters of a cup of milk; four squares of melted chocolate and two cups of flour with which have been sifted two teaspoons of baking powder, one-half teaspoon of salt, one half teaspoon of cinnamon and a dash of nutmeg. Add one teaspoon of vanilla and bake in layers. Put together with white boiled icing and ice the top.

Stuffed Beet Salad. Wash and cook in boiling salted water, six uniform-sized beets. Slip off skins, slice off the tops and scoop out the centers to form cups. Dice one cupful of the beets removed from centers and combine with two hard boiled eggs diced and two tablespoons of well-seasoned mayonnaise. Fill the beet cups with this mixture, arrange on a bed of lettuce and serve with French dressing poured over all.

Concise Enough

Tom Callahan got a job on the section, and the foreman sent him out to look for wash-outs. Before Tom departed the foreman instructed him to be very explicit in his reports and not to use a lot of needless words.

Tom proceeded on his tour of inspection. Finally he reached a spot where a river had washed out the track. He sat down and wrote the following report:

"Sir: Where the railroad was the river



Automatic Railway Substations

By W. D. BEARCE,

Railway Engineering Dept., General Electric Co.

The automatic railway substation has continued to be popular with electric railways both in this country and abroad. During the past year there has been a growing tendency among progressive railway companies to make their systems completely automatic by installing automatic control for all substation units. This practice was started a number of years ago by the Des Moines City Railway and the Interurban Railway of Des Moines, and was followed by the re-equipment of the Chicago, North Shore & Milwaukee lines.

Some new developments in automatic substation control have been necessary to fulfill the requirements of the Moroccan Railways. The electrification of these lines is being undertaken by the French associates of the International General Electric Co., and orders have been placed on the Schenectady Works for one single unit and two 2-unit automatic control equipments. Each of these units will be a 1000 kw. synchronous motor generator set delivering 3000 volts direct current to the trolley. While some modifications will, of course, be necessary to control 3000-volt units, no difficulties are anticipated in adapting the standard equipment to this service. This is the second steam road electrification to employ 3000 volts direct current with automatic substations; the first being

the South African Railways for which equipment is being supplied jointly by the General Electric Co., and the British Thomson-Houston Co.

Another feature which has gained rapidly in popularity is the automatic reclosing feeder equipment using the well known General Electric high-speed circuit breaker. These equipments are now either in service or being installed for the United Railways of St. Louis, Detroit United Railways, Denver Tramways Co., the Public Service Railway Co. of New Jersey and other roads.

In the steam road field the General Electric Co. has made additional sales during the past year of automatic substation equipment including the Moroccan Railways mentioned above and a second unit of the 2000 kw. capacity which will be installed at 100th Street substation of the New York Central Railroad Co. Incidentally, when this station is in operation it will be the largest automatically controlled substation yet placed in service, having a total of 4000 kw. Another important steam road to use General Electric automatic stations has started up equipment during the past year. This is the Victorian Railways, which has installed automatic control for substations feeding the Melbourne Suburban lines. There are five of these stations, three being equipped with two 1000 Kw. 1500 volt units and the other two with one 1000 Kw. unit each.

ing—yet she spends most of her time calling up the different brakemen.

An O. S. & D. meeting was held at Beloit, October 29. The bunch from Freeport were the only ones who accepted our invitation to the party.

Trainmaster Connors was away for a few days' vacation the latter part of October.

Agent Rhodes, Dakota, returned to work November 5 after a leave of absence.

Northern Montana Division A. B. T.

A. R. Kidd from Othello, is now roundhouse foreman at Lewistown, H. F. Belitz, the former foreman, having been transferred to Malden, Wash. Mr. Kidd expects to move his family to Lewistown in the near future.

Conductor C. L. Galbraith, wife and two children have returned from an extended visit with Mrs. Galbraith's parents in Fargo, N. D.

W. M. Anderson, division master mechanic at Lewistown, is on a two weeks' vacation. He expects to visit friends in Salt Lake City, Ogden, Utah, and Boise City, Idaho.

Herman F. Belitz left Lewistown on October 24, for Malden, Wash., to take up his duties there as roundhouse foreman. At a "stag" dinner the evening previous to his departure from Lewistown, he was presented with a very handsome gold and platinum chain and Masonic charm, a parting gift from his many friends at the Lewistown roundhouse. Mr. Belitz was respected and admired by his co-workers in the service here, all of whom were very reluctant to see him go to another point. We all wish Mr. Belitz success in his new field.

Chas. H. Koch, our grey topped P. R. and labor clerk, is back to the "Oh Skinny" days, as has been seen often recently on the local gridiron acting as a self appointed yell leader on a continuous shift with absolutely no intermissions, or twenty minutes for lunch.

Little Blue Coveralls all tidy and clean, left Lewistown one A. M. before the sun was seen.

Little Blue Coveralls still spotless and bright rode stock train to Roy and arrived there all right.

Little Blue Coveralls now chuck full of pep loaded stock all the day while the train crew slept.

Little Blue coveralls kinder soiled and mussed left Roy with the stock and not at all fussed.

Little Blue Coveralls waist band now quite small account of getting hungry with nothing to eat at all.

Little Blue Coveralls dirty and quite tired climbed high up to telephone a message to wife wired.

Little Blue Coveralls all alone in the nite tried to throw the track section foreman—fight.

Little Blue Coveralls pulled up over head trying to sleep in Crummy wished, Oh! for a bed.

Little Blue Coveralls awakened with a jar along about half past ten comes the Business Car.

Little Blue Coveralls tis not often said that they usually wear em but he did—to bed.

Little Blue Coveralls woke up at bout eight hurried out to William said where is my plate.

Little Blue Coveralls in Lewistown

landed the next day after leaving and chest was not expanded

Little Blue Coveralls now forlorn and soiled hang on a peg in office waiting to be boiled.

Little Blue Coveralls wish that clean can be and never more will ride a train that goes to sea.

H. & D. "J. D."

Al Nelson, who has been off for the last three or four years, is back on the job again fit as a fiddle. Glad to see you back Al.

V. E. Engman, chief carpenter, was transferred to the Terre Haute division, effective September 16. He returned to Montevideo and packed his household goods about the first of October and bade a last farewell to everybody. "Vic", who is a very capable executive, was a jolly good fellow and was well liked on this division. We all wish you luck, "Vic" with your new position.

Miler, Warner and Lawler are getting to be regular O. R. C's. now.

Samuel Burnell, better known as "soup-bone-Sam", brought a small jag of corn stalk into Montevideo on the pilot of his engine the other evening. For further details, we refer you to Norman Aanes.

Merrit Brown, clerk, has an attachment on his radio that will enable him to lie and listen (while in bed) to the Kansas City night hawks until he falls asleep.

F. J. Malek, agent Sumter, an old timer on this pike, had a stroke a few days ago. At this writing he is greatly improved and will be back on the job again in a few days.

George and Edward had it out a few days ago. Their argument lasted about twenty minutes and same took them thru the last fifteen years of their railroading. It probably would have lasted for several hours but Edward was ordered east and had to get out.

Three old men, Bucklin, King and Ryman, went on a hunting expedition this fall. Ryman, we hear, was the retriever and King and Bucklin were supposed to bring down the ducks. King never made a shot, claims he didn't see anything to shoot at, but Bucklin took a pot shot at a bunch of mad-hens, or hell-divers, this being the only shot he made. All three of the boys report a big time and lots of fun.

Harry (W. H. O.) went down to Minneapolis on 6 the other night to get measured up for a set of store teeth. Watch him smile when he gets back.

V. Hansen (we haven't found out what the "V" stands for but it may be another "Vic") comes from the I. & D. to let V. E. E. down East. He's married girls, brings his family to Montevideo about the first of the month.

One of the pretty stenos (supt's. office) was heard to make the remark the other day: "Kissing a man without a mustache, is like soup without salt." H-m-m.

Wonder why so many more of the bunch hereabouts lunch at the Beanery more than they used to. Those pleasant smiles we see when we go in there may make the difference, however, Pat's grin isn't so worse to look at either.

The two little ladies who were east have just got back. They were in little old New Yawk. Isabel says they just had a fine time and got along swell until they started out to investigate Chinatown, a cop chased 'em back—to Broadway. Rose was asked what she had in her grip for us and she said it was full—of nuthin. Well,

nothing like running light at times, anyway.

Jean doesn't show up around the old haunts any more, the young heir keeps him busy at home.

Miss Sylvia Peterson is our new comp-tometer operator in place of Edna, resigned. Sylvia sounds nice—and looks it too. Parts her bobbed hair slightly on the right side.

"Doc" got stuck out in the country with his flivver the other day and found no gas at the country store. He did, however, purchase a half a dozen moth-balls and after mixing them into a few quarts of rain-water (sub for gas) finally made home. He's sure got some Lizzie.

Chicago Terminals Guy E. Sampson

As this is to be our Christmas number and we know the Editor will have lots of good things to put in this issue we are going to "be brief." Your correspondent will be out of the city a month from now but we have found the right party to fill our page, so Chicago Terminal column will be interesting next month.

We will just mention a few of the little items that have happened since our last magazine was printed. They are as follows:

A daughter arrived at the home of Yardman Pete Peterson and wife October 8.

A son took up his abode at the Ed J. Smith home. Another switchman Nov. 8.

A daughter arrived at the home of Signal Maintainer Otto Wagner and wife of Cragin.

Also a daughter arrived at the home of Signal Gang Foreman Melvin Smith.

All concerned reported enjoying themselves and the new daddies working every day now. Oh, yes, cigars were a-plenty around the yards this month.

The faithful "Old Horse" H. E. George has at last been induced to get away from the bright lights of the "Humps" and is now day general yard master at the Godfrey yards. It is reported that he carried his night light around the first few days to find his way. Jas. O'Keefe is holding down the night general's position now.

Train Director Frank Reed and family enjoyed his annual vacation by taking a trip to eastern Canada, going via Washington, D. C. Nobody asked Frank how much he brought back in his grip, cause probably he won't go to Canada again for quite a while.

Edwin G. Falk, Galewood's bill clerk, just returned from a flying trip to Tulsa, Okla.

Who was the guy that got a hair cut and a shave with the cigar money that a certain individual left for the bunch to enjoy "smokes" on him? Everybody except "us" seems to know, but no one wants to tell tales out of school. And still they ask the correspondent if he heard about it. Some joke, on the rest of the clerks.

Engineer Wm. Brechlin and wife are the proud parents of a son.

Ethel Bernbrock, our popular stenographer, is taking a week off. She is going to visit "down east," stopping off at Niagara Falls, New York, Philadelphia, Baltimore and Washington, D. C. We are all wondering if that ring on your finger means anything, Ethel.

Yardman LeVern Smethurst has his new home on Pine avenue, Bensenville, com-

pleted, and his family moved into it.

Miss Ruth Bentley is back to work after a two months' sick leave, fully recovered. All glad to see you back, Ruth.

Miss Norma Everson, one of Galewood's smiling stenogs, has just returned from Montreal and Niagara Falls, where she was spending her vacation.

Just see who's here. The following are some of the new faces at the Galewood office: Rose Murphy, Catherine Galvin, Genevieve Pezceczk, Mae Sherman, Mabel Grannon, Rosalie Donlin and Eleanor Dahlberg. Quite an assortment of future Bill clerks.

Johnnie Holland is enjoying (?) his new set of store teeth and the boys say that he has a nice gold lined box to keep them in while he eats his lunch.

Everybody getting interested in the pension plan. Only a few more days to get in and we hope there will be none left unprotected January 1 to wonder why they let such a grand opportunity slip by them.

Harry Abraham, who has been back with the Baldwin Locomotive Works as chief inspector for the new L2b locomotives, is back with us again as general foreman at Western Avenue roundhouse.

We were all deeply grieved to hear of the deaths of Illinois Division Fireman James Kelley and Engineer Wm. McGraw.

E. S. Peters has gone duck hunting. What did he take a salt shaker for?

S. M. West Notes

Ray H. Hoffmann

Ben Bast, of the Madison freight house force, has been granted a few days leave of absence which he will spend at Beach, N. D.

Wm. Tyler, conductor out of Madison, went out hunting recently with a 16 gauge shot gun and 20 gauge shells. He came to town at night to find out why the gun didn't work.

Dud Simpson and Jerry Tollefson of the Madison freight house force, have a new way to hunt wild geese. They first catch the goose, alive, then turn him loose and shoot him. Some scheme we say.

John Santers, pump repairer on the S. M. West, who was laying off account of injuries received last July, returned to work on Nov. 12. John gave us all a surprise a few weeks ago when he arrived with his wife from Dubuque, Ia., where he was married last April. We all extend our congratulations.

Chris Alms, who has been relieving John Santers, pump repairer, for a number of months, has returned to Wells, Minn.

John Theophilus, of Jackson, is helping out at the Howard station while Cashier Edw. Lucas is away on relief agent work.

Six G-6m locomotives have been received at Madison, S. D., for freight service on the S. M. West. G-4 engines have formerly been used for this work.

John Lange, machinist at the Madison round house, claims to have the speediest car in this part of the country. How about it John?

Harry C. Fuller, boilermaker at the Madison roundhouse, was operated upon for appendicitis a few weeks ago at the Madison hospital. We are glad to state that Mr. Fuller has now returned to work again.

All you hear the enginemen talk about here lately is "Soda Ash." It seems as though "Soda Ash" has got their goat good and proper.

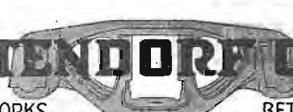
Chas. Bacon, B. & B. foreman, and his crew of men, who have been busy digging "test wells" near the Madison roundhouse,



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SAFETY
FIRST

Below is a list of good Banks. We suggest that if you are near to them that you call, and take up the matter of starting a Savings Account, **Today**, not tomorrow. Don't keep your money in a sock or mattress; put it where it is safe in a Bank, to earn its keep, and grow. It's a delightful feeling to have a Savings Account protected and earning for you in a good Bank. **Start Now.** You can open a Savings account in any of the following Banks for \$1.00, and when you have opened it add a little to it each pay day. If your Bank is not listed, ask them why.

ILLINOIS

CHICAGO

Central Trust Co. of Illinois
Continental & Commercial Banks
Fullerton State Bank
1400-1402 Fullerton Avenue
Illinois Merchants Trust Company

IOWA

CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

SANBORN

Sanborn State Bank

DUBUQUE

Union Trust & Savings Bank
"The Bank that boosts Dubuque"
4% Interest paid on Savings Accounts

PERRY

Peoples Trust & Savings Bank
"Perry's Foremost Financial Institution"

SIOUX CITY

Iowa State Savings Bank
"A Friend to the Laboring Man"

MINNESOTA

MINNEAPOLIS

First National Bank
Merchants & Manufacturers State Bank
Minnesota Loan & Trust Company
Northwestern National Bank

ST. PAUL

Merchants National Bank

MISSOURI

KANSAS CITY

Manufacturers & Mechanics Bank

MONTANA

DEER LODGE

Larabie Bros., Bankers

MILES CITY

Commercial National Bank
First National Bank
Miles City National Bank

THREE FORKS

The Labor National Bank of Montana,
Owned and operated by members of Organized Labor.

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

Commercial Trust & Savings Bank
"The Bank for your Savngs"

WASHINGTON

ELLENSBURG

National Bank of Ellensburg

SEATTLE

National Bank of Commerce
Peoples Savings Bank
"In their own Building"
2nd Ave at Pike St.
4% Interest on Savings Deposits
The Seattle National Bank
Home of the Ten Percent Club—
It will help you get ahead in life.
This strong National Bank has resources of over
twenty-five million.
Washington Mutual Savings Bank
1101 Second Avenue
Assets \$24,000,000

SPOKANE

Spokane & Eastern Trust Company
The Brotherhood's Co-operative National Bank
of Spokane.
"Labor's first Bank in the Pacific Northwest"

WISCONSIN

JANESVILLE

First National Bank
Established 1855
Capital Surplus and Undivided Profits over \$500,000.00
We Solicit Your Account and pledge you Security
and Service.
We pay 3% interest on Savings Deposits.

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

MADISON

The State Bank
"See us before you open your Savings Account"

WAUSAU

First National Bank

WOULD YOU WRITE A LETTER FOR \$15.00

STRETCHING THE FAMILY DOLLAR

By R. E. WRIGHT

First Wisconsin National Bank
Milwaukee

"IT'S no use," Mr. Holmes was saying. "Pay day tomorrow, and all these bills to meet. You just naturally can't pay \$230 out of \$200. Here's a bill for a new party dress that Jane just had to have. Here's the next payment on the phonograph. Another installment on the vacuum cleaner. Nothing left for savings. And two insurance premiums due the end of the month—"

"Wilbur simply can't get along without some new shoes," broke in Mrs. Holmes. "If only we could get away from these everlasting bills! We're losing money every month by having things charged, because it ties us up so that we can't take advantage of the cut prices at other stores."

Gloom hung heavy over the family circle, even more so than usual at these monthly gatherings when Father, Mother and the Girls counseled together in vain effort to make the morrow's pay check cover the bills for the month.

"We're up against it, all right," said Father with a sigh.

There was a cough from Wilbur's cot, so Mother tiptoed into the bedroom to tuck him in.

"Well, Girls?" Father asked, turning to them. "If this was your home—and Bob or John was in my place—"

"Oh, Dad!" The Girls were blushing.

There was the ghost of a twinkle in his tired eyes when Mrs. Holmes returned.

"I'm going to put this matter up to the Girls, and I know they'll help," he said to her. "No use becoming disheartened. We can handle it if we all pull together. I don't say that it won't mean some sacrifices, but when we've mastered it, I know we'll all say it was worth while."

"I'm sure the Girls will do all they can to help," replied Mrs. Holmes heartily, sitting down between them.

"We've got to get out of the rut and make a new start," Mr. Holmes declared, taking out his pencil and drawing columns on the back of one of the bills. "This concern is going on the budget system. Before we can spend a cent, we've got to know where the money is coming from."

The Girls and Mother had expected something a little less elementary.

Father became enthusiastic. "It's going to be a game, and we'll all learn a lot from it—especially the Girls." He marked his columns "Income," "Food," "Rent," "Clothing." Then they went over the bills together, deciding to pay a certain amount on each and arranging to pay the rest in stipulated sums at definite future dates. Together they estimated their necessary expenses under the various headings. Their first estimate showed no margin for savings.

"Why not cut out the amusements this month?" suggested Mrs. Holmes, to which the Girls, now thoroughly interested, agreed. "We owe ourselves a little self-denial for our foolish drifting."

"That goes into the bank first," declared Mr. Holmes. He rose with a sigh of relief. "Now I feel better. Run along to your high school party, Girls. I know Bob and John are waiting."

A few months passed; there was another pay day. Mr. Holmes was cheerful. "Twenty dollars went into our savings account today. Bills are all paid, and there's enough left over to run the house for next month."

"And we haven't had to do without anything really essential," declared Jane.

And Elizabeth spoke up: "We've learned how to stretch the income dollar."

Mother looked at them fondly, and nodded.

Here are Some of Our Recent Winners

Chas. W. Stothart
Port Angeles
second prize for
"Why I opened
My Savings
Account"



1st Prize

And an independent of you.

Cora A. Blodgett
Chicago



Your letter of November 15th is at hand and contents noted. Words are inadequate to express how very much pleased and surprised I am.

Your careful Spending Campaign should inspire every employee of the Chicago, Milwaukee and St. Paul Railway Company and readers of the Milwaukee Magazine, with an earnest desire to save. Many thanks for your articles on "Thrift."

2nd Prize

Like Ford's Lizzies grew.

John H. Jesberg
Minneapolis



Many thanks for your generous award starting my account. Although I never expect to reach the mark suggested by my line, it will always be my aim.



Here Is How You Can Do It

Get your pen and a piece of paper, and write a letter on "the advantages of consistent saving." There are no restrictions as to your getting help on it; see your Banker and ask him if he has any suggestions to offer. A short letter "Short and to the point" is just as likely to be chosen by the judges as a long letter. If you have not got a savings account yet, this is a good opportunity to get acquainted with a good bank—look on the opposite page and pick out one—any of the banks listed in this Magazine will be only too glad to tell you their special saving features, and at the same time tell you why you should save consistently each pay day; and what's more they will tell you HOW to adjust your pay so that you can save. Fill in the coupon below, NOW, and see if you can get a prize to start a savings account with. The contest will close December 31st, and in case of a tie, the prizes will be duplicated. Others are winning these prizes every month, WHY NOT YOU?

COUPON

MILWAUKEE MAGAZINE,
141 W. Ohio St., Chicago.

Attached is my letter on "The Advantages of Consistent Savings."

Name

Address

If I win please send my check to

..... Bank

What department of the road do you work in?

.....

.....

.....

Keep Your Balance

One of the most useful and difficult lessons to learn is always to keep your balance. Nothing steadies a man better than a savings account.

Our Coupon System for saving is an incentive to save systematically with ease.

CENTRAL TRUST COMPANY OF ILLINOIS

125 West Monroe Street
CHICAGO

The Flight of a Duck

from the northern wilds to a warmer clime is a feat of endurance, yet there must always be a final stop or resting place.

Interest on Savings Deposits does not stop, but builds steadily.

Savings Deposits made on or before the tenth of the month will draw interest from the first of that month.



The Merchants National Bank

Robert at Fourth Saint Paul

A Strong National Bank

The money you earn doesn't come easy. You earned it through hard work. Therefore you are unquestionably entitled to at least Ten Percent of this hard-earned money, and to place it where it will remain permanently yours as a just reward for a year's hard toil.

JOIN OUR TEN PERCENT CLUB

The Seattle National Bank

Second Avenue at Columbia
SEATTLE, WASHINGTON

The laborer is worthy of his hire but he has only what he saves.

No man, no firm, no business, can prosper unless the expenses are kept below the amount of income.

Working like a beaver won't bring success unless you save.

The value a man places upon his work is what determines him to husband a part of what he is paid for his efforts.

Your savings account is an anchor that keeps you off the rock of distress.

Life is more hazardous than a sea voyage. A strong bank connection is one of the safety devices of modern existence.

Great cities, railroads, farms and industries are testimonials of the foresight and thrift of this and past generations.

Make hay while the sun shines means save while you earn.

Thrift is so fundamental a part of personal independence and national prosperity, that to save less than one's share is to fail to contribute to one's own well-being and the industrial advancement of the nation.

What worth while ambition can be satisfied without the help you give yourself when you save?

Looking into the future, the view is clearer when you have a savings account.

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

The Banking Home of Railroad Employes

Checking and Savings Accounts
Deposits may be made by mail.

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus

\$310,000.00

Special Attention Given to Savings Depositors

IOWA STATE SAVINGS BANK

Sioux City, Iowa



We welcome and solicit accounts of railroad employes--no matter how small--or large.

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000

LARABIE BROTHERS BANKERS

INCORPORATED

DEER LODGE, MONTANA

Capital and Surplus \$200,000.00

The Oldest Bank in Montana
1869-1923

Old in years but young in spirit.
We invite you to use our Banking Service.

DEPARTMENTS

Commercial Foreign Exchange Savings Trust Safe Deposit

have located what is thought to be a good vein of water. If this happens to be the case, Madison will be assured a good supply of water for locomotives.

Lawrence Palmer, of the Madison freight office, is planning on spending the next week end at Geddes, S. D., since his girl is now living at that place. We understand Lawrence is kept busy writing letters here lately. How about it?

R. E. Nickols, chief carpenter on the S. C. & D. Division, with headquarters at Elk Point, S. D., paid the roadmasters' and dispatchers' office at Madison a pleasant call recently. Mr. Nickols is well acquainted on the "S. M. West" Division and we are always pleased to have him pay us a call.

H. F. Putney, passenger conductor on Nos. 1 and 6, has moved to Fairmont, Minn., from Jackson, Minn., recently. Mr. Putney has bought a home at Fairmont where he will make his home in the future.

A number of new brakemen are being employed on the S. M. West to help handle the increasing freight business. They are, Ralph Schroder, F. L. Conran, Giles Turner, John Grantlaten and Harry Gimple. We are glad to have them with us and wish them success.

Agent Garlock, of Lake Preston, took a two weeks' vacation and was relieved while away by Edw. Lucas of Howard, S. D. We suppose "Garlock" took advantage of the good duck hunting to bag a few good strings of ducks while on his vacation.

A bumper crop of potatoes is the rule along the Madison and Bristol line of the S. M. Division this season and to date a total of 310 carloads of spuds have been shipped from stations on that line. Among the stations shipping the largest number of carloads are Ramona with 16 cars; Lake Preston, 14 cars; Erwin 31 cars; Vienna, 26 cars; Naples, 20 cars; Elrod, 12 cars; Lily, 16 cars; and Oldham heads the list with a total of 150 cars. When it comes to raising potatoes of the very best, South Dakota is second to none.

Chas. Baker, boilermaker helper of Madison, has returned from his honeymoon, spent on the Pacific coast. Congratulations Charley.

The popular topic of conversation at the Madison roundhouse is ducks and chickens—the "feathered variety" of course.

Samuel Sprague, locomotive carpenter, has been enjoying a vacation spent in Virginia, but is happy at being back at the old home place.

May we take this opportunity to wish all the employes of the "Milwaukee" a most joyous and merry Christmas and a Happy New Year.

M. C. B. Gossip
"Lee"

First of all I want to wish you all a Merry, Merry Christmas and a Happy New Year.

Eugene Kleiner just returned from a belated vacation. We understand he considers the women of Detroit and Buffalo very good looking, especially those in the lobby of the Statler Hotel in Detroit. We understand he took New York quite by surprise, although he does not think very favorably of the fair sex there, but we can't figure out where the wrist watch, which he is now flaunting, entered into the case. By the way if you want to know how to make three dollars stand where one stood before, just ask Gene about it, he learned how to perform that stunt in New York. He has

suite a head for business—no kidding this time.

Mr. Barndt was in Chicago a few days helping Mr. Snell's office improve their filing system.

We seem to have an engagement to announce each month, this time Wilhelmen is the lucky girl. She surprised us by coming down one Thursday morning with a big sparkling diamond on her left hand, and she certainly has our congratulations and best wishes.

Gertrude Haas spent a week-end in Chicago.

Archie Sell also made a visit to the Windy City.

Geraldne Nelsen took a pass to Beaver Dam and we suppose by this time she has paid a visit to that point.

August Gehl and Fredrick Kirtchen also made a flying trip to Chicago.

Mr. Carnarius took his family for a visit to their home town, down in the Hoosier State.

Martin Biller went to Appleton, while Norman Fuller went to Oshkosh.

Harold Stroman fell asleep one noon and greatly disturbed the daily bridge game with his snoring. There was actually sawdust there to prove he had sawed wood.

Harold Stroman bought a machine,
A nice bright shiny Chevrolet,
And now he worries about gasoline,
As he rides around on Sunday.

He took it out alone one day,
And stalled it on the track,
And oh, what he then did say
Besides giddap, oh dear—and alas alack.

Now Mr. Stroman you mustn't forget,
Even when you drive around
You mustn't "bless" your Chevrolet,
Or you'll go to a place far under ground.

Motoring on the Milwaukee
Up and Down Hill on the Rocky
Mountain Division
Nora B. Decco

Well here we are again and by the time you read this you will know whether you had turkey for Thanksgiving or if the missus thought that well, maybe, this year you better cut it out an' have just pork chops or a chicken. Well an' maybe you will know whether you talked her out of any such fool notions or not an' had the turkey an' all the trimmings, which mostly consist of cranberries and mince pie, which last named are down cellar in my house waiting to find out if the turkey is forthcoming—and here's luck to all of you.

A recent copy of the *Harrison News* states that "Pat Carter has accepted a position with the Milwaukee railroad and is now telegrapher at Sappington tower," but that was before last Sunday. He has a job instead of a position now as the tower raised right up in the air and blew away with a loud explosion—just like that—and Pat hands up the train orders from a discarded coal shed brought over to Sappington from some scrap pile. Pat says the stove blew up and Mr. Herrington says that is what happens when a fellow leaves home and back he comes after a few months on the ranch. A new interlocking plant is being installed, and the tower rebuilt but snow will be flying before another stove will be set up in the new tower, we think.

J. F. Herrick, of Miles City, made us a call the middle of the month on business

What Is This Dress Worth?

Before you guess I want you to know that the dress sparkles with richest style—a duplicate in design of an expensive Parisian gown at a price you will hardly believe possible!

By Virginia Castleton
Visualize yourself in this beautiful frock of soft, shimmering Egyptian silk Paisley and Navy Blue Longwear Gabardine Serge! See yourself the envy of all in this lovely creation showing the deft touches of gifted French designers. Recreated under my personal direction.

Women's
Sizes
32 to
46
Bust.
Misses'
14 to 22
Years



Mannish type collar, tiny vestee (tuxton trimmed) and cuffs of Serge. Soft all around girdle with loose tie sash. The beautiful skirt has the new east touch — 1/2-inch knife pleats all around — a feature found on all of the new importations. Waist and skirt both cut full for perfect fitting to all types of figures—a clever feat of tailoring! Even older women may wear it!

And Now for a Pleasant Surprise!

What is my price? Might I ask you \$9 or \$12 or \$7? Is such elegant style not worth it? But, my dear, you shall not pay a single cent additional for the extras in style, because my price is only \$3.95! Yes, that is all. Would you ever dream it possible! But you will not fully believe or appreciate until you see it. Try it entirely at my risk — because my company guarantees you absolute satisfaction! But be quick! This amazing offer can't be open long. And I do so want every woman in America to have one.

SEND NO MONEY

Just write me giving your size, I will then send you this fine dress. Pay the mailman only \$3.95 and postage when it arrives. Try it on and then if you don't think it the most lovely dress you ever saw and the biggest bargain of your life I will return every cent of your money.

VIRGINIA CASTLETON
Care of INTERNATIONAL MAIL ORDER CO.
Dept. P 269 CHICAGO

Railroad Watches at Wholesale

992 Hamilton 21 jewel in 20 year gold filled case, \$44.63. Let us know your wants. Buy it from a "rail".

THE HERBUS SUPPLY CO.
Dept. 31 Kuna, Idaho

Pantasote

Trade Mark

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

THE PANTASOTE CO.

11 Broadway Peoples Gas Building
NEW YORK Chicago, Ill.
793 Monadnock Bldg.
SAN FRANCISCO

PILES CURED WITHOUT SURGERY

Established
in Kansas City
25 Years

The
Parkview
Kansas City, Mo



LARGEST INSTITUTION IN THE
WORLD DEVOTED EXCLUSIVELY
TO TREATING RECTAL DISEASES

*No knife, no scissors, no clamp and cauterly, no "red hot"
iron, no electricity, no confinement or hospital bills to pay*

**WE CURE EVERY CASE OF PILES WE TREAT BY DR.
McCLEARY'S MILD, SERUM-LIKE TREATMENT or YOU
NEED NOT PAY ONE CENT**

We make this statement because when a case of piles has been neglected until incurable conditions have developed, we do not take such a case for treatment. All cases are treated on a basis of a complete and satisfactory CURE. Send now for complete information on an

**EASY AND POSITIVE CURE BY
DR. McCLEARY'S MILD SERUM-LIKE TREATMENT
BEFORE YOUR CASE BECOMES INCURABLE**

We will furnish you the names and addresses of over 9,000 business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—

First—No matter what you have tried without success, your Piles can be permanently cured, posi-

tively 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.

BANK REFERENCES

As to our reliability and good standing we refer you by permission to the following banks of Kansas City:

Liberty National Bank Missouri Savings Bank Home Trust Company
Gate City National Bank Columbia National Bank

We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also Free Book on Rectal Diseases and "Curing Piles Without Surgery."

**DR. McCLEARY'S
PARKVIEW SANITARIUM**

651 TENTH AND PASEO

KANSAS CITY, MISSOURI

stopping over enroute to Lewistown from Bozeman.

Operator Edwards is assigned to Harlowton and Mr. Fortner has gone over to Lewistown to learn how to be a train dispatcher. We understand he knows pretty much about it already. Too bad he left so soon, he could have learned how to use a push button all over again after six or seven years pumping a foot pedal on the dispatcher's fone. It's certainly a nice, new handy outfit isn't it?

Tom Zerza, car repairer from Harlowton, is a patient in the local hospital, coming here some time ago with an injured foot.

Conductor Saint and wife, who spent some weeks in the east during September and October in and around Washington, D. C., and home towns in New Jersey, have returned and report a nice vacation.

We regret to say that Mrs. Clyde Mullins, wife of Conductor Mullins, of this division, is very ill in Baker, Oregon, where she has been visiting. Mr. Mullins made a trip out there earlier in the month and although she was considered very ill was though out of danger and he returned home; but was again called to her bedside and friends here are now anxiously awaiting news of her improvement.

Word comes from Deer Lodge of a new baby girl born at the home of Dispatcher Magett. Congratulations from all of us, Maggie.

Also on October 14 an 8 pound boy at the home of Fireman Gilham. No wonder his father was passing high priced cigars around that week. More congratulations.

All those C. N. D.'s you hear sent to Deer Lodge are not grain prices by any means. Those are the traveling engineer's initials, and we are only giving his tieup to about nine people at the same time.

Car Foreman Murphy and Repairer Baker spent a few days in western Montana hunting deer or anything else that got in the way of their guns. I don't know what they got as I didn't see anything. Am going to drop a note to the operator at St. Regis and get the truth of this if I can. I spose they paid him to keep quiet tho.

Mrs. Shaurger, wife of Fireman Shrauger of Lewistown, was a visitor in Three Forks the last of October.

Fireman Fink has taken a six months' layoff and will spend it in California so he says, if he can tear himself away from Piedmont.

Small Jesselyn Langman has been on the sick list with a bad abscess in her neck. She was a regular caller at the hospital for some time but is much better now.

Mr. and Mrs. Al Wagner have returned from California where they spent a few weeks' vacation during September and October.

Fireman Jack Hamilton has returned from the branch where he has been for some time and is again back on passenger. Chester Baker is still among those missing and says he likes it so well he may never come back again. His wife is keeping house for him up there, too.

**Rail Rumbblings from St. Paul
Allen**

We hear that the new station at the Ford plant will be known as Fordson, Minn., Twin City Terminal Division. Not a bad name at that so let's hear who suggested the name.

Ray Sheehan of the lower yard office, is now stationed in the Macalester district to

look after the C. M. & St. P. affairs up there.

First snow fall this season at St. Paul October 7 and last season October 16. Yes, we are getting better and better.

C. H. Cutts lead the parade at Hazel Park the other evening. The parade was only a small part of a celebration of the completion of a viaduct in that vicinity. Tom Carney also attended.

Yes, C. H. C. was the whole show, the others there, merely attended.

We would like to compare notes with our radio editor. Were you successful in tuning in ex-President Wilson's speech from his home the other night and are we right in stating that we bet you find it an impossibility to break thru station WJAZ located at the Edgewater Beach Hotel, Chicago. Judging from the way it comes in up here we often have difficulty tuning it out to get a local station. Roy Kimball claims they come in so loud and clear he hears that station on a crystal set. Well, possibly he has tuned same in on a crystal but while he was visiting in Chicago and not as a regular occurrence out at his home on Snelling avenue in this city.

As we all know radio is in its infancy, but think what a bouncing baby it is when you read that one out of every ten families in the United States have a radio receiving set of some kind.

A Twin City boy, Mr. Grimes, just sold a radio patent which will net him a cold half million iron men, and now he is working on a second discovery which will enable the deaf to hear.

WJAZ just cut in on the air and as I cannot break thru I have to sign off wishing you all a Merry Christmas and a Happy New Year.

Notes from the Local Office and from the Docks, Tacoma R. R. T.

We regret to announce the death of the infant child of Special Agent and Mrs. W. L. Whitworth, and extend our heartfelt sympathy to the bereaved parents.

Roy Kidd, who since Bernie Bartels' resignation has been our chief bill clerk, has left us, much to our regret, and has taken upon himself the duties of rate clerk at the city office on 10th street of this city. Roy Kidd has made many friends for himself by his courteous, cheerful and efficient service, and while we regret to see him leave our office we wish him every success in his new position.

Keith Williams is now chief bill clerk and will therefore hereafter be referred to as "the handsome chief bill clerk," that being the hereditary title for this office. Fortunately he answers this description to the fullest.

Much to the pleasure of the entire force Mrs. McKay returned to her duties at the switchdesk on November 1st after a siege of sickness of many months' duration. We are certainly glad to have her with us again.

W. S. Burroughs, our popular cashier, was off on a vacation in October. Fay Clover, assistant cashier, was in charge of the department in the meanwhile.

We learn that C. S. Ebbesen, chief accountant of the Oriental department, of all days of the year picked out the day of the heavy rain, October 16, for digging the new well at his place near American Lake, probably to make sure of getting water in it.

The baseball fans of this office made up

quite a nice little jackpot on the world's series and with his usual luck Keith Williams carried off the bacon.

There being a surplus of cats at the docks—more than we are permitted to carry on the payroll—Mr. Alleman has transferred several of them to service at the local office, where the girls were clamoring for protection from the ferocious mice which occasionally stray into the office from the warehouse. The first kitten so transferred has become thoroughly acclimated under Miss Marty's care and has become a general pet—or general nuisance, according to whether she takes a nap on your particular papers or somebody else's. Encouraged by this success, Captain Kirby, janitor at dock two, essayed to capture another dock cat to take it over to town, but the creature put up such a stiff defense that Mr. Kirby had to abandon the attempt and pick out a more tractable cat. We hear that Ray Powels, not satisfied with the cats already provided, takes every opportunity to send Cedric Moyer, our swift-footed messenger, out on the street after any stray cat that may come in sight.

Tubby Gleb served as waiter at the Brotherhood of Railway Clerks banquet on October 15 and is reported to have given a splendid exemplification of fast action. We always knew that Tubby was the boy wonder when it comes to juggling the eatables.

Mrs. Collins, widow of Ed Collins, late lamented chief clerk at the docks, remembered the office force by sending us a box of most delicious apples from her fruit ranch at Yakima. We ate them with fond memories of Mr. Collins, one of the best fellows that ever lived, and with sincere thanks to Mrs. Collins for her kind remembrance.

Mrs. Thiele had the misfortune to be run over by an automobile recently at Market and Eleventh Streets of this city. While fortunately no bones were broken she sustained very painful bruises and other injuries from which she has not fully recovered at this writing.

Our dock two at its south end at present looks like a county fair, harboring a choice assortment of blooded Holstein cattle, coming from Ontario and intended for export to Japan. Our dock forces are reveling in milk from five thousand dollar cows while they have a chance. These docks are also crowded with many thousands of cases of salt fish being exported to Japan, and we are afraid we are quite noticeable to windward.

Splinters from the Wooden Shoe Brownie

Operator Ethel McClean of Menominee is taking a vacation. What's the matter, Ethel, too much book work or did you get lonesome for McKeever?

Baggage man Otto Falk has taken Nos. 802 and 803 between Channing and Houghton. Well, Otto, you should know how to shovel snow by spring.

The new yards at Iron Mountain are now completed and ready for business. Now let the logs come.

Conductor M. J. Donovan passed away November 15 after a short illness. Deepest sympathy is extended to his bereaved family.

Brakeman Ray Clark has a new baby girl at his house. Now, old kid, you'll have to stay on the job.

A lot of the boys have laid off and gone deer hunting. Don't forget fellows, I eat venison.

Dearborn BULLETINS

DEARBORN first placed water treatment on a scientific basis by the method of complete water analysis and survey, and constant laboratory and service control.

DEARBORN CHEMICAL COMPANY

332 South Michigan
Avenue
CHICAGO

Life Holds No Greater Gift

—than robust, enviable health. With it, your work becomes easier, your relations with your fellows smoother, your life worth while. Without it, existence is a trial.

Over 50% of all our ills start from constipation. Ask any doctor. When this condition sets in, most people resort to drugs, which only make matters worse.

The natural corrective for constipation is

Fleischmann's Yeast

This fresh food eliminates poisonous waste regularly and easily. No immediate violent action results. Gently it performs the necessary function of moving the waste on and out of the system. That accomplished regularly, constipation soon disappears.

Eat two or three cakes a day. Your grocer will supply you.

The Fleischmann Company

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.

AIR REDUCTION SALES COMPANY

Manufacturer of Airco Oxygen—Airco Acetylene—Airco-Davis-Bourneville Welding and Cutting Apparatus and Supplies, Acetylene Generators, and Specially Designed Machines for Automatic Welding and Cutting—Nitrogen, Argon and other Airco Atmospheric Gas Products.

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This 1924 model Men's or Boys' popular 16 size perfect time keeper for only \$1.97. Solid silveroid model case, open face, stem wind and set, position, adjustment fully tested. Send no money. Simply pay the postman \$1.97 and the watch is yours. If you are interested in other novelties send for our new catalog. Consolidated Novelty Co., Dept. 1354, 20 E. Lake St., Chicago

Ford Runs 57 Miles on Gallon of Gasoline

A new automatic and self-regulating device has been invented by John A. Stransky, 2024 Fourth St., Pukwana, South Dakota, with which automobiles have made from 40 to 57 miles on a gallon of gasoline. It removes all carbon and prevents spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants agents and is willing to send a sample at his own risk. Write him today.—Adv.

Binding Railroad Records

IS OUR SPECIALTY

THE McBEE BINDER CO.

Chicago Athens, Ohio New York
St. Louis, Mo.

Conductor Herman Schroeder has taken Nos. 10 and 23 or the east end. That's right, Herman, stay out of the snow if you can.

Ore season at Iron Mountain for 1923 is over; now for a good log season.

Frank O'Malley has just left the hospital where he has been treated for injuries received when riding in an auto on the Cedar Creek Road. Frank don't mind looping the loop, but he does not like the way they drive in Wisconsin. Back to Michigan for him.

Conductor Frank DuBois has gone to Florida for the winter. Conductor Bon has signed up for the job.

Conductor C. B. Kempley and wife have returned from Iowa, after a two weeks' visit.

Brakeman Eddie Cochran, better known as Barney Google, is laying off for a short period to inspect the construction work of the new depot at Chicago.

Don't forget to get in on the Employee's Pension. You have all to win and nothing to lose, and for what you pay in you will never miss. It is like getting something for nothing.

C. & M. Division Radiograms

C. E. Rhoads

The crowds are still going to Fox Lake only that now more dogs are going up than people. Hunting must be good—for that matter some of the railroad men have been "hunting" for some time.

Brakeman Fred Havlik has spread the news that he now has a second son; that's fine, Fred, you will soon have the table well surrounded, so Paul will have to hurry to keep up with you.

Conductor Crapsey putting on the "Ritz"—now wearing a fuzzy black hat. Better nod to the boys now, Frank, you might soil the pretty sky-piece by tipping it.

A new train, No. 54, was recently established to take care of the increased express. In another week, will have to call out all the available cars to handle the holiday mail. Remember last year, the mail stacked as high as the Rockies?

Passenger Brakeman Carpenter, wife and family—ah yes, there is a baby—left for a ninety-day vacation, back home.

Not to give away any secrets, but Clink, the timekeeper, comes out and says he is looking at and buying furniture. Better sell that flivver or take out more of the old protection. Of course, best wishes of the division go to the coming heavyweight champ.

Brakeman Carlin and Hallisay, the old R. & S. W. Division boys, are up in Canada on a vacation. I wonder why Canada.

Brakeman Kronke was injured hustling to work one rainy morning when he drove into another automobile. Some spirit that, rushing to work or was it on account of too much sleep?

Some one is buying beads for someone; not to say anything, but Mary, will you please tell us the howcome and wherefore of the pearls—might be good news.

Conductors Mitchell and Elliott just returned from a hunting trip, neither telling stories so possibly both got something, other than a cold.

Meant to tell you that Chief Dispatcher Woodworth almost stayed in Hollywood while visiting there on his vacation, but he says it was too tame. Now Babcock says he thinks he could find it very interesting.

Good news to the boys, and a lot of work for the office, back pay for the J

Line workers—wonder if the little games are going on again.

Nothing more to say, except that let's hope the girls do not wear those Cloppity-clops this winter. Wouldn't it be nice to drop 'em off around the coal shed at Rond-out on one of those snowy, blizzard nights and send 'em down the pike to clean off the track, galoshin' along.

Iowa Division

Ruby Eckman

Four Iowa Division engineers and firemen deserted the bachelors' ranks during the month of November. Engineer Ben Cook married Miss Lois White; Engineer Orville Balsbaugh married Miss Mildred Reid; Engineer Ray Burns married Miss Olive Anderson, all of Perry; and Fireman Robert De Groate married Miss Hazel Black of Dawson. All will make their homes in Perry with the exception of Fireman De Groate who will live in Council Bluffs as he is on a switch engine for a while.

Conductor George Cox's daughter, who has been in a Des Moines hospital for ten weeks, has recovered sufficiently to be able to return to her home in Perry.

Engineer Henry Nichols came to work about the first of November with a big smile on his face all because of a new grand daughter.

Engineer S. A. Trine and wife have been spending a few weeks with relatives in Wisconsin. Thos. Pandy had Mr. Trine's run during his absence.

Conductor Wm. Simpson who has been in the chain gang all summer has taken a way freight run between Perry and Manilla. Fred Apple has taken the opposite run and will hold it during the winter at least.

Superintendent M. J. Flanigan and wife visited relatives in Perry the middle of November, following their trip to Chicago to attend the reception at the home of Mr. Bradshaw.

Harry Jones, son of Engineer D. Jones who is in the forestry department of the government, spent a couple weeks in November with his parents at Perry. His wife and baby had been in Perry several weeks. They are being transferred to Austin, Texas.

Conductor O. M. Stevick had the misfortune to lose one hundred dollars in currency on November 2. It fell from his pocket when he jumped from a car on which he was riding to the yard office. Fortunately it was found by Fireman James Wagner who returned it to him as soon as he learned the owner.

The correspondent has been wondering what happened that we have not read of the marriage of the young lady in the car accountant's office who came east from Seattle with us in July. Judging from the frequent references she made to "Artie" we thought she would be Mrs. Artie by now. Maybe the Chicago correspondents have overlooked the event and we would suggest the At Home Editor or the chairman of the Safety First department, who seemed to be much interested in the case, do some investigating.

Mrs. Clifford McTaggart, daughter of former superintendent of transportation, G. L. Whipple, passed away November 7 at a hospital in Bloomington. Burial was made at Perry, the old home of the Whipple and McTaggart families. Mr. and Mrs. J. H. Foster of Minneapolis and J. L. Brown of Chicago were in Perry to attend the funeral.

Engineer W. J. Overton is a grandfather, according to reports of the arrival of a daughter born to his son Don and wife in Omaha.

Conductor E. A. Rumley's wife fell from a ladder the latter part of October and injured her back quite severely.

Conductor Frank Wagner's wife who has been at the Iowa City hospital for several weeks was able to return home the latter part of October. She is somewhat improved in health following a couple operations. Brakeman Jack Courtney's wife was also at the hospital for a few weeks, returning home much improved.

Brakeman Delbert Baldwin has returned to work following a stay at the Washington Boulevard hospital where he underwent an operation.

Engineer Leonard Hulbert and wife celebrated their 28th wedding anniversary on Oct. 28 with a family dinner to which a number of relatives and friends were invited.

Engineer L. F. Johnson was guest of honor at a banquet in October at which time he was presented with the engineer's badge for forty years of service.

Arthur Manor, Addison Birdsall, Russell Johnson and Thos. Young have taken their two years' examination as firemen.

A shipment of seventeen cars of cranberries was handled west bound over the Iowa Division the latter part of October, destined to California.

Kansas City Terminals S. M. C.

If June is the month of brides, October must be the bridegrooms' month for two of our boys "stepped off" in that month, Paul Jones, fireman and Earl Hewitt, revising clerk. Congratulations.

The Shriners dedicated a new temple at Springfield, Mo., and it seemed as though most of our bunch attended, Mr. Harris, Mr. Zane and Mr. Craft being among those present.

Pauline (better known as Polly) has taken Sue Conwell's position and is doing fine. The question is, will she get the retiring bug, the same thing that overtook Sue and Katie Hammond.

Mr. and Mrs. Anderson attended a banquet given by Mr. and Mrs. Bradshaw in honor of Mr. Gillick, and report a wonderful time.

The two stenos at Coburg wonder when the recent Benedicts are going to make good. We SAW cigars passed around to all the men and HEARD that there was to be some candy also, but that's all.

Geo. Harris, Jr., son of Yardmaster Harris is now professor of geology at Washington university.

Bill Johnson on the inbound car desk was so wrapped up in the men's bible class drive that when asked where he wanted a certain car to go, said; "To Convention Hall, Sunday morning."

Harold Harding and Buster Beem went hunting recently and report rabbits in Kansas very scarce. Well, you boys didn't know where to go. Ask Harry Vail. He knows all about the rabbits in Kansas and he can also give you some pointers on the Kansas hunting laws.

Lawrence Flagler of the car department says his car is looking so bum that when he goes riding he has to go by himself. My, I didn't know they ever got that bad.

Denny Keys, our switching clerk, says if the fine weather keeps up the price of eggs may decline a cent or two. That

wouldn't make them very cheap at that. Fifty cents per dozen sounds like there was another war on.

Our telegraph operator at Liberty Street, Mr. Hollis, says Kansas City looks better to him every day.

Harry Studt of the cashiers department had his pockets picked but all they took was his check book. Here's hoping they don't write any checks.

Little Helen is no longer our telephone operator. She has taken a position on the car record desk and Hofferty says there is no room for anyone else.

We understand someone at the Liberty Street warehouse is about to go into a decline worrying about when he is going to get to pay a bet he lost in September, 1922. He says it preys on his mind to be in debt to anyone. Never mind, just a few more years and it will be outlawed.

Miss Ruth Clark, daughter of J. T. Clark, G. C. F., is recovering from an operation for appendicitis.

Mr. and Mrs. W. L. Clark are the proud parents of a 10 pound boy, the first in the family. Congratulations.

Seattle, "Heart of the Charmed Land" G. W. Linscott

Again we hurry to report more silk trains for the dear old C. M. & St. P. Fourteen cars November 11, 11 cars the 14th and another large consignment expected this month.

The writer was told the 14 car shipment delivered connecting line at Chicago just 57 hours after departure from Seattle. That is a feat for all of us to crow about for no competing line has ever been able to equal it by several hours, and no one need fear they will for some time to come.

G. A. Jones, cashier, spent several days in Spokane recently visiting grand-children.

C. A. Brown is still endeavoring to get his vacation by taking half a day off now and then.

Gerald E. Salisbury recently of Pocatello, Idaho, is a new addition to the force.

Glad to meet you, "Jerry", and hope you like us well enough to stay, but keep an eye on the bill room for they don't know you are married, and may try to date you up.

Clifford Cox, receiving clerk, is spending his vacation (\$) in Spokane and Harlowtown.

Hurry back, Cliff! The girls are getting anxious about you.

Frank Dore, conductor on Northern Montana Division dropped in to visit his old friends Leo and Wockle.

Martin, why do they call you Wockle? Did you know that Seattle has the largest "lock" in the world with the exception of those in the Panama Canal.

That the average temperature here last winter was 64 and that flowers are still blooming in the parks and along the drives at the present time (November 12), and that the C. M. & St. P. is the only road operating over its own rails from Chicago to Seattle and also has the shortest mileage between the two points?

Chas. Fife has returned from Canada and we are sorry to report it was necessary for him to go to the hospital immediately upon arrival. We all hope for your speedy recovery and return to work, Charlie.

Come on, Pier 6 and Yards and give us some items.



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Should you wish to purchase a very fine **Diamond** allow me to compare quality and prices is all I ask; I guarantee every **Diamond** I sell to be absolutely **perfect** or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

C. M. & St. P. R. R. Watch Inspector

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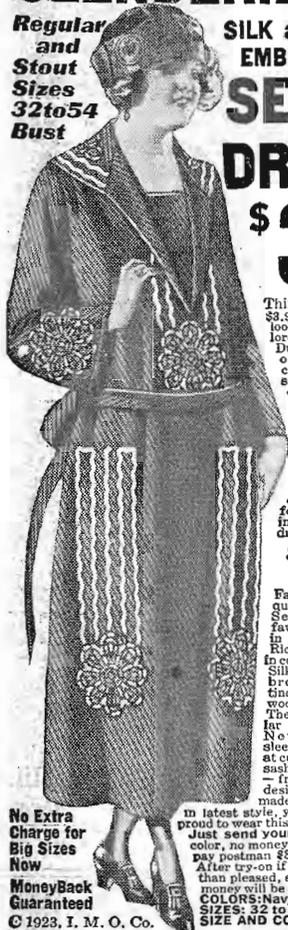
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**Regular
and
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Bust**



**SILK and WOOL
EMBROIDERED
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DRESS
\$3.98**

Think of it! Only \$3.98 for this rich looking, smartly tailored Serge Dress. During this sale only, no extra charge for larger sizes. Picture gives only faint idea of the exquisite beauty of this ultra stylish creation. Brings slimmest and grace to the heavier figure. Only limited sale—one to a customer. Be quick, before this astounding offer is withdrawn.

Send No Money

Fashioned from fine quality Longwear Serge, along lines favored as the vogue in fashion centers. Richly embroidered in contrasting color in Silk chain-stitch embroidery with distinctive medallions in wool French Knots. The V shape roll collar is all the rage. Now wide flare sleeves embroidered at cuffs. Self material such to be tied at back—front or side as desired. Splendidly made in every detail.

In latest style, you will be justly proud to wear this wonderful dress. Just send your name, size and color, no money now. On arrival pay postman \$3.98 and postage. After try-on if you are not more than pleased, every cent of your money will be quickly returned. **COLORS: Navy, Blue or Brown. SIZES: 32 to 54 bust. STATE SIZE AND COLOR.**

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Madison Division Notes

On Nov. 1 the general manager issued a notice that the divisions heretofore known as the Prairie du Chien and Mineral Point will be consolidated and known as the Madison Division.

Z. C. Willson, our veteran agent at Palmyra, is spending a week in a lumber camp in Northern Wisconsin and hopes to have his usual luck in shooting a deer. Mr. Willson is the oldest agent on the Madison Division, having entered service in 1862. His father helped to build the railroad from Waukesha west.

Art. Batty, passenger agent, Madison, is exuberant over the success of the special 15 car train run from Madison to Champaign, Ill., and return for rooters attending the Wisconsin-Illinois football game. The train ran on schedule in both directions. Art is certainly popular with the student body and succeeded in getting 90 per cent of the travel.

Frank A. Maxwell, chief dispatcher, Madison, will attend the Wisconsin-Chicago football game in Chicago this month. Frank is betting on Chicago as his brother was formerly a star player when attending that university.

Chas. Gregory and wife, yard foreman, Janesville, expect to take a trip to Colorado for benefit of his health.

F. J. Collentine, popular agent at Monroe, has been called to Rochester, Minn., on business.

Baggage man Ed. Jeffrey's oldest son Ed. is attending college at Alford, N. Y., and Mrs. Jeffrey will visit him at Thanksgiving so he will not feel homesick.

Operator Geo. Glaesner and wife expect to spend a month or two in Florida this winter to see if the change in climate will not benefit Mrs. Glaesner's health.

John Bischel, delivery clerk, Madison, spent Sunday with his brothers at Dousman. John and Ed. Dousman, train dispatcher, both claim this to be their native town.

J. W. McCue, genial conductor on the New Glarus Line, will be feeling lonesome this winter when his wife is visiting in the far west.

Train Dispatcher I. L. Buehler and wife have left for New Orleans to take part in the Mardi Gras. After that they are going to continue their trip to San Antonio and Corpus Christi. While Irv. says this is on a wild goose chase, we expect he is going to see his oil geysers in Texas, which are bringing him in a handsome monthly return.

It is rumored that "Tarpley" is going to join the congregational church on the reputation of the high class pancakes served at a recent 35c dinner at Madison.

The season is getting late for bobbing hair but it is felt that we will be 100 per cent strong next spring. We are well over 50 per cent now.

Now that the football season is over we will settle down and wait for the winter to pass.

R. H. Tegan, agent, Albany, is going to Little Rock, Ark., on important business.

Janesville is a busy station these days. One of the sand and gravel companies shipped over one million tons of material this season—the biggest year they have ever had. The Chevrolet Motor Co. are turning out 300 automobiles per day and Fred is kept busy getting enough auto cars into Janesville to keep the factory running and getting the lions' share for the C. M. & St. P. Ry. We had 50 carloads this month for export to Japan.

Milwaukee Shops

H. W. G.

The items in the Dunn family railroad history in the October magazine states that the locomotive John Bull pulled the train from Albany to Schenectady on the historical date of August 1831. According to general railroad history it was the DeWitt Clinton. The John Bull was the first locomotive on the Camden and Amboy R. R. about the same era.

Dave Matthews, who built the DeWitt Clinton, was its first engineer. The locomotive was built at the West Point foundry and taken to Albany by boat.

G. G. Wunder, chemist from the A. O. Smith Company, is chief chemist at the shops in place of A. Chambers, gone to another Company.

Slides and moving pictures were a feature at the G. S. K. staff meetings recently held in the assembly room. Jno. W. Taylor was there the last day.

Ed Zimmerman, of the S. M. P. office, was on a trip to the coast latter part of October.

We are all glad to see our janitor, Mr. Babecky, with us again after over a month's sickness.

Miss Marie Mitchell, our steno., not being here the 5th, we learn that she is in the hospital, and on the road to recovery which we hope will be soon.

The bipolar electric locomotive on exhibition at the depot Nov. 2 and 3 drew an interested crowd, so much so that one of the commercial photographers had difficulty in clearing a space for a full view. These locomotives were an interesting exhibit at Madison, Wis., during the football game the 27th ult. It pays to advertise.

The Employees Magazine for November just received shows a good front page photo of the Chicago depot under construction. Same seems to have been changed from previous views as to the concourse, etc.

Crossing the tracks, walking along the tracks, climbing over and between cars, riding on locomotives, etc., is against old rules which are being enforced.

Judging from the fine music at a recent concert and party by the shop boys we have some star players of the different instruments.

Iowa and Minnesota Division

D. M. W.

C. R. Parker, side table operator, Minneapolis, leaves November 10 for Guthrie Center, Ia. Mr. Parker expects to be gone until the corn picking season is over, which he thinks will be about the latter part of this month.

A. George, agent Lyle, is confined to his home on account of serious illness, having taken sick while visiting his brother, Wm. George, at St. Louis.

W. F. Barker, agent Pratt, passed away at the St. Mary's Hospital, Rochester, October 3, 1923. Mr. Barker entered the service of this company in 1907 and served as agent at various stations on the I. & M. Division. The entire I. & M. Division extend their sympathy to the bereaved family.

When Lime Springs was short on water for locomotives a short while ago the chief dispatcher started a hunt for Pump Repairer N. J. Mayer to learn that he was at home that day welcoming his new helper, Norbert John Jr., who arrived in this world on Friday, October 26, weighing in at the ring side at 9 lbs. even, with a 100 per cent average physical condition. Mother and baby doing fine.

Roadmaster Frank Larson attended the I. & M. Safety First meeting at Minneapolis, Nov. 6, and after the meeting he found time to take in a movie before train time. He witnessed a picture where an Indian shot and killed a beautiful girl; he says it was terrible.

The new passenger and freight depot at Kenyon, Minn., is nearing completion and from the remarks of passengers and employes, there is no argument that it is as good a depot as on the I. & M. Division. Agent M. S. Haling is trying hard not to put on airs so he will not lose out and drop into the stuck up class but he says it makes him feel like when he wore his first long pants.

The B. & B. force of I. & M. Division is now reduced to winter basis and Chief Carpenter Al Kurzejka says he still has a few promises of work not fulfilled, so if you should happen to meet him attired as a bridge carpenter, you will know that he is personally trying to fulfill a promise as he says that no man can live on promises.

Chief Carpenter and Mrs. Al Kurzejka and children, Billy and Ruth, visited friends at Austin over Sunday.

Here's wishing you all a Merry Christmas and Happy New Year.

S. M., East
I. McCarthy

We were unfortunate in losing one of our S. M. brakemen on November 1. Ernest Schraeder while uncoupling cars at Peterson, crossed and in the act of crossing over between them, slack ran in and Schraeder was caught between the two couplings, resulting in instant death. The S. M. Division employes were grieved to hear of the loss of their fellow workman and extend their sympathy to the bereaved family.

George Schraeder and relatives wish to extend their thanks for the beautiful floral offerings and for the sympathy shown them in the loss of their son and brother.

Brakeman Gordon Zook has been wearing a smile since the arrival of a son at his home the latter part of October.

Lyle Hanson, son of Brakeman M. B. Hanson made a trip with his father from LaCrosse to Lakefield and as a result the little man feels able to take his father's place any day.

George Wilson of the B. & B. department is able to be at his work again after being laid up with a sore foot, which he cut with the adz, while at work on the power house door at Austin.

On Extra East November 1, Engineer Saterloff, engine 4222, when pulling in on siding at Hayward discovered truck on W. C. L. car 2317 binding and hot. Mr. Saterloff's reporting the car no doubt prevented an accident.

Engineer Fred L. Peck was caught in the superintendent's office—or rather his foot was caught in a mouse trap.

Ticket Agent H. C. Scott has returned from Erie, Ill., where he was called on account of the illness of his father.

Engineer Higbee has written a song entitled, "The Night That Mike Killoren Ran Light". When Mr. Higbee told his fireman, Wm. Sucha, about it, Fireman Sucha suggested that he be allowed to compose the music to fit the words, but Engineer Higbee said that Bohemian music wouldn't do.

Marcella McShane has returned to work

after a sojourn in the west. Marjorie Elton, who accompanied her remained in the west, having secured a position there. Miss Freda Catlin has taken up her work as clerk in the store department.

Storekeeper W. M. Glenny is very poorly at this writing and unable to be at his work.

Conductor Root, wife and children have left in their new Packard sedan for California, where they will spend the winter. Conductor Tolbertson has Conductor Root's run between LaCrosse and Lakefield.

John C. Hanson, agent at Hayward, and Miss Laura Ramsport, were married at Mankato on November 7.

Jas. Vickery, former accountant in the superintendent's office, called on office friends here a few weeks ago.

Switchman H. B. Hinkley is again on the job after a few days' illness.

Fireman Jos. Cerney and wife spent a short time in LaCrosse.

Dwight Kneeskern and J. D. Williams of the baggage department, Ronald Evenson of the superintendent's office, Herbert Norgorden of the master mechanic's office and Conductor McCoy attended the state joint initiation of the Masons, which was held in St. Paul November 17.

Master Edward and Miss Eileen Killoren, children of Conductor M. J. Killoren, made a trip to Cresco during their vacation.

Illinois Division
M. J. S.

A Merry Christmas and Happy New Year to you all.

The following changes have been made in the superintendent's office caused by J. T. Hansen, formerly chief clerk to Superintendent Lollis being promoted to chief clerk in the Chicago terminals under C. L. Whiting: James S. Igerman is now chief clerk to Mr. Lollis; R. E. Thoren, division accountant, Illinois Division; Joseph Caswell, division accountant for C. M. & G.; C. E. Whitt, chief timekeeper; Chas. Plattenberger, timekeeper, and Bill Wires, B. & B. clerk. We were all sorry to lose "Jerry" but glad to see him get a better position.

Mrs. Mayme Hopkins is the new clerk in the superintendent's office, taking the position vacated by Wm. Wires. Welcome m'dear, welcome.

Lost—Somewhere between Joliet and Savanna, a brand new hat belonging to "Tony." Finder please return to owner and receive reward???

Somebody made the remark that East was West. S'all wrong, East is North just at present. Ask Doris if he isn't.

Nana Gallagher has returned from her vacation which she spent in Davenport (the only good town on the map) according to Nana and Lee Corsiglia.

Miss Yevonne Losey entertained the S O S Club previous to her departure to Chicago. Yevonne was presented with a bracelet as a farewell token from the girls, who wish her success in her new work in the general superintendent's office. The S O S Club was also entertained two weeks later, by Doris Calehan, file clerk superintendent's office, at which time our new member, Mrs. Mayme Hopkins, was initiated.

We regret that our lengthy write-up on the wedding of our correspondent, Mabel Johnson and Engineer Maurice W. Stark, was received in the Editor's office too late to permit space for its complete issue in last month's magazine number. Neverthe-

We are all Employees

Fundamentally a great manufacturing business is in exactly the same relation to its customers as the individual is to the company which employs him.

The basis upon which we all live, thrive and progress is the basis of service to others.

That is the spirit that stands back of our products.

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That is the spirit that has made these products so satisfactory to the Railway industry and has made our business grow.

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"Standard over the earth on
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Headlight Cases—Sheet and Cast Metal
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Better Illumination With Fewer Units With
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What is Acetylene?

Acetylene is the gas liberated from the dissociation of calcium carbide when in contact with water. Acetylene is a colorless gas, and has a distinctive characteristic odor. It is the richest gas in carbon contents known, hence, when combusted with pure oxygen the result is a very high temperature flame. All metals are conquered by it!

No other gas has benefited man more in so short a time. There is none more dependable and economical to the railroads.

Acetylene cylinders should be emptied promptly. These cylinders cost many times the value of the gas they contain, therefore, their speedy return to their filling stations is of vital importance.

We shall tell you of Acetylene's mother in the next issue.

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Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
Milwaukee Wisconsin

less, we do not want to fail to make mention in this issue, of the pretty boxes of good wedding cake and candy that we received, as well as the cigars that were "treats" for the boys.—"The Girls, superintendent's office."

Letter was received from Conductor A. F. Eberling in which he states that he is feeling pretty good but with change of weather experiences the same old trouble with his knee but still lives in hopes of getting well. Also states the Passenger Brakeman V. B. Hovey seems to be improving in health. Both say "Hello" to everybody.

Congratulations are extended to Mr. and Mrs. H. B. Christensen on the arrival of a daughter to their home October 16. Mr. Christensen is instrument man in Division Engineer Heck's office.

Wm. Bilhorn, father of Conductors Fred and Chas. Bilhorn, recently shipped a carload of apples from his orchard at Opportunity, Wash., to Savanna, Nov. 3, over the C. M. & St. P. He states he was accorded good treatment and service all the way, which made his trip pleasant, and recommends the "Milwaukee" every time.

Interesting and profitable Coal and Safety First meetings have been held at Savanna recently, with large attendances from all crafts on the division; many suggestions being discussed for the betterment of the service and safety of employes.

William McGraw, Illinois Division engineer, dropped dead at Savanna roundhouse October 13, after his arrival on No. 19, which was in his charge that day. Burial services were held at Lanark, Ill., October 16.

William Sheetz, gang foreman, has been practicing a monologue vaudeville act entitled "Turn Off the Steam!" This pathetic little sketch describes the enormous amount of heat found in the offices on days when heat is not needed.

Miss Leota Frazier, former clerk in the store department office, was united in marriage October 29 to Burton Greenleaf, chief clerk on the C. B. & Q. Ry. Mr. and Mrs. Greenleaf left for a two weeks' trip through Colorado and on their return will make their home in Oakvale. Congratulations are extended—and the candy they sent us was sure good.

Letter to Santa

"Dear Santa: If you are not too busy to listen to the plea of four good, truthful, trusting and hardworking girls, will you please bring us a pencil sharpener for Christmas? We have been good girls all year waiting for one. We thank you.

D. M. M. and R. H. Office Girls.
Bright Sayings of D. M. M. and R. H.

Office Girls

Ilene: "Where is the tank on an engine?" and the obliging girls showed her a tank. "But if that is a tank, where is the tender?" was her next query.

Margaret, holding a notary seal in one hand and an alien report in the other: "Take off your right hand and hold up your hat and swear to this report."

Clarable:

"A child stood on the railroad track
A train was coming fast—
The little child just stepped aside
And let the train go past."

(Note—The words are not original but her gestures accompanying the ballad are of her own manufacture.)

William Sheetz, while taking dance tickets at the Eastern Star dance recently, reports that an Illinois Division fireman tried to pay \$5.00 for a \$1.25 ticket. Do you sup-

pose he was excited, or—Oh, well! that is all right, Skinny, but don't let it happen again.

To the meanest man in the world: Please return our mop wringer which was stolen November 7.

Wednesday, October 17, Savanna received a message from the Washington boulevard hospital announcing the death of Lee Smith, call boy at Savanna roundhouse. Lee had been in poor health for several years, and had recently entered the hospital for treatment. On October 16 he was operated on for removal of tonsils in hopes of finding relief, but he took a turn for the worse following the operation and passed away at 3:00 A. M., October 17. Lee had been employed as call boy for the C. M. & St. P. Ry. since September, 1918, and was a conscientious and faithful worker. He had a sunny, pleasing disposition admired by everyone, and was ever willing to help the other fellow. Burial services were held at Center Hill Cemetery. Sympathy is extended to Mr. and Mrs. Wm. Robbe, with whom he made his home.

Musselshell Minutes

H. K.

Helen Coleman is spending her vacation in Sioux City, Minneapolis and Chicago. She was accompanied as far as Sioux City by her little nephew Jack Donohue. Jack spent the summer in Milestown with his grandmother and aunts. Helen will attend the Iowa-Minnesota game.

A number of railroad folks attended the masked ball here in town this week, and it is said they dressed in costumes of varied hues. Ann Mumedy was a butterfly—Oh, you Ann—did you flop your ears—I mean your wings? Mable F. was a Holland maiden—plump and fair.

T. A. Dodge has joined the Slayton brass band—according to reports.

Mr. Randall suffered an injury lately at Thurlow—report is that a cow kicked him, but others say he fell off a coal dock onto the soft coal and this saved him from a "hard" fall.

Shorty Rogers bought a new kodak today and was out around the yard demonstrating its wonderful action—we may have his picture in the next writing.

The girls were out joy riding on the cushions this week—Mable went to Round-up and helped make the Safety First meeting a big success. Elizabeth went down to Marmarth to attend an investigation.

While the train was running a half mile east of Thurlow this morning a truck spring fell out of a car and hit Orvill Heath, section man, in the left leg and injured him. He was brought to the hospital in Miles City.

Edith Pederson must be going to buy a ranch—I saw her inspecting the dairy special a few weeks ago near the depot—the prize winners from Oregon were beauties.

We have a soapbox orator in our office by the name of Swenson—two of his favorite subjects are: The economic operation and powerful action of his Chevrolet, and get yourself a nice little wife and settle down, boys! If you should happen in here about the time he gets a good start you would think this was a matrimonial bureau instead of an engineering office. Well, he might be a matrimonial engineer. They have to lay plans as well as the others. I must admit that he has convincing arguments—if you don't believe it, ask John Rada.

Proverbs say a word to the wise is sufficient—but wise men don't try to get across the railroad track when the train is choosing down the track about 60 per. The question is—How are we going to teach the other fellow? Saturday morning just as 15 was pulling in to Miles City, at the last crossing, a truck driver teasing fate stepped on the gas and was—almost over when it hit him—knocked the truck forty ways for Sunday and the man was thrown violently into the air—same old story—hit—hurt—hospital. When he recovers he no doubt would be able to make a good speech at Safety First meeting. When will people quit trying to beat the train across the track.

Goodbye "Mile-a-Minute" and best wishes—we enjoyed your news and think you are a live wire. Hope "Runnin' Wild" does half as well.

The Famous Run of No. 78, Musselshell Division, C. M. & St. P. Ry., "Toot! Toot!"

The engineer says, "All is fine," He can take the train to Miles City on time,

The conductor says, "You have no excuse, For all you have is a hundred cars and your caboose."

The tonnage is great and the length a mile,

The fireman bales coal with never a smile, The drivers slip and the engine groans The Hog Head curses and the fireman moans,

The Taller says, "God bless my soul If the hill was a mile longer I'd run for coal."

Then they crack a joke and roll a pill, They have reached Sumatra the top of the hill.

They stop at Ingomar the worst place on the map,

The Dispatcher says, load six cars of sheep for Judith Gap."

Fireman is sore, and the engineer peeved Don't give a whoop if they double to Thebes.

They reach Vananda and there get a meet, The Taller says, "We will go and eat.

The dispatcher says, "What is the delay." The conductor pulls his hair in a serious way,

The Ham says, "The con's gone mad."

The dispatcher laughs and says he is glad. The conductor keeps arguing whose fault is the greater,

Until he is chased out by the ham operator. They are stopped at Forsyth by the second trick slave,

They didn't cut the crossing just to hear the Captain rave.

Engineer Christenson says, "Will we stop at Carterville?"

The Head Shin Howeser says, "Tell the world you will."

The Taller says, "You run this town, There will be H—I to pay with Buster Brown."

Stop at Thurlow for water and inspect the train

And the crew get out in the pouring rain. Van goes back to protect the rear,

But the roar of the wind is all he can hear. They drag into Miles City, whistle for a track,

The Yard Master howls and says, "take 'em back."

Head in on No. one and double twenty to two,

Put the Jack in the house and then you are through.

—A. B. Rakeman. Miles City, Mont.

Sioux City and Dakota Division

H. B. Olsen.

We wish you all a Happy Christmas and a Prosperous New Year.

We had a mighty fine Safety First meeting at Sioux Falls, October 17, and there were fifty-two enthusiastic employes present all taking a keen interest in the meeting and wondering when the next one would be. There are reasons, for the next one at Sioux Falls will take care of the "inner" man.

You know Engineer Glen Payne won the booby prize at a card party the other night and drew a box of shoe polish, but Glen says it was not the right color.

There is some excuse for a fellow playing hooky and getting married if he will provide the cigars and candy soon after the honeymoon, but when he deliberately gets married and keeps it mum, the only way it can be remedied is for the groom to double the endowment of cigars and candy. Last week Elmer L. Taylor, operator in dispatchers' office did that very thing, we did not learn the fortunate young lady's name but bless you, our children. Remember this, young man; Two hearts may beat as one but two mouths do not eat as one.

Conductor "Buck" Jenkins wishes to broadcast the word that he now has secured a remedy for his ailing toe and contemplates no further trouble.

Yard-master J. R. Bankson has just completed a new modern abode and is now enjoying the pleasures of it.

Last week when Engineer Chas. Tythcott was getting off a street car in Sioux City he unintentionally disputed the right-of-way with an automobile and as a result "bumped" him about twenty feet. No injuries to Charley but the street car ran over his glasses.

It has been suggested and urged that we start a "beauty contest" on this division—Well, the Sioux Falls freight office has the best and can produce winners. But, boys, this is for the ladies.

"Dad" Farr of the Sioux Falls freight house proves to us that he is younger than some of the boys for he can do some stunts that many of us cannot.

S. E. Hanson and crew of the B. & B. department have just completed much needed improvements in and around the Sioux Falls round house which includes an entire new roof. Jack Warren and Omar Wells say they can now get through the winter nicely.

Speaking of promotions, R. MacGregor, clerk to Roadmaster Jerry Murphy has been transferred to the civil engineer's office at Sioux City. Mrs. MacGregor (better known as Hildred), bill clerk, has also left with her better-half. We congratulate you, Mac, and here's the best of luck to you both.

Engineer, or rather, "doctor" Al. Main reports wonderful progress in the "pill" business.

Engineer "Chuck" White has been partially on the rip track for the past two weeks; however he manages to get around with a cane and says he is improving daily.

You know Old Sherman's speech on war Into my thoughts doth lurk; Though in my case it isn't war But, only—only—WORK.

Here's welcoming Murray Burrels to our end of the Platte line again. "Murray" just couldn't forsake his old stamping ground.

Operator Davis over at Platte surely

Massachusetts Bonding and Insurance Company

is issuing the

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Accident and Health

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and is the Most UP-TO-DATE

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See our agent today or fill out coupon below and send to Supt. Railroad Dept. 0000, Saginaw, Mich.

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- I am interested in an agency proposition,
- I am interested in a "Headlight" Policy.

Name.....Age.....

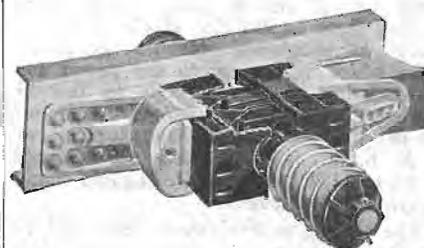
Street.....

City.....State.....

Occupation.....

Employed by..... R. R.....

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Electrification of the Virginian Railway

H. G. Wells points out the fact that the United States does not owe its existence to democracy, to naval prowess, nor to its location, but to the fact that the railroads were invented and developed at the critical period in the growth of our government. It was this fact and this fact alone that enabled the United States to grow into one united, organized country instead of into a group of nations such as Europe has. Thanks to the railroads, our country has grown beyond the "horse-drawn-size" country, and has developed into a full grown, "train-drawn-size" nation.

Now that the country has developed to its present size and strength, now that we, as a nation, are giving thought to prosperity within our borders rather than to conquest and expansion beyond our prescribed boundaries, and now that present indications predict rapid advances in future prosperity and continued development, all railroads are facing the important problem of increasing their capacity to take care of the increased traffic that they will surely be called on to handle.

There are two methods of increasing the capacity of any railroad; one, by increasing the equipment on the road, the other by increasing the efficiency of the present equipment. The Virginian Railway Company recently foreseeing the call for additional capacity has decided on the latter method of increasing their capacity.

This railway, like the C. M. & St. P. R. R., hauls a large amount of freight over the mountains. Last year they hauled 7,000,000 tons of coal over the Allegheny Mountains down to the seashore. With prospects of increasing this capacity to 12,000,000 tons annually, and with limited track space and mountain grades between Roanoke, Va. and Mullens, W. Va., they faced a serious problem of how to manage such a tremendous increase.

After a thorough study of the conditions, the engineers decided to electrify the 135 route miles lying between these two points, using the alternating current system with a single phase overhead trolley and split phase A. C. motive power units. About mid-way of the electrified section on the New River will be the large central station power house, containing three 12,500 Kw. single phase, 25 cycle, Westinghouse turbine generator units which will generate the power for transmission at 88,000 volts to the 13 outdoor transformer stations, most of which will contain 2 transformers of 3,000 Kv-a. each to step the voltage down to 11,000 volts A. C. 25 cycle single phase for the trolley.

The electric motive power units will be similar to those now used on the Norfolk & Western Railroad. Trains of 6,000 tons up a 2% grade at a speed of 14 M. P. H. will require 12,000 H. P. at the wheels.

These electric motive power units will replace the articulated mallet type steam locomotives now used on this section, which are among the most powerful steam locomotives built, having 20 driving wheels and 4 cylinders. But even with three of these powerful steam locomotives on a train (combined H. P. 7,000 H. P.) the railroad can haul trains of only 5,500 tons at a speed of only 7 M. P. H.

Electrification, permitting more than the present tonnage per train to be hauled at twice their present speed, will, therefore, enable the Virginian Railway to handle over twice their present load over the mountains.

By means of regenerative braking the speed of the down grade trains can be regulated without wear on the brake shoes and the company will be able to save 15,000,000 Kw. Hr. of electricity a year.

The contract for furnishing the complete equipment covering the motive power units, the power house, transformer stations and trolley line has been let to the Westinghouse Electric & Manufacturing Company of East Pittsburgh, Pennsylvania.

deserves special commendation for his active part in a fire which started in the coal sheds. Agent Hoke as well as did Engine Watchman Ludwick got busy and saved the day.

"P" is for Pep in work and play
"L" stands for life—alive night and day,
"A" is for all that we do to please
"T" for time worked—it's "double", please,
The final "E" and P-L-A-T-T-E you see

The best town on the S-T-P.

Iowa (East) and Calmar Line

J. T. Raymond

Mrs. Frank McMahon passed away at her home at Welton Nov. 9 after a brief illness. She was the wife of Agent McMahon to whom we extend sincerest sympathy in his bereavement.

Terminal Trainmaster M. Gallagher of Council Bluffs was at Marion Nov. 13 to visit Supt. Marshall.

Trainmaster A. Dutton was called to Ortonville, Minn., Nov. 14 as a witness in the Stempher case.

The carpenters are fitting up the second story offices of the Cedar Rapids passenger depot for the use of the accounting forces of the Des Moines, Kansas City, Dubuque, Iowa and Illinois Divisions which will be consolidated and located at Cedar Rapids. This arrangement is to go into effect in the near future.

Operator Bert Campbell spent several days around Lainsville duck hunting. Operator W. I. Roland relieving.

Operator R. L. Merrill has resumed work at Indian Creek after a long leave of absence. This will be good news to his many friends.

Superintendent Marshall was taken ill the latter part of October with pneumonia and has been confined to his bed at Marion since. At the time these notes are written (Nov. 14) it is reported that he is improving slowly. Mr. Marshall is greatly missed from the activities of the division and we are all hoping for his rapid return to health.

Wm. Kemp of the B. & B. department has moved into his fine new home which he has built in Marion.

L. A. Turner is acting as superintendent of the Iowa Division on account of Mr. Marshall being ill.

Conductor Geo. Showalter has resumed work after several weeks absence having been called to Penn by the death of his mother. Mrs. Showalter accompanied him on the trip.

Operator Mac Stewart has resumed work after an extended absence owing to having had one of his eyes operated on for cataract. Mac says he is "feeling fine as a fiddle." We are all glad to see him on the job again.

A new four stall round house at Monticello is being erected and its completion is expected about January 1.

Miss Olga Miller of Davenport entered the service at Marion as comptometer operator in the superintendent's office.

Miss Irene Lavasseuer and Miss Beulah Stoebl are new members of the office force in the master mechanic's office at Marion.

Engineer and Mrs. H. S. Scampton visited with his mother, Mrs. A. E. Scampton at Madison, Wis.

Dr. B. F. Lounsbury, chief surgeon of Chicago was in Marion briefly Nov. 10 on professional business.

Agent A. J. Gibson is away on a ten days' vacation. W. D. Schesser relieving.

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BONDS - WRITINGS - LEDGERS
INDEX BRISTOLS

620 S. Wabash Avenue
Wabash 3342

Yard Clerk John Pazour is back on the job again at Atkins Yard, having returned from San Francisco where he attended the American Legion convention.

An addition is being built onto the east end of the Marion passenger station for the use of the express company. It is an improvement that is much needed.

Dispatcher H. E. Ramsey having completed his work as relief dispatcher at Marion has returned to Arlington.

George R. Barnoske has been transferred from the Cedar Rapids ticket office to the position of assistant timekeeper in the division accountant's office at Marion.

There is on display for a few days in a prominent store front at Marion a fine bronze tablet awarded to the Atkins round house as system first prize for "greatest improvements made, best operation and cleanest facilities." Our congratulations are hereby extended to Roundhouse Foreman W. E. Cooper and his assistants, Geo. H. Hennessey and Matt Mullin and to each man of the force for their successful efforts in attaining so high a state of efficiency as to win this coveted prize in competition with every other roundhouse on the system for the year of 1923.

Operator L. E. Brown is taking a four months' leave of absence and has gone to Florida where he will spend the winter. Operator G. I. Harrington is relieving.

Operator B. F. Haffner has returned to Sabula second trick after an extended leave of absence which was spent on the Pacific coast. We are glad to see Ben back with us again.

Sure, an' it's a Merry Christmas we do be wishin' ye all.

Heard Above the Air Hammer's Rat-a-Tat-Tat at Bedford Shops

"Red"

Do Your Xmas swapping early.

Boy, page Mr. Oscar Brown. What's that? Why, he's the gentleman who drives the baby blue Paige. At least that's his name sometimes.

A general division Safety meeting was held at Bedford on Monday, October 29. There were 32 in attendance besides Mr. Smallen of Milwaukee who made a splendid talk on the Safety Movement. Interest in this movement on the Terre Haute Division is pretty well aroused and W. A. French, our general foreman, was warmly congratulated upon the fact that Bedford led all other points in the interest displayed. Especial mention was made of the fact that never a week went by but a report was received of a weekly meeting held by the Bedford Shops Safety Committee.

Boley says he loves a good, cheerful liar but when a guy who hasn't got a "tin wagon" stands up and looks you square in the eye and tells you about his Overland Redbird—well, Boley says that kind of a guy suits him too darn well.

Don't forget "Juddy's" Xmas present, boys. Chip in handsomely.

A few timely Xmas present hints:

Firecracker—Little red euchre deck.

Ken Daniels—Package of Beechnut.

Jimmy Sellers—Gallon of gas.

Sally Childers—Pair of African golf balls.

Red Turner—An alarm clock.

Geo. Schofield, an old time machinist helper is now on the boilershop's payroll.

Many thanks to the office force. They put the final touches on this batch of news?

Hey, Frank, how's it feel to be boss?

Our Xmas Pome.

I circled my arm about her,
 Pressed my lips 'gainst hers, so warm
 As I smuggled my Xmas present
 In the hollow of her arm.
 She looked—and her squeal of rapture
 Set my youthful heart awhirl,
 At her present—a curly haired dolly—
 Yep—she was my baby girl.
 See you next year.

Old Line "Line O' Type"

Hazel E. Whitty

"Heap high the fire,
 The wind is chill,
 But let it whistle as it will,
 We'll keep our Christmas merry still."
 —Scott.

It is the wish of the correspondent that your Christmas may be merry and your New Year a very happy one.

"Might just as well stop here,
 Before we've half begun,
 For I can't expect to hunt,
 Without any gun."

So said Herman Voss, better known as "Fannie", when he and Max Schessow and Bob Gadow started for their yearly hunting trip in So. Dakota, and landed in Portage without their guns. The boys wired back and had their trusties sent to them, and I understand that several other parties tried to help them out in their predicament also. Anyhow, they brought back ducks and report a fine trip. Max as usual, meeting the one and only girl. Max must have a girl in every port by this time.

Brady, where art thou? Give us some news.

Our division engineer, F. Rossiter King has been ailing with a sore back which he claims he got through pushing his motor car. Get someone to run it for you, Frank. I know lots of people who would like the job.

"A conductor residing in Berlin City,
 For his Overland car he has no pity,
 Makes all the hills geared up in high,
 With brakes all set and that's no lie.

O'er culverts and stones,
 Like fury he drives,
 Scares the life out of chickens
 And other men's wives.

He takes any old road,
 Regardless of mud,
 Makes the cows near the highway,
 Stop chewing their cud.

He drove in the country,
 Where the burdocks grow.
 The reason for this,
 You'll sure want to know.

An old witch had told him,
 To dig up the root,
 Boil it with his socks,
 And put it on his foot.

Then wait for the moon,
 Keep his eye on the clock,
 And at the stroke of twelve,
 He'd have hair upon his block.

Don't think that this is foolish,
 If you ask him you will find,
 That there are many other things
 Besides hair upon his mind.

If you should ever meet him,
 Say "How de do, Duckie,"
 And if you get out from under,
 I'll say you're mighty-luckie.

Men LIKE to Apply BOSS Lock Nuts



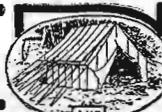
Piece Workers and Piece Work Inspectors prefer Boss Lock Nuts because they're so easy to apply quickly and right.

Both sides are alike. Turn the "BOSS" up with the fingers, clinch its hold with one turn of the wrench, and it's on right to stay tight.

"Write it Right"—BOSS Lock Nuts

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BOSS NUT DIVISION CHICAGO, U. S. A.

TENTS



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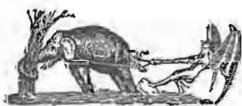
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Rivets, Coupler and Air Brake Pins

Frank Brian of the engineering department spent a very busy day with us recently. We have not seen anything of him since. Hope that nothing frightened you away, Frank.

Sing the song below to some jazz tune:
I will sing you a song all about a Rail,
He works 10 hours to make some kale,
It's rumble-de-grind and clickety-click,
It don't quite kill him, bht it makes him sick.

He'll get up on top his arms to swing,
But the engine men can't see a thing.
It's rumble-de-grind and clickety-clack,
He dodges hot cinders right out of the stack.

Then runs to the cab and pulls the air,
Knocks the conductor right out of his chair.
It's rumble-de-grind and clickety-click,
Can't see a thing, the smoke is so thick.
Then he grabs his lantern and runs way back,

When you work for the railroad you earn
your jack.

It's clickety-clack and rumble-and-grind,
Don't forget to flag when you're braking
behind.

While up in the cupola he smelled a hot
box,
But it was only a stock man changing his
socks.

It's rumble and grind and clipety-clop
An air hose busts and everything stops.
He grabs a big wrench and new air hose,
Wakes the conductor and ahead he goes.
With clickety-clack and grind and rumbles,
After 16 hours, into bed he tumbles.

Amos Koch, if Santa doesn't remember
you handsomely, it won't be because you
haven't been a good boy. But there are
some others on this division that I have
my doubts for.

On October 16 at the Marquette Medical College occurred the death of our fellow employe and friend, John M. Norgard. Mr. Norgard came to work on the Northern Division in the year of 1902 and had been in continuous service since then until a few days before his death. Mr. Norgard was a man of exceptional character, eager to give pleasure and slow to speak ill of any one. He was a very efficient line-man, during the time of the heavy sleet storm, rendering invaluable service. His passing is regretted by all employes on the division and it may be said that he was known by all. Services were held for him at Milwaukee and interment was made in Canton, South Dakota, which was his former home.

"I. & D. Prairie Waves" Joyce

Now that we got Johnnie to Denver and Grandma to Omaha, there's nothing else to worry about.

Girls:—We have a new sheik annexed to the office force. You will find him in the trainmaster's office, Mason City. Don't rush.

J. W. Washburn, roundhouse foreman at Calmar is back to work after a forced vacation account of illness.

History repeats itself:—reductions, etc. Vacation days may be over but not fishing. And Ed. Wright, boilermaker foreman at Mitchell does not intend to put his line away until he has to chop through the ice to fish.

Who ever heard of an L-2 and and C-5 stalling on McGregor Heights? It takes an "L-c" to make the grade.

Geo. Deming, a charming machinist, Mason City roundhouse, requested that we advertise through these columns for some nice young girl (or old girl) having plenty of money, that wishes to cast her lot as Mrs. Deming and willing to allow this progressive young man to devote more time to his one ambition in life, namely, to be able to never have to work, someone else furnish the money, and as for being the boss and being able to do the talking—well—"Let George do it."

Paul Olson has returned. Yes, he just got back from California but he forgot to bring his horn. Understand he is quite accomplished along that line. Can play any tune. Just ask Paul about it.

Cupid invaded the ranks of the machinists in the Mason City roundhouse and picked on John D. Tobin. It's sad to have to admit it, but he's gone girls, and he didn't pick an Iowa girl either. All hopes are shattered as far as John is concerned now. However, we join in wishing him the best of life's blessings and while we have not yet met Mrs. Tobin our best wishes and success are also extended to her.

Wm. Kelley, baggageman, at Mason City attended the American Legion convention and the attraction in the far western state must have been very great as Bill decided to linger longer.

Seen from the side lines the day the electric locomotive was on display at Mason City: chief timekeeper, master mechanic's office, made two trips through it. Bet she was looking for the white coal.

L. R. Meuweissen, C. D. at Mason City has gone in for reducing. Yes, that's the truth. Pushing his Ford sedan around the block on a slow order. Said he would have sold it for 15c if anyone would pay half cash.

Queer isn't it how some Dorts have to spend the night at McGregor. Not so bad!

WANTED—traveling companion for trip to California. Apply Marion McGuire, roadmasters' office, Mason City. Yes, Marion has about completed her plans for next summer's vacation.

Minneapolis Shop Happenings James Nellins.

S. J. O'Gar of the reclamation department, made a business call at those shops on October 23, transacting business in the interest of the above named department, and he received the usual welcome from his friends and associates here.

Another surprise caller here on October 15 was Wm. Snell, car department and now located at Chicago. He remained here sufficiently long to see every last one of his former friends and comrades in the work and not a single man missed his hand shake. It is now six years next February since he left us and he has not changed a bit and still carries the usual happy smile. He looked well but was just a little home-sick while on his old camp grounds.

On October 31, a fire was set out in the tank shop due to an over-heated oil tank but it was quickly squelched by the shop volunteer fire department under the directions of Special Officer Thos. A. Ward, who had his well disciplined crew out with promptness and did prompt work. The quick work done by this band of volunteers brought out compliments, and Mr. Ward was highly complimented by Mr. Esch of the Safety First department.

Through the magazine the Central Trust

Company of Illinois, is teaching us how to live within our income. That is easy because it is compulsory. Now can those people show us how to live without an income, that's the point we would like to learn.

Professor Roy Navales gave one of his health talks in the machine shop on November 6, giving demonstrations of arm and head bandaging, a sort of first aid talk. Those gatherings are arranged for by the Y. M. C. A. people and are all well attended and very interesting and instructive.

A most pleasant and welcomed visitor at the shops on October 22, was Roundhouse Foreman A. A. Ricks of Murdo, S. D., looking well as usual and bringing the same smile that he has carried for many years.

The second of the Thursday noon day meetings under the auspices of the Y. M. C. A. people was held in machine shop November 8, this time the shop men having the great pleasure of listening to Miss D. Willia Caffray, the first woman ever to be licensed to preach by the Methodist Episcopal Church. This was one of the most interesting gatherings yet held at those shops and there was a record crowd of listeners who gave this talented woman a most cordial reception and gave their most respectful attention. Every last man attending declaring it a most delightful meeting.

Amongst the saddest announcements yet made in this column was the death of Miss Florence Mueller of the store department office, the sad event occurring November 10. The death of this pleasant woman was learned with much grief by her friends and associates at those shops and how she was beloved by them was beautifully illustrated by the many calls of sympathy and comfort made to the sick bed and who accompanied the remains to their last resting place of this silent sufferer, and sincere sympathy is extended to her relatives.

A. H. Mueller is the latest acquisition to the force of the store department office, taking the place recently vacated through the resignation of Miss Delores Brockman.

By the time these notes appear in the Magazine, Thanksgiving of 1923 will be a matter of history and the holidays will be approaching. We take this opportunity of wishing you all a Merry Christmas and a most Happy New Year. Things appear to be upset and uncertainty is in the air but try and smile and make the best of it, remembering the good old saying: "Somewhere the Sun is Shining," so farewell till we meet again.

Well our shop league base ball season is over and our boys wound up the season in first place of their league and they did the thing so well that the winning team was banqueted by the Young Men's Christian Association for the good showing made. It is conceded that the winning is due in a large part to the training and coaching of coach Charles Ingold, as he never tired of drilling them and never failed to be on the grounds when there was a game on. The congratulations of the shops is extended the boys and a big share to Mr. Ingold.

C. V. Division News
N. E.

News was so scarce all along the C. V. Division that we didn't have anything to send in for the November issue of the Magazine. Here's hoping we do better in the future.

Victor Mattison, rate clerk at Eau Claire,

who has been seriously ill with pneumonia, is greatly improved and expects to be back at his desk very soon.

Agent Ebersole and family have moved into their new bungalow out on the Chippewa Road. They are thoroughly enjoying their new home.

Great excitement around the Eau Claire office! Agent Ebersole, Yard Foreman Donaldson and Warehouse Foreman Loken are getting ready to start on their annual deer hunt November 10. They are already planning big dinners and serving their friends with venison roasts. Methinks there will be a sorry batch of hunters if Dame Fortune frowns on them and they are forced to return without their dear deers.

We are wondering why Carl Pearson, cashier at Chippewa Falls, has been motoring to Minneapolis quite frequently this summer and fall. What's the attraction Carl? (A little Swedish girl?)

Maurice, we are quoting below the Ten Commandments which it will be your duty to observe in the future years of your life:

Ten Commandments

1. At early morn thou shall aspire
To get up first and light the fire.
2. Not any morn shall thou e're miss
Bestowing on thy wife a kiss.
3. If by chance her angry passions rise
Thou shalt her meekly tranquilize.
4. Thou shalt take care thy wife can find
Thy pocketbook with bills well lined.
5. Thou shalt not criticise her cakes,
Nor ridicule the bread she bakes.
6. Thou shalt not fail at Easter tide.
To keep her with hats supplied.
7. A sacred duty thou shalt deem.
To treat her often to ice cream.
8. Thou shalt not speak in temper rash,
If she desires some extry cash.
9. Thou shall not come home late at night,
With lame excuse for thy plight.
10. This is the tenth, thou shalt not chide,
But shall by all her laws abide,
If to these ten she adds ten thousand
more beside.

River Division News
M. M.

Before another issue of the Magazine reaches the readers, Christmas will have come and gone and therefore I find this an opportune time to extend to the readers and employes a Merry Christmas and the wish that the New Year—1924—may hold good fortune and prosperity for each and every one.

The people on the River Division had the opportunity to view and examine closely the electric motor which was on exhibition at Winona the latter part of October. "The Milwaukee" can justly boast of the electrified system through the Rocky Mountain region which has been so widely advertised. With the exhibition of the electric motor in this territory many folks long to take a trip over the mountains on the electrified railway.

Well, of all the news, I must mention this before it escapes notice. Miss Margaret Maher is the owner of a lovely 1924 coupe. Sufficient number of student trips have been made and expectations are that Margaret will not need any machinist work done for some time. By the way, she is compiling a set of traffic rules which will be ready for publication in the near future.

A district Safety First meeting was held at Minneapolis Nov. 9 with an unusually

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large attendance. Superintendent Rossiter gave a very interesting talk on safety first. District Inspector Mr. Esch read the minutes of the last meeting and discussed questions of importance.

The Safety First movement is of the utmost importance and should receive the attention of everyone.

Trainmaster J. W. Blossingham accompanied by Ray Long of the La Crosse Division are spending a short vacation hunting in South Dakota. Presume that the high fliers will fly none too high for Mr. Blossingham and he will have a special out there to bring back the booty. Suppose everybody will want to ride the special back and the mallards will not reach the River Division.

District Safety First Inspector W. F. Esch made his regular trip of inspection to Wabasha the forepart of the month. Mr. Esch just seems to be the very exponent of safety first and his visits prove this fact as his practical and helpful suggestions are always interesting and put into practice.

Just as we are writing these items, the sad news reached us of the sudden death of one of the most popular conductors on the River Division, Chas. Upton, which occurred at Red Wing. The accident happened in the west end of the yard and the remains were found under the cars where he was working. Unable to secure any further particulars at this writing.

During the month of October there has been unusual amount of cars handled on this division. We have the following data: 7,000 cars handled in Wabasha Yard; 35,246 cars on the River Division.

The cost of handling cars in the Wabasha yard was 9 cents per car. This in comparison with other months shows an increase in business.

The On Time Line—Kansas City Division H. F. B.

The big talk around Ottumwa Junction now is the moving of the accounting to Cedar Rapids where the accounting for the entire southern district will be done in one office. This move will reduce the Ottumwa Junction family about six employees.

We now have the drive completed just south of the Junction building so that cars and taxis can meet trains 25 and 26 and not be so far away from the train. As it was in the old arrangement cars could only get within about a block of the trains at the Junction.

Car Foreman L. B. Faltynski was compelled to spend some time at Excelsior Springs recently on account of health but we are glad to learn that he is now feeling somewhat better.

Miss Ilee Sowder succeeded Miss Helen Egan as comptometer operator at Ottumwa when Miss Egan returned to Kansas City.

Effective October 22, time freight trains 67, 65, 1st 64 and 2nd 64 were given assigned crews and engines and crews and engines run through from Ottumwa to Kansas City. Since this arrangement was put in effect these trains have been making some very nice runs between these points.

November 9 we had a very good coal conservation meeting at Ottumwa from 1:30 p. m. until 5 p. m. at which a number of good suggestions were received and at which there was a good attendance of both train and enginemen.

Chief Clerk J. W. Sowder is the possessor of a new baby girl.

Through the prompt action of Conductor

J. W. LeBow Nov. 15 immediate action was taken to extinguish the fire to pump house at the end of the Des Moines river bridge which was discovered to be on fire by Conductor LeBow who came to the dispatcher's office to notify the fire department at West Yard.

We noted recently in the society items of Ottumwa's "400" in the Daily Courier that the members of the H. C. Club were entertained at the home of Miss Martha L. Browne, 507 West 2nd street. The occasion was a Hallowe'en party. We are informed that "H. C." stands for "High Class", and that Dispatcher J. Alvin Sanford was the guest of honor.

Nahant
H. F. P.

Good morning, everybody! Yes, we are still very much alive, and don't think just because you have not heard from us that we have all died or gone on vacations, for such is not the case. Business at Nahant is increasing every day, so I have been too busy to go out and gather the harvest. I know all our Nahant employes have become interested in the Magazine since Nahant has appeared on the scene at different times, but yet I do not feel that our showing is up to the standard, or what it should be—therefore I am going to take this opportunity to ask each and every one of you to lend your every effort and cooperate with me in the future, and when you have any news of interest that you would like to have published, please do not be bashful about sending such items to this department. If we are to have a column for Nahant we do not want to be ashamed of it, so use your best, folks. What say? Thank you kindly.

We regret to report the illness of our storekeeper, F. L. Brenton. Mr. Brenton has been ailing for the past year, and upon an examination recently the doctors reported a stone in the kidney. Last week, however, Mr. Brenton was suddenly taken ill and was taken to the hospital but on account of a high temperature the operation was postponed for couple days. Latest reports from the hospital are favorable however, and we are all hoping for Mr. Brenton's speedy recovery.

Yes, we have some rainy weather—to spare—anyone wishing same may have it free of charge.

We seem to have bad luck in the line of sickness and accidents of late. Mrs. Behan, wife of Carsmith Mike Behan had the sad misfortune of falling down the stairs in their home, breaking both her arms. Mrs. Behan is recovering nicely and we hope it won't be long before she will have the use of her arms again.

Carsmith Joe Howard has returned from Excelsior Springs, at which place he was taking treatments for rheumatism. Joe is back to work again, however, and reports having left the rumatics in Missouri.

Dan Cupid has been around again I hear. Engineer Jack Raisch has taken unto himself a bride. Best wishes for a long and happy wedded life, Jack. Wonder who will be next. How about it, Charles?

Mr. and Mrs. George Kirk have returned to Davenport after vacationing for the past eight weeks in Butte, Montana, Manhattan, Bozeman, Salt Lake City and Seattle, Washington. A fine time was reported.

The time will soon be at hand when we will be handling a great many heaters in the perishable freight business, and everyone around Nahant should get in the game

so that we will not have any claims on perishable freight this winter, as the first cold snap is usually the worst.

Ground was broken for the foundation for the new passenger depot at Davenport on Monday, Oct. 29.

F. E. Hutchens, who has been joint agent for the D. R. I. & N. W. and the C. B. & Q. Rys., at Davenport for the past twenty-three years, passed away recently. Mr. Hutchens was well liked by all that knew him.

John Reedy, who has been chief clerk for the D. R. I. & N. W. Ry., at Davenport for several years, has been promoted to agent at Bettendorf for the D. R. I. & N. W.-C. B. & Q. and also this company. Mr. Reedy takes the place of T. E. O'Connor, who has been appointed agent at Davenport for the D. R. I. & N. W. and the C. B. & Q. Rys. Both of the gentlemen have resided in Davenport all their lives and are well known to a host of friends.

J. W. Sowders, chief clerk to Superintendent Hoehn, gave an interesting talk to the employes at Nahant regarding the pension and had a large attendance.

Yard Master Kent Parks attended the Safety First meeting held in Ottumwa.

Has anyone noticed the broad smile that Roundhouse Foreman Herman Kressin has been displaying of late? No, you can't guess so I'll have to tell you. The main reason for this is the arrival of a new baby boy at his home. As yet we haven't heard what they have decided to call him; anyway we all extend our congratulations to Mr. and Mrs. Kressin.

Didn't think Bill went out stepping, but then we have to expect surprises sometime you know, but we caught Bill in the act of purchasing a new brand of face powder. How about it, Bill?

The latest rumors are to the effect that John Meye is contemplating the purchase of another NEW Henry. How about it, John?

We were pained to hear of the illness of our superintendent, B. F. Hoehn, who has been at St. Lukes Hospital for the last month. At this writing however, the report is that Mr. Hoehn is improving nicely.

As the residents of Rockingham have arranged with the Peoples' Light Company to put in a transformer near Nahant Yards for the purpose of lighting their homes, we will very likely get electric lights at the car department and ice house—at least we are entertaining great hopes.

R. and S. Line
S. R. Collier

On November 8 Miss Celestina Chioni became the bride of James Valesano, machinist helper at Ladd. "Corky" and his bride have left for Milwaukee and other northern points on their honeymoon. On their return will be at home to their many friends at Ladd.

On November 10 occurred the wedding of Miss Marguerite Keay and Steve Rioto. The happy couple have started on an auto trip to New York and on their return will make their home in Hammond, Ind., where Steve is employed in the New York Central Railway shops. Mr. Rioto formerly worked as machinist at Ladd roundhouse.

Still another wedding. On October 25 "Jake" Marrietta and Miss Anita Farnetti were married at Ladd and hurried away to sunny California to spend their honeymoon. They have returned and will make their home in Ladd where the groom is

employed as storekeeper at the roundhouse.

All of the above young people have the best wishes of their many friends on this division for a long and happily married life.

All of the old timers (including Hon. Coss, the mayor) are getting out the uarty clothes preparatory to attending the C. M. & St. P. shop employes annual dance at the Coliseum on Nov. 22. They all look forward to the usual good time at this dance.

Brakeman Wm. Volkel was sent to Granville the other day to relieve Brake-man E. P. Smith. "Bill" sure likes that Oglesby job.

Brakeman John Hines has been off duty with a few busted ribs owing to an accident at Mendota a few weeks ago. Expects to resume work soon.

Brakeman Oswald Brown has taken a short leave of absence and taken his tent and all his guns and dogs and moved over back of the "dump" as some one reported having seen three or four wild ducks flying around there one day and Oswald is determined that they will not get any further south than Ladd if he has to stay out there all winter.

Engineer F. L. Blake has returned to work after an absence of several weeks due to an injury to his hand.

Engineer Thos. Ingram is now on the Granville night patrol job, owing to reduction in pool service at Ladd.

Brakeman Caesar Biolchini, who is now working out of Milwaukee, was calling on friends and relatives at Ladd a few days during November. That part of the country seems to agree with our old friend Caesar as he is gaining in weight all the time.

Conductor C. F. Conway now rides around in a closed car, having turned in his Velie and taken a Cleveland sedan.

Carman Thos. Goslin has been temporarily laid off owing to slack times in the car department.

Brakeman and Mrs. Clarence Trent, of Crete, were calling on relatives at Ladd during the latter part of November.

West I. & D. Inklings
Dott

And did you all survive the Thanksgiving feast? Oh that turkey! And those pumpkin pies! But we hope you all used discretion, along with all the goodies, as there's a long hard winter ahead you know.

Speaking of winter reminds us, we haven't all had our vacations yet. It's a fact—a little bird told us that Harold Hamilton was planning on taking his along about Xmas time. And what's more we saw with our own eyes a sparkling diamond on somebody's finger. Of course we never draw conclusions or anything like that, but still we have a premonition that cupid does not rest, even in the winter time.

Joyce is spending her week ends in Marquette of late. Don't know exactly what the attraction is but it must be there or else Joyce wouldn't be there either. You all know Joyce—she pens the "I. & D. Waves."

A fuel conservation meeting and also a Safety First meeting were held in the depot office last week and all the railroad men in town at the time were there. They take a great interest at these meetings and both the aforementioned meetings were very beneficial.

Mr. Ricks, foreman, was called to Stillwater, Minn., Oct. 20, account of the death of his elder brother Charles, who will perhaps be remembered by some oldtimers as he was a Milwaukee man.

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Mrs. May Edborg returned last week from a trip to Des Moines, Ia., where she went to be present at the commissioning of her daughter Vera, and from Calmar, Ia., where they both visited with another daughter, Mrs. M. A. Hurlbut. From Calmar, Vera left for San Francisco, where on Nov. 20, she will take the boat, President Cleveland, for Buitenzorg, Java, where she has engaged in missionary work for the next five years.

Mr. and Mrs. Conductor Maynard are back from their summer home on the coast and Conductor Maynard is back on the job for the winter.

Friends of Mr. and Mrs. Conductor Penrose were grieved to hear that Mrs. Penrose had passed away at 1 P. M. on Nov. 13, at her home in Chamberlain. Mrs. Penrose had not been well for some time and it was with great sorrow that we learned that her patient struggle for existence had been in vain.

Fireman Burton Hill is visiting for a few days with his folks in Rapid City.

Fireman George Saxer is planning on renting a house and making his home at Murdo this winter, instead of Rapid City, as he has done in the past. Glad to have them in our town.

La Crosse Division C. W. Velsor

Fire of unknown origin totally destroyed the station at Bangor on Sunday, November 11, leaving our old friend Morg Evans without an office.

Louis Rotter of Portage (Bolting's clerk) and Dewey Brown, recently journeyed extensively on foot in search of rabbit. Suddenly they espied decisive evidence of ducks and crawled cautiously through the shrubbery and rubbish on their stomachs for one half mile so as not to disturb their prey. Several large splinters back fired from the decoys and they established a new speed record cross lots with the farmer behind them. NUFF SAID.

Conductor Ray Long, who has been spending the past month out on the Pacific coast, is now back on the job and says that he will be following up the brown cars until ice fishing time. Ray tells some real hunting stories about his western trip.

Art Bake, the popular west end brakeman, is now the proud father of a fine baby boy who arrived on Armistice Day. Ray says that he has an extra box of cigars in the caboose for those that did not already see. So get your cigars.

A. B. Estes, perishable freight inspector, has been transferred from Mitchell, S. D., to Portage to take care of this same work on the La Crosse Division. H. O. Everson has recently been appointed the fuel inspector for the La Crosse Division and will also be stationed at Portage. The real estate men at Portage say that business is good and hope that they will soon be able to induce Al Kingler to move to the River Side city.

A very popular young man who was recently arrested and taken to the police station in the patrol wagon was so accustomed to tipping for service that he gave the guy who drove the wagon fifty cents when he got out. He later gave the booking sergeant a dollar in order to get a good cell. Some class to brakemen.

Conductor Art Levens now eats in the caboose we are told and it is very surprising that he don't eat the caboose as he has claimed to have the largest appetite of anyone on the division. Art says that the high

cost of eats and tips make it necessary for him to do this and if you only got a dime or a quarter to leave the waiter you want to be sure and ring up the emergency hospital first, then when you hear the ambulance gong outside, slip the dime on the table and run for the door.

The quick work and thoughtfulness on the part of Dispatcher T. C. Welsh, at the B. K. office in La Crosse saved several buildings from being destroyed by fire recently. Employes and several city firemen soon got the fire under control without much damage to the property. Moines a few days ago.

Britt Stuber, of the superintendent's office, left November 14 for an extended western trip visiting Seattle, Portland and several points in California.

Dispatcher "Ole" Olson leaves Saturday November 17 to spend the week end in St. Louis. (We understand he is going on very important business.)

C. W. Rink, traveling freight passenger agent, and N. P. Van Maren, city solicitor, spent Sunday, November 11 in Chicago.

Train Baggage man Frank Eldridge returned recently from an extended stay in St. Joseph, Mo.

You have heard the story of Dick Whittington and his cat which brought him fame and fortune. "Izzy," our popular cashier at Rockwell City, thought he would try his luck with a cat and brought it to work with him one day, and he got neither fame nor fortune. Ask "Izzy."

We have been told to ask Roy Barrett, car foreman, for the treats this month. He has a little girl at his house born Nov. 12. He says he has not named her yet so we cannot tell you her name. Perhaps Mr. Barrett would welcome suggestions for a name.

Engineer Frank Krause, who has been at home sick for the past few months, is again recovering and will soon be able to work. Frank has the best wishes of all the men on the division.

Frank O. Chamberlin, assistant agent of the La Crosse, has returned from a trip to Washington, D. C., where he was the guest of several high dignitaries. Did you see Cal?

Look out for the fresh paint on the depot a North LaCrosse.

The writer through error in the last issue of the Magazine, told about the La Crosse terminal reaching a new high mark in the number of cars handled and wishes in fairness to make this correction. The record day for this year at La Crosse which is a new high mark, handled with only 12 engines, 3375 cars in a 24 hour period at a cost of only 13 cents per car on October 11 and for that week handled 19,795 cars at an average cost of 16 cents per car. Take your hats off to Nick Webber, the brains of the La Crosse yard.

Don't forget to join the Pension Association before January 1. Get your application from the station agents or any committeeman.

Operator Farnham has accepted a position at North Ave. office in Milwaukee and we expect that it will be necessary to withdraw his interest from the bank at Kilbourn.

Des Moines Division Items Maude French

H. Berman and wife, of Storm Lake, visited Des Moines recently on a shopping expedition.

Brakeman P. H. Barker was in Des

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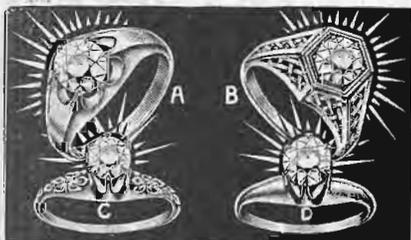
Side line men make \$25 to \$35 a week. Full time men make \$75 a week and up. Instant appeal account of wonderful combination of splendid fountain pen and check protector at the price of the pen.



Prices:
\$3.50
to
\$7.00

Carried in pocket, always ready. Absolutely defies crooks. Seventeen years experience give the Security superior writing qualities. The best pen, plus a feature everybody wants. Write quick for proposition. A ready seller for Christmas gifts. Now is the season for such sales.

Security Pen Corporation
ME-900 West Jackson Blvd., Chicago



New Kind of Diamond

If you can tell it from a genuine stone, send it back! New scientific discovery makes these amazing fiery Moravian Diamonds possible. Same perfect cut, same dazzling brilliance as genuine diamonds. Even experts need all their ingenuity to tell the difference. Your friends will never know! But see them without risking a penny!

Wear This Fine Ring 7 Days Free

Wear a Moravian Diamond side by side with a genuine diamond one week free. If you see any difference, return it and you won't be out one cent! For a short time we make this amazing offer to introduce Moravian Diamonds into every community in the U. S. A.

- A—Men's Heavy Balcher Gold 5 Ring.....\$3.25
- B—Ladies' Beautiful Basket Setting, Platinum Filled 3.55
- C—Ladies' Gold Filled Solitaire, Bridal Blossom Eng. 2.95
- D—Ladies' Gold Filled Solitaire.....2.55

Approximate carat size shown. Beautiful mounting of newest style. Guaranteed to give absolute satisfaction. Art leather case free.

SEND NO MONEY Send only name, address, number of ring wanted and size (fit slip of paper end to end around joint of finger). Pay only on arrival price listed above; that is all you pay—no installments. If after 7 days' test you are not delighted, return ring and your money will be quickly refunded. Write today before this offer is withdrawn.

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Boys, this is a real Steam Engine with wheel to attach belt for driving small attachments, a steam whistle and everything! Just the thing for you fellows who want to "make the wheels go 'round.'"

Just fill the little boiler with water. Light the fuel burner (alcohol or kerosene) and in a jiffy you have "steam up," pull the whistle, open the throttle and away she goes.

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For only seven subscriptions to Better Farming at 25c a year. See your friends and neighbors. Sent prepaid to you. Don't wait. Beat the other fellow.

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Advertise in the Milwaukee

From the Banks of the Wabash

Roberta Bair

"O. K. Bill—cum Bobb."
Mesdames Wm. Cogswell and Harley Waggoner delightfully entertained the clerks and officials of the car department with a Hallowe'en masquerade party, at the home of the latter, on October 26. There were many clever costumes. Mr. Dick, as a dashing flapper furnished much amusement, also A. H. Austin as a school boy kept the crowd guessing. Contests and dancing were the diversion of the evening, after which refreshments were served.

W. O. Wallschleager, store inspector and D. C. Curtis, general storekeeper, made an inspection of the stores at Bedford, Terre Haute, West Clinton and Faithorn recently. Our division storekeeper, C. W. Pearce and local storekeeper, H. Patton, met these gentlemen at Bedford and the inspection trip over the line was made in the Patton, Nash 6 car.

Miss Marie Tuemler, 819 South 3rd street, Terre Haute, was hostess for a Hallowe'en party October 30. The guests were the lady employes of the railroad offices who came masked. The evening was spent in games, music and dancing.

An item of interest to all concerned. If anyone questions the ownership of the new Ford coupe, ask Mary.

Say, listen: Mary E. Griffith of the local storekeeper's office, appeared this mauning, November 14, wearing a new diamond ring. (I can hear you saying "Same Ole story," but it ain't.) This time it wasn't a handsome knight who parked his prancing steed in front of Mary's castle, rushed in and bowed at her fairy feet, imploring of her to be hisn and to accept his adoration in the form of a sparkling jewel which lay on a beautiful cushion of royal purple. No, Mary didn't have to go through all that red tape to get this here ring we're talking about. She got hers for having the best line. The Spritz Jewelry Company was offering a ring to the person who could add the best line to a poem they published and Mary went and done it. Here's the poem. (Note, the best line in this poem is hers.) There was a young man named Spritz,
Who sold jewelry on payments by bits,
When you buy on his plan,
You pay as you can,
And find as a jeweler, you have the right man.

We would all like to know why John Unison didn't wait to be next at the barber shop the other evening, and if our Joey was really interested in the teachers' convention at Indianapolis or if the attraction for a certain blonde young lady is too great for him.

Raleigh Blackwell has been appointed as chief clerk to our master mechanic, vice Mrs. Martha Skirvin, who has assumed the position of secretary to the master mechanic.

E. Greenwald, general iron bridge foreman, R. W. Johnson, assistant engineer, and John Melsher, iron bridge foreman, are with us doing extensive repair work "On the Banks of the Wabash."

Gentle reader, prepare yourself for the worst. This story, to be fully understood, should be read to the accompaniment of tinkling cymbals and roaring guns, for lo and behold, the stores department brigade goes forth to slaughter—the place—Bunnyville, and to say that consternation reigned among the inhabitants, when they were apprised of the approach of the invaders, is but putting it mildly. That this band of ruffians were murder bent, goes without

contradiction for had they not, through their secret agent, Howard Hollis, contracted with fellow employes for as much as a week's supply of rabbit? And the egotism of the bunch to press into service the quartermaster's truck in which to bring home the booty. The gang—pardon me, gentle reader, here they are with their official titles—Aaron Wright, captain, Joe McMahon, commander in chief, Fred Hollis, "kernel" of heavy artillery, Albert Goodman, quartermaster general and Howard Hollis, commander S. O. S. How much game? Oh, yes, two (2) rabbits and a long afternoon.

Howard Hollis received a lot of cancellations this morning on orders for rabbits which he so diligently took, all last week.

Albert Goodman had nothing to offer by way of excuse, as he killed all the rabbits he saw, which reached the alarming total of two.

It has been suggested that Harold Patton, our local storekeeper, hang out his shingle and start remodeling hats. An example of his work was demonstrated recently when he relieved Dan Miller, first trick operator, of his beautiful black derby, took it to his private office and separated brim from crown, cut crown down two or three inches, sewed together with lazy daisy stitch and beholders stood speechless at the transformation. Dan has been urged to sell it to the Terre Haute restaurant for a pancake pattern.

J. H. McDonald, traveling engineer and Mrs. McDonald, entertained a number of friends at their home in St. Bernice Sunday, October 21, with a chicken dinner. Among the guests were Mr. and Mrs. Harold Patton, Mrs. Martha Skirvin, and the Misses Katherine Pfeiffer, Alice Church and Ethel Dick.

Store Department Grievs
We're wondering where Aaron Wright got his red nose.

How Albert (Goody) Goodman can ask so many questions.

And how Howard Hollis writes up-side-down.

A man went across a railroad track
Before a rushing train,
The put the pieces in a sack,
But couldn't find the brain.

Lou Amour, assistant division accountant, is the proud owner of a new Ford sedan. Lou and Edna will now be stepping out some.

"News from the Connecting Link"

Elizabeth Koelsch

Merry Christmas, everybody. I hope Santa Claus is ever so good to all of you. Gee, but I'm excited about Christmas and everything, aren't you?

I am told that Ernie Miller represented the Milwaukee railroad at the promising town of Troxel recently. Mr. Miller was acting as agent. Well, Ernie, as long 'as you liked Troxel so well we are sorry that you couldn't stay longer.

Here is a question that everyone is asking, and said question can not be answered by anyone, or so it seems, although I am told Mr. Bates might be able to enlighten us. Why do people lock up their house cats and pigeons? Won't somebody please ask Mr. Bates.

Joe—I have spoken of him before—he is our dashing young and exceedingly handsome dispatcher, took a trip over the division recently. Joe didn't say anything about the girls along the line, but I really

Great Big Stylish Imported Manchurian FOX Scarf \$3.98



Warm Genuine Dressy FURS!

\$12 to \$15 size, while supplies last only \$3.98. At this unbelievably low price every woman can now afford to have a luxurious Genuine Fur Scarf. Sent for your inspection upon request, not a penny in advance to prove to you at our risk here's the biggest fur bargain in years!

CLEARANCE SALE!

Manchurian Fox is soft, warm, lustrous, silky, long hair and thick pile. Beautifully lined with finest silk, interlined with thick padding. Animal head, big bushy tail, 47 inches long, 12 inches wide. Covers you like a fur cape. Wear it fastened close or hung loose over shoulders. A thrifty buy because good for many seasons' wear. First time ever offered at so low a price.

Silk Lined and Padded

DON'T SEND A PENNY!

No money now! Deposit sale price \$3.98 and few cents postage with your postman on arrival. Don't buy furs without actual inspection. We give you 6 days FREE trial and wear. Then if not delighted return and we'll instantly refund every cent of your money. So write today—don't risk losing this bargain through delay. Colors: Black or Brown, state which.

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on your Policy means Guaranteed Protection

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RAILWAY SUPPLIES

805 Fisher Building - Chicago, Ill.

think something ought to be done about it, it seems too bad that Joe should be allowed to run wild breaking hearts at random.

Fireman Frank Cracraft is the merry hunter of our division. We understand that he is a most able gunman and brings in the queerest sort of things (you know, we mean animals—oh yes, ANIMALS is what we mean and then he gets birds too—I'm not in a position to say just what kind of birds). Oh, and by the way, I am told that Frank uses discretion; he doesn't bring in everything that he shoots.

Fred Lewis is now working third trick at Dekalb. Troxel wasn't live enough for Fred, no place for him to spend his money and Fred didn't care about starting a bank.

Wm. Snell paid us the briefest of visits recently. Come oftener and stay longer Mr. Snell.

Some one poured water in Harry Miller's oxford the other day. We hope you won't take cold, Harry. And say, Harry, if you need any help when you seek your revenge, let us know, we'll be Johnnie on the spot.

W. J. Whalen, trainmaster, has moved his family to Joliet. If you will notice Mr. Whalen doesn't yawn so much any more.

Conductor Abbott, yes we mean "Beech Nut Charlie," appeared on the scene of action day before yesterday with his arm all bandaged up. He wasn't very explicit in regard to said bandages, but that is of very little consequence. You have our sympathy anyway Charlie.

James Keeler, engineer on our division, was injured when taking coal at Momence chutes. We all hope that you will soon be able to get back on the job Jim.

"Trans Missouri Gossip" M. F. H.

Mr. and Mrs. J. R. Price spent several weeks visiting at points in Wisconsin and Minnesota.

Agent and Mrs. R. S. Lewis have returned from a pleasant visit with friends and relatives at Heron Lake, Minn.

M. J. Rogers (Monte), formerly secretary to Superintendent Fuller, has been appointed to the position of fuel supervisor of the Trans-Missouri, Musselshell and Northern Montana divisions. We wish him the best of luck in his new position.

Mr. and Mrs. Louis H. Larson of McIntosh are the parents of a baby boy born October 10th. Congratulations.

Mr. and Mrs. W. F. Riecke and son Walter returned recently from a trip of several days to points in Nebraska where they have been visiting relatives.

S. M. Harned of Miles City, district special agent, died suddenly on the evening of Oct. 5 while seated in a chair in the office of W. E. McCullough at Moberge. Death came unexpectedly and was a result of heart trouble, he had been ill a number of times but of recent weeks had been in much better health. He leaves a wife and two daughters who live at Miles City, Mont.

On Monday, October 15th at Marmarth, N. Dak., occurred the marriage of Ora H. Bethke to Miss Dovie Childers. Of course every one knows "Rabbit" and to say that this was a surprise, is putting it mildly, we were simply overcome. Nevertheless, we all wish the newlyweds all of the joy and happiness there is for them.

Clyde Caldwell has just recently returned from quite an extended stay at Minneapolis and Chippewa Falls, Wis.

Walter Horn, while searching for ducks at Sand Lake, got lost, almost froze and did not find his ducks.

Henry Alcorn recently returned from Seattle where he has been employed for several months.

Harold Jennings has taken a three months' leave of absence and is attending the University at Vermillion.

W. E. Lloyd went hunting one Sunday recently and didn't come home overburdened with game. We would suggest that he take some salt along the next time, possibly he will have better luck.

Mrs. Norman Anderson returned a few days ago from Aberdeen where she had been recovering from an operation. After visiting with her parents at Miles City for a few days, she will return to work.

Harold Fuller, former night call boy, has accepted a position as assistant time-keeper in the superintendent's office.

Storekeeper D. H. Phebus is attending a staff meeting at Milwaukee.

Mr. and Mrs. E. E. Clothier left Chicago October 6 over the Southern Route for Seattle where Mr. Clothier will attend the annual B. & B. convention.

James Barry, former assistant time-keeper, has gone to Seattle for several weeks.

Last but not least, "Snooze" had a sore throat and we all hope that by this time next month, it will be all right.

In Memory of John Dolan An Old Veteran Who Passed Away August 5, 1923, in Chicago.

The Crossing

The silver-edged fringes of ocean
With their ceaseless marches along,
Reflect the bright rays of sunshine,
As they chant their lullaby song.

An angel appears on the sun shaft,
With an errand of mercy and love—
To the aged one sitting so lonely,
As he watches the heavens above.

His soul goes back to its childhood
To his boyhood's happiest time,
Sees the sun-crowned mountains and uplands,
Hears the streamlets singing in rhyme.

Sees the face of his dear gentle mother
Who led him through youth's gladsome day,
With its two paths ever before him,
Her love ever guiding the way.

The vision of manhood comes forward
When the whole world lay at his feet,
Then love came and conquered his strong heart,
And held him in bondage so sweet.

Love had lightened the heaviest burdens,
And had made him strong in the fray;
Till age marshalled all of its forces,
When vanquished and broken he lay.

But a voice low, sweet and tender
"You have finished your work, well done
Have no fear of meeting the Master,
To receive the reward you have won.

You are going to join the ransomed
Where never is grief or pain
For Christ himself is the Pilot,
The Christ, for our sins, who was slain.

He listens to hear the sweet low tones,
When the angel appears like a star
And, touching the old man gently,
Together they "cross the bar."

—Written by his wife who would have celebrated with him their Golden Wedding January 19, 1924.

Advertise in the Milwaukee

Attractive Gifts Without Cost

You can have any of the articles pictured below for just a little of your spare time: Show your friends and neighbors this copy of HOUSEHOLD GUEST and tell them that they can have it for FOUR YEARS FOR ONLY \$1.00 or TWO YEARS FOR 50c, or ONE YEAR FOR 25c. If they are already subscribers get them to extend their subscriptions; the time will be added to present subscription. The prices are so small that you will have no trouble in earning one or more of the gifts. You can sell ONE year, TWO year or FOUR subscriptions: Just so you collect the amount required for the gift or gifts you want. The thing to do is—get busy NOW! So you can have your gifts for Xmas.



SIMPLEX TYPEWRITER

This little typewriter will be found useful and instructive. Children, especially, should have one, as it interests and teaches them. It has all the letters, figures, spaces and stops. It will write on envelopes, postal cards and note size paper.
Gift No. 39. Sent postpaid for \$2.00 in subscriptions.



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In handsome enameled box, complete with brushes. These colors are high grade in every respect.
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Beautiful Bluebird Pendant

A delicate neck-chain, safety clasp, with oval pendant enclosing Bluebird for happiness. Bear in mind that this is not cheap jewelry. We guarantee it to please the most discriminating.
Gift No. 103. Sent postpaid for \$1.50 in subscriptions.



COMB AND BRUSH

Ebonized brush and comb made of excellent materials and guaranteed to please.
Gift No. 15. Sent postpaid for \$1.00 in subscriptions.



RIBBON WRIST WATCH

A beautiful Ribbon Bracelet Wrist Watch in very latest style and shape. 10 1/2 lines, 25 year White Gold filled case. Excellent cylinder movement. We guarantee that you will be delighted with this watch.
Gift No. 101—Sent postpaid for \$7.00 in subscriptions or for \$4.00 in subscriptions and \$1.50 in cash.



WEATHER PROPHET

A miniature house, eight inches high, finished in rustic style. The figures enable you to foretell the weather 24 hours in advance. Has accurate thermometer. Makes an attractive, durable and useful gift.
Gift No. 26. Sent postpaid for \$1.00 in subscriptions.



TWO BLADE KNIFE

This is a Jim Dandy knife that will give good service. Stag handle; one large blade and one punch blade. A good sized, sturdy knife.
Gift No. 104. Sent postpaid for \$1.00 in subscriptions.



SCHOOL COMPANION

A big handsome writing set in folding leatherette case. Contains an assortment of high grade pencils, pens, erasers; pencil sharpener, blotters, etc. 18 pieces all told. Sure to please any school boy or girl.
Gift No. 21—Sent postpaid for 75c in subscriptions.

BEAUTIFUL SILVERED PENCIL

This is a real always sharp, all-metal pencil, pleasing to the eye and built for service. Illustration exact size. Barrel beautifully chased and durably nicked. Extra leads in chamber. High grade in every way.
Gift No. 12. Sent postpaid for 75c in subscriptions. State whether Gents, with clip or Lady's, with ring is desired.



CHAIN AND PENDANT

An exquisite ornament that must be seen to be appreciated, sterling silver; pendant set with small ruby and brilliants. The sort of thing a person of refinement would choose.
Gift No. 102. Sent postpaid for \$1.50 in subscriptions.



No. 287

The rings illustrated here are all good quality and are guaranteed to be exactly as represented. In ordering be sure to mention ring number in full and give size, using gauge below.
Ring No. 287. Gold filled chased belcher with small, pure white stone of great brilliance. Sent postpaid for 50c in subscriptions.



No. 323

Ring No. 323. Sterling silver Friendship



No. 288

ring with five white brilliants in hoop setting. A beautiful ring. Sent postpaid for \$1.00 in subscriptions.
Ring No. 288. A fine, handsome, gold filled ring with a remarkably brilliant, pure white stone in dogtooth setting. This stone has 24 facets, which means that it will retain its brilliancy for years. Sent postpaid for 75c in subscriptions.



No. 321

The popular "Pinkie" ring in sterling silver. Has flat, oblong ruby set. Men wear it on little finger, girls any finger. A novelty and all the rage in the east. Sent postpaid for \$1.00 in subscriptions.
Ring No. 281. A beautifully finished gold filled ring set with five matched turquoise stones in a dainty hoop setting. A real ring value. Sent postpaid for 75c in subscriptions.



No. 281

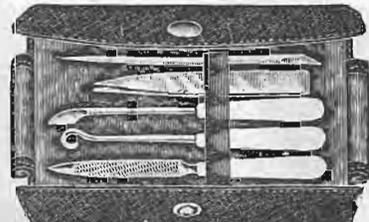
HOW TO DETERMINE THE SIZE

Cut a strip of thick paper so that the ends will exactly meet, when drawn tightly around the second joint of the finger. Lay one end on the diagram at O and order the size the other end indicates.



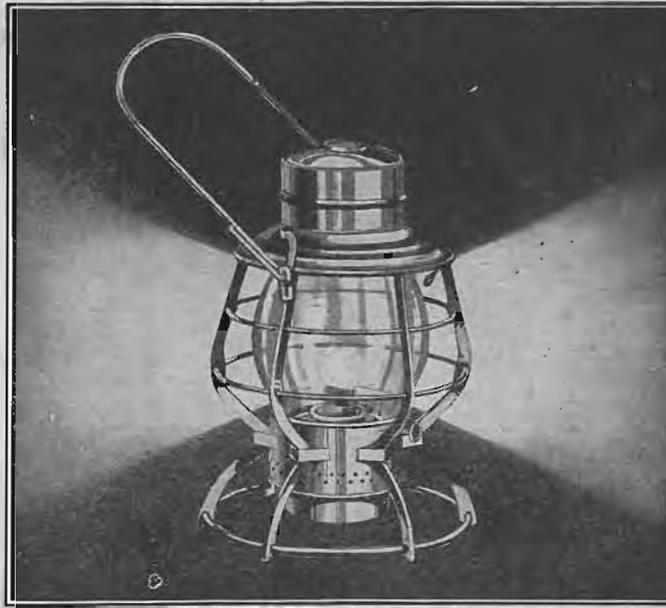
MANICURE SET

Every girl will want one of these fine sets. Five pieces:—tweezers, file, orange-stick, button-hook and cuticle knife. All in folding case with snap fastener. Sent postpaid for \$1.00 in subscriptions.



Write subscribers' names and addresses plainly and enclose with money collected. Be sure to give your own name.

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Perfection Signal Oil is made specially for use in railroad hand lanterns. Manufactured by Galena process from the highest grade materials possible to secure, it is tenacious of flame, long-burning, safe and reliable under all conditions of weather or operating service.

Perfection Signal Oil is purely a quality product, the development of many years of test and experience. It not only carries the unqualified guarantee of this company to render uniformly reliable and satisfactory service, but the personal cooperation of our service engineering staff to make such results certain. While not built to meet price considerations, **Perfection Signal Oil** costs but very little more than the inferior grades of compounded signal oils now offered for railway use

The work required of oils used for motion signaling precludes the use of makeshifts. Its functions are among the most important in railroad operation, as they deal almost entirely in the safeguarding of lives and property.

The known fire hazard and instability of volatile oils places them outside the zone of safety for this use, while improperly compounded admixtures of animal and mineral oils are unsatisfactory through inability to produce a clear and dependable service light.

*Perfection Signal Oil is manufactured
and marketed only by this company*

