

EMPLOYEES' MAGAZINE

Finck's "DETROIT SPECIAL" Overalls

"They Wear Like a Pig's Nose"

At every step in the making of Finck's "Detroit Special" Overalls we consider you—Mr. Railroad Man—because we are pledged to make overalls which stand *your* kind of wear—give *your* kind of service.

Every pair of Finck's "Detroit Special" Overalls has the right kind of "making"—stout, New England denim. Biborwaist style.

"Three-button" adjustable cuff. Famous "tab-collar" (also adjustable). Four extra pockets (12 in every suit). Double rows of stout stitching. *Extra* room and comfort. *Extra* wear and *Extra* service at every point. Union made. Remember, it's not fiction—but fact—that these overalls "wear like a pig's nose."

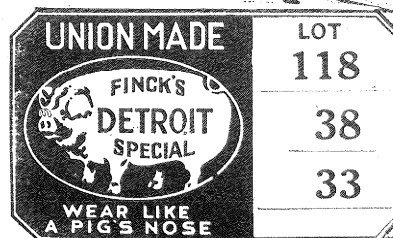
How to Get a Pair FREE

To the first man sending us the name of a merchant in a town where Finck's "Detroit Special" Overalls are not now for sale, we will send a pair of overalls (size and style desired) free the moment we get the first order from that merchant.

W. M. FINCK & COMPANY, 1180 Gratiot Ave.
JAMES L. LEE, Treasurer **Detroit, Mich.**

Makers of the best in overalls for over 25 years

This Pig's Nose Ticket
is on every garment. Look for
the pig on the ticket.



MILWAUKEE RAILWAY SYSTEM

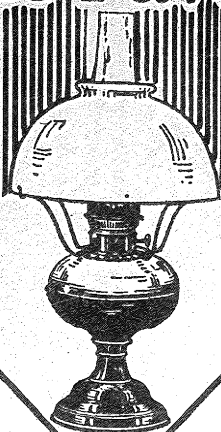
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Rayo Lamps

Even in the big cities where the homes are lighted by gas or electricity, you will find the kerosene lamp the favorite reading light.

Because its soft mellow glow does not tire or strain the eyes — if you have a good lamp.

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(AN INDIANA CORPORATION)

MILWAUKEE RAILWAY SYSTEM

*Made and worn by three generations.**It's the cloth in your overalls that gives the wear***STIFEL'S INDIGO CLOTH**
Standard for over 75 Years

"Never too young to begin a good habit, son. Your father has worn overalls made of STIFEL INDIGO for 25 years. Your grandfather and great-grandfather have worn them from boyhood up. Strength in every fibre, they're true blue all through.

This is the sign of the cloth that wears the longest and is easy to wash and iron 

Look for it on the back of the goods, on the inside of your overalls

CLOTH MANUFACTURED BY

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VOLUME II

An Address
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The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL,
Editor, Libertyville, Illinois.

GEO. E. WAUGH,
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SEPTEMBER, 1914

NUMBER 6

Montana

An Address Delivered at the Montana Railroad and Prosperity Jubilee at Great Falls, on "Milwaukee Day," August 14, 1914, by Vice-President, E. D. Sewall

MR. CHAIRMAN, LADIES AND GENTLEMEN:

Doubtless many of you share the popular fallacy that when a man achieves the Presidency of a great Railway Corporation he so far controls the affairs of himself and his subordinates that his time is virtually his own, and he has but to choose from the many opportunities open to him that one which most appeals to his immediate desires. Let me assure you that the actual situation is the reverse of this, that the imperative demands of his high position impel him to forego many coveted opportunities and devote himself to the discharge of those responsibilities to the public, than which, with the single exception of the President of the United States, no man has greater. Because of these obligations and consequent limitations, I bring to you today, in lieu of his personal presence, the cordial greetings and sincere regrets of one to whom participation in this celebration would have meant much of enjoyment; one whose foresight, and courage, and unceasing labor made possible the building of the Milwaukee Railway from the Missouri River to Puget Sound; one whose faith in Montana and in Great Falls is second to none; one whose name is on the tongue of every person present on this, "Milwaukee Day," Mr. Albert J. Earling, President of the Chicago, Milwaukee & St. Paul Railway Company.

We are met today in joyous celebration of the bountiful gifts of Nature and the wonderful achievements of men: the former the result of untold ages of the resistless forces of the unseen; the latter the progress of but a few years as time is reckoned, but of generations viewed from the standpoint of changes wrought; the forces and the changes which have transformed a trackless wilderness into our Montana of today.

Let us touch the flint of history with the tinder of memory, and in the resulting light make a swift review of the past, paying highest tribute to the men who brought this great State under the Stars and Stripes; to Jefferson, who conceived the Louisiana Purchase; to Livingston and Monroe, his emissaries to negotiate with Napoleon, who had the judgment and the nerve to bind their government to the unheard-of price demanded; and again to Jefferson for endorsing their action at the expense of great criticism for wild extravagance in the purchase of what Daniel Webster called, "this vast worthless area, this region of savages and wild beasts, of deserts of shifting sand."

How thrilling and how human the story of the years immediately following, when, outfitted with a small appropriation grudgingly given, Lewis

and Clark started in May, 1804, to explore the new domain. What discouragement and doubt, what self-denial and suffering, what determination and sacrifice, were necessary that on, and on, and on into the new and distant country the rays of the lamp of civilization might shine. Living in the comparative luxury of the present, what fitting estimate can we make of the hardships endured by Lewis and Clark, by DeSmet and Ravalli, by all those whose patriotism and religion deemed no struggle too great to advance the flag or the cross to which their lives were dedicated.

Upon the return of Lewis and Clark in the fall of 1806 from one of the most important exploring expeditions of all history, great interest was manifested in their reports, but for nearly fifty years thereafter the territory was invaded only by the agents of the Northwest Fur Company, which established trading posts in 1811, and of the Hudson Bay Company, which entered the field in 1847, and a few Jesuit missionaries under the leadership of DeSmet. This was the reign of the hunter and trapper, who had none save the Indians to dispute their possession.

Then followed, in 1853, by authority of Congress, that carefully planned and thoroughly executed survey from the head of navigation of the Mississippi River to the waters of Puget Sound, under the direction of Governor Stevens of Washington Territory, which added so largely to the store of reliable information as to the physical characteristics and possibilities of the region.

The whole of what is now Montana held but a few hundred white men when the gold prospectors appeared from the South and West in search of that most elusive metal, the pursuit of which has led its followers into more of hardship and danger, and yielded less of compensation than any other peaceful calling practiced of men. You know of their rare and wonderful finds in Alder Gulch, in Last Chance Gulch, in Confederate Gulch and elsewhere. The year 1862 seems to have been the foundation stone of that golden monument which for twenty years placed

this State in the lead of all others in the production of the yellow metal.

Then came the age of romance when, stripped of all but manhood and faith in the righteousness of their cause, whether won or lost, a remnant of those forces which for four longest years had made of the whole country south of Mason and Dixon's line one vast battlefield, full of the valor of inherent nobleness, full of the miseries and sufferings of mortal combat, tempered only by the joy of sacrifice, sought in this far Northwest to forget among changed scenes the horrors of the past, and build anew the temple home. And here in God's Great Out of Doors, new visions came to them, and they, the Blue and the Gray, soon learned that manhood, and honor, and right and wrong, were not questions of State boundaries, nor uniforms, nor even the flag beneath which they fought; that each had done the right "as God gives us to see the right," and enmity inborn gave way in due time to friendship deep and lasting, to forceful co-operation in upbuilding the new commonwealth and in upholding its laws.

This, too, was the period of the Road Agents, who styled themselves the Innocents in lying endeavor to cover their tracks, and of the Vigilantes, whose initial membership, one thousand strong, comprising all those who stood for right and against wrong, was so imbued with the necessity of immediately ridding the State of all who murdered and robbed for gain that justice was meted out with a swiftness and certainty seldom, if ever, equaled, and life and property came into their own again.

Such were the elements which were fused in Montana's crucible, to produce a citizenship the breadth and depth and height of which are but reflections of your vast prairies, your great rivers, and your majestic mountains; that citizenship to which future generations will look for no small share of national leadership.

With unparalleled mineral development, with millions of broad acres known to possess great possibilities for

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raising livestock, with abundant timber west, and numerous coal deposits east of the Rocky Mountains; with valleys whose exceeding fertility was proven by years of abundant harvests; and with the beckoning hand of such a citizenship, small wonder that Montana should attract those pioneer spirits who first essayed to link the Great Lakes with the waters of Puget Sound by a highway of steel. All honor to Jay Cooke, to Perham, to Smith, to Cass, to Wright, to Billings, and to Villard, to whose prophetic vision, zeal and industry was due the building of the first of the three transcontinental lines which now cross this State from east to west. Great need had they of faith and courage, when capital, ever shy, was sought for investments in the unknown, when each surveying party required a detachment of United States troops, and settlement any distance from the right of way was impossible; thus not only adding greatly to the expense of construction, but delaying for a considerable period the financial support which can only come from the development of the country. Starting from St. Paul and Duluth on the east, and from Wallula on the west, after thirteen years of struggle, and doubt, and sacrifice, and receivership, their lines were connected in 1883 near Gold Creek. "They builded better than they knew," and you who were present, and we who came after, reaped the benefit.

The Utah Northern had arrived at the capital from the south two years earlier, and five years later the foresight and genius of Mr. Hill had resulted in the rapid construction of that line which first gave this city rail connection to the east and west, the initial step toward its present greatness.

Then came a long period of arrested development in railroad construction, save for the building of the Montana Railroad and the branch lines to Butte, Gardiner, Shelby, and the coal fields; a period of waiting for business to develop sufficiently to support the existing roads.

Meanwhile the development of the State in other lines was marching steadily forward. Silver in large quantities was discovered, and from 1885 to

1905 the total mined exceeded in value the entire output of gold from its earliest production. In 1882 the first vein of copper was opened up, resulting in the mining of this metal upon a large and constantly increasing scale, which has known no decline to this day, and in a total production equaling in value the combined output of gold and silver.

Meantime other brains were spinning a web which should connect existing lines at the Missouri River with the Pacific Coast. After three separate explorations as to route, terminal and business possibilities, the die was unhesitatingly cast in favor of that one which led to and through the Treasure State, and thus, in December, 1905, the Chicago, Milwaukee & St. Paul Railway Company of Montana applied for a charter and the right to share in and contribute to your prosperity.

Freed to a large extent of the hardships and delays of pioneer days, we set resolutely about to take advantage of the facilities afforded us by existing lines, with the result that in February, 1908, there was a continuous railway from the Missouri River at Mobridge, S. D., to the Missouri River at Lombard; by September 1 track was completed to Butte, and on May 19, 1909, the rails from the east and the rails from Puget Sound made connection at Gold Creek. In less than three years fourteen hundred miles of high class railroad were constructed, much of it in a new and relatively unknown country, and crossing four mountain ranges, a feat never before equaled.

Through freight and local passenger service were established in July, 1909, and the through passenger trains, Olympian and Columbian, were placed in service May 28, 1911. The warmth of your greeting, and the steadfastness of your friendship, both typical of the State, have justified the millions of money expended and the efforts put forth to render a transportation service commensurate with your needs.

But the building of a railroad is one thing, and the development of traffic is quite another. Long before our rails crossed the Dakota-Montana line we had a force of experienced immigration agents in the field prospecting, not for

gold, nor silver, nor copper, but for business. As the result of their efforts we heralded to the world the opportunities offered to the farmer by the soil and climatic conditions of eastern and central Montana. A great railway company has great facilities for advertising, and so our proclamation went forth to East, and West, and South, and North, and even beyond the seas, by the thousand, the hundred thousand, yea, the million. The first of these notices appeared in December, 1906, and referred to eastern Montana. A year later renewed endorsement of "the soil and climate of eastern and central Montana" was made. In 1908 first appeared in the newspapers that most effective cut of the plowman turning up gold dollars from Montana soil; a cut the value of which to your State and to our railroad can hardly be exaggerated. It was given permanent form in the shape of an illuminated cover to the booklet entitled "Montana," the first issue of which appeared in 1910. I trust it is not inopportune on this occasion to restate our claim that the advertising referred to was the first of material consequence ever put forth upon the agricultural possibilities of Montana; and that it antedated by three years the first publication of the State Bureau of Agriculture, Labor and Industry. Here our claim rests, and you may judge of what connection there was between our efforts to locate settlers and the fact that between 1906 and 1909 the farm products in this State increased 225 per cent in wheat, 80 per cent in oats, 300 per cent in barley, 100 per cent in potatoes, and flax, of which none was reported prior to 1908, reached a value of over six millions of dollars in 1912. I think you will concede to us a pardonable pride in these results when you know that in 1908 a prominent officer of another company asked me if I did not think that it was a mistake to advertise Montana as an agricultural State and risk the denunciation which would surely follow from such settlers as we might induce to try the experiment. I replied that we had used our best judgment, considered large areas of the State well adapted to farming by modern meth-

ods, and were prepared to face the outcome. "Well," he said in conclusion, "we have had three wet seasons in succession, and I suppose if I had not had twenty years' experience in Montana, I, too, might be led astray." A month or two later the representative of another company stated publicly that it was little short of a crime to induce settlement upon land by misrepresenting its agricultural possibilities. We were the near criminals, though not named in the indictment. Within two years the one dissenter was so far "led astray," and the other developed such a "criminal" bent, that our claims seemed quite prosaic when compared with theirs on this mooted question.

Why do I emphasize the agricultural possibilities of the State more strongly than its many other resources? Because therein lies your future greatness. The mining of your precious metals will continue and may increase; the production of copper has certainly not reached its maximum; the development of your water powers is in its infancy; manufacturing will assume much importance with the cheaper electric power; but progress in all these lines will be overshadowed by your progress in agriculture. It is estimated that thirty millions of acres of this State now unproductive will respond bountifully to the touch of the plow, and if the tide of immigration can be kept at the flood, and money can be obtained to provide the necessary transportation, it is easily possible that the next generation will see Montana in the front rank of grain producing States. Farming will be diversified; each section, or half section, will have its complement of livestock, which in aggregate number will far surpass the range herds and flocks of the past. Then will the hungry millions look to Montana for food, and, bright robed in the garments of Ceres, ever generously will she respond to their calls.

Many are the hand-wrought jewels set in Montana's diadem, shining with added brilliancy as the years roll by. But chiefest of them all is this city by the mighty river, which, having its source in the eternal snows, runs its

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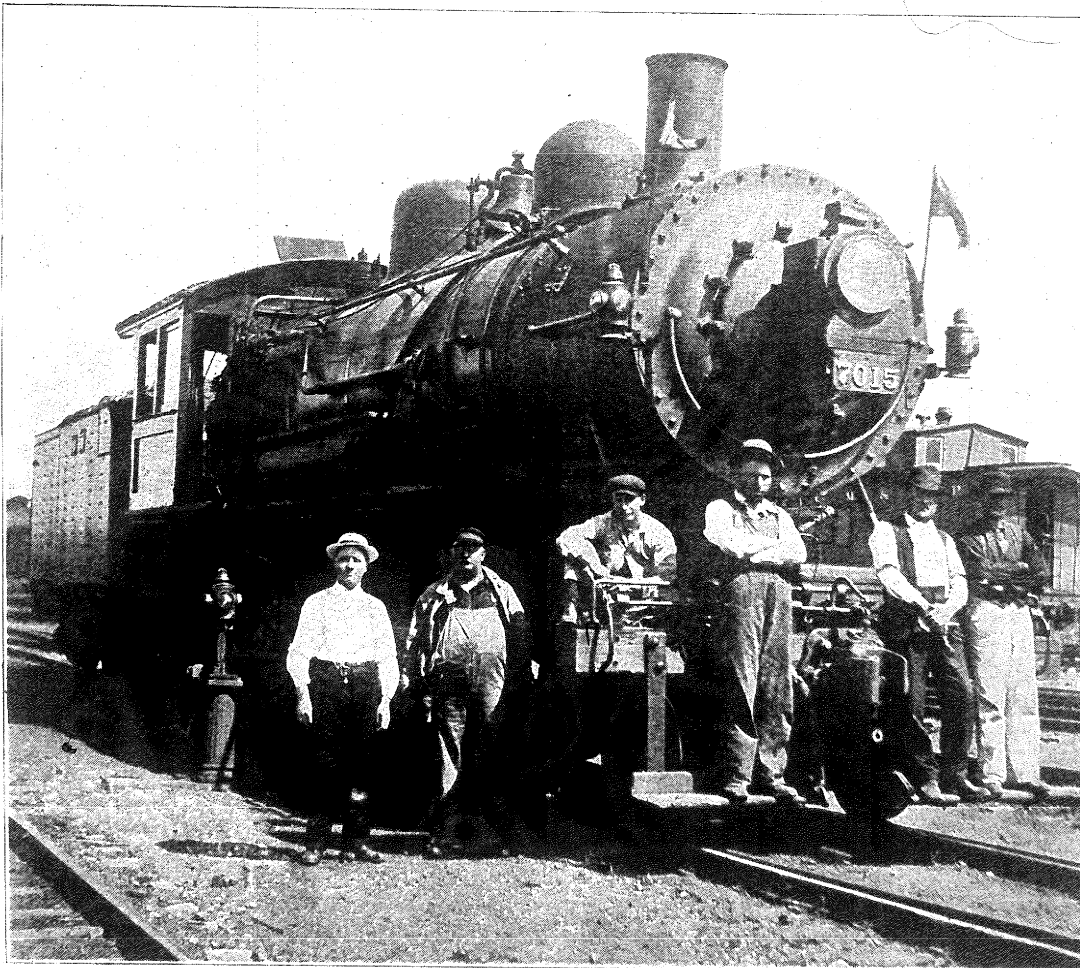
ever broadening course four thousand miles to the sea. So shall the influence of this commercial metropolis be an ever widening stream, reaching to the great marts of Europe and to the far distant Orient. Great Falls has more facets than any other jewel in the diadem; one, a vast and rich farming country surrounding; another, ample transportation facilities for present needs; another, the great smelter; another, unlimited power from that subtle current which, however much is generated, no less remains in nature's storehouse; another, large jobbing interests; another, coal; and, leaving the utilitarian, even jewels within jewels in your beautiful sapphires.

With such an endowment, who dares name the limit to the growth, the prosperity, and the beneficent influence of this city of your proud creation, this

city of homes, this city of culture, the one and only Great Falls.

But does not the largess of Nature to, and the success of men in your chosen State, make some demand upon the commonwealth in return? Of a truth, yes. "Noblesse oblige" is not more binding upon an individual than upon State and Nation; and you and we who have thrown open the doors in earnest invitation to farmer and artisan, to banker and merchant, to firm and corporation, to labor and capital, to make their home here, must see that each receives justice in fullest measure.

Among the long list of your possessions are two factors of paramount importance in the development of your State, which must be wonderfully augmented before the goal of your ambition is reached. One is labor; the other, capital. It is a trite saying that they go hand in hand, that each supplements



Council Bluffs Transfer Engine and Crew.

the other, that neither can prosper without the other. Granted; granted to the fullest; but there still remains a marked and fundamental difference. Labor, if dissatisfied for any cause, can move from place to place, or leave the State entirely; but capital, once invested in mines, or smelters, or water powers, or public utilities, or railways, cannot be withdrawn, but must remain steadfast to its dedication through weal and woe. Another great difference in their conditions is that labor is resident and voting and can enforce its reasonable demands, while capital is non-resident and non-voting and may be denied unprejudiced consideration. For these reasons, and because you and I are living in a period when regulation by statute, by executive, and by commission, is rampant in this great country of ours, a policy of self-restraint and careful consideration of the rights of the non-resident is most essential, and its importance is in direct proportions to your need of outside aid.

Montana has but four inhabitants to the square mile; Colorado has nine; Wisconsin, forty-four; Illinois, one hundred seven; Pennsylvania, one hundred eighty-four. Montana has over thirty-three square miles of area to each mile of railroad within its borders; Colorado has eighteen; Wisconsin, seven and one-half; Illinois, four and three-tenths; Pennsylvania, three and nine-tenths. These figures are significant as indicating clearly how much yet remains to be done to fairly populate the State, and the amount of capital yet required to furnish the railway facilities alone which will be necessary to such population; an amount far exceeding the total value of all the gold yet mined in the State. The same conditions exist in all other lines of development in varying degrees, and in the aggregate will call for untold millions. Where are these vast sums to be obtained? Proud as we are of the growth of the financial institutions of the cities between the Great Lakes and the Pacific, we know that the time has not yet come when any large undertaking can be successfully financed without the aid of eastern capital. And we also

know that every institution which controls capital in large amounts feels it necessary, in order to protect its reputation and its customers, to keep closely in touch with the administration and legislation of each State in the Union to determine with certainty those which are just and those which are unjust in the treatment of outside capital invested within its borders; and the acceptance of the securities offered, and the rate of interest demanded, is directly affected by such determination. Therefore, that State which maintains even-handed justice, fully protecting its citizens against all unreasonable demands, but turning a deaf ear to popular clamor to lay undue burdens upon the non-resident investor, will reap the maximum of benefit to the people as a whole. Do not misunderstand me; this is not a plea for the capitalist, nor for the corporation, but for a broad policy which will insure to Montana a four A rating in the money markets of the world. The sense of justice which you have, and even sordid selfishness which you have not, alike dictate this course. Let Montana "stand four square to every wind that blows," and new life, new energy, new accomplishment, and new prosperity will ride in on every breeze.

Three Christmas Prizes

Two prizes of ten dollars each are offered for the best essays of not over five hundred words from employes or members of their families, containing suggestions on Safety First, with respect to life and property; the other containing suggestions as to "How One May Become a More Efficient and Loyal Employee." The Third prize of five dollars goes to the son or daughter of an employee contributing the best children's Christmas Story. Story to be not over one thousand words. Essays and story must be in the Editor's office, Libertyville, Ill., before November 15th, when they will be referred to the special prize committee for award.

Write only on one side of the sheet and give your name, address and employment with the company.

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Men and Cross-bar With Drills.

The Snoqualmie Tunnel

Employees all over the system will be interested to know that after fifteen months of steady driving, night and day, the headings of our great tunnel under Snoqualmie Pass have met in the Cascade mountains. The "east" and "west" gangs met at 4 o'clock in the afternoon of August 5th, and the faint glimmer of daylight that was visible at the far portals, told that a successful completion of the tremendous task was in sight.

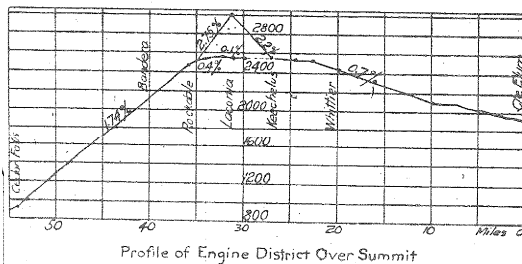
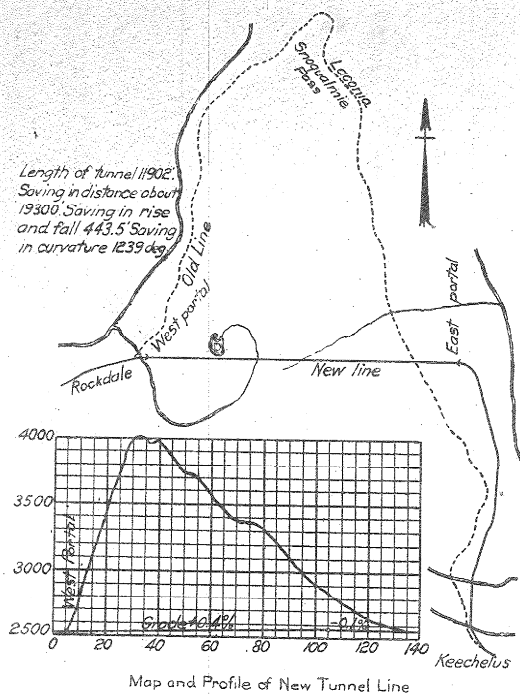
The Coast Line in its route across the mountain country of the west tunnels the hills in many places. In Sixteen-Mile Canyon there are eight tunnels varying in length from 157 to 482 feet. On the Continental Divide there is one on the east side, one at the summit, at Pipestone Pass which is 2,100 feet in length, and on the west slope two 515 and 1,174 feet long respectively. In a distance of 121 miles between Butte and Missoula there are four tunnels, the longest of which is 2,015 feet.

Crossing the Bitter Root mountains there is one on the east side, which is 476 feet long, then St. Paul Pass is reached, where the summit tunnel is 8,750 feet long, reducing the elevation by more than

1,000 feet. The Pass Tunnel has, up to the present, been our longest and most interesting work of this character. The west side of the Bitter Root is a long row of tunnels, short and long, on curves and on tangent, there being a total of eighteen tunnels in forty miles.

The tunnel at Sorrento, Idaho, is 2,559 feet long, and there are seven between that and the new bore at Snoqualmie, but one of which is over 1,900 feet in length, and that is the 1,973 foot tunnel at Johnson Creek summit in the Saddle mountains.

When the line was located over the Cascade mountains the matter of tunneling was found to involve a period of time, which, in the necessity of haste in completing the extension, was prohibitive, so the Pass was negotiated although it required a gradient somewhat in excess of the established standard. But with the line completed and handling traffic, the necessity for a tunnel was apparent; therefore plans for its construction were commenced at once, and preliminary work began at Rockdale in the late summer of 1911. But the work was not pushed until after the strenuous winter



of 1912-13, when the road over the mountains was many times buried under gigantic snow drifts and slides often reaching a depth of forty feet and over. To avoid the yearly repetition of serious snow troubles, and their consequent delays to traffic, not to mention the loss and cost incident thereto, work on the tunnel was started in earnest, as soon as the weather permitted. Since that time two gangs numbering over 300 men have been under the mountains by day and by night, and the hum of the air drills has never stopped except when the dynamite was fired and the smoke was clearing from the charge.

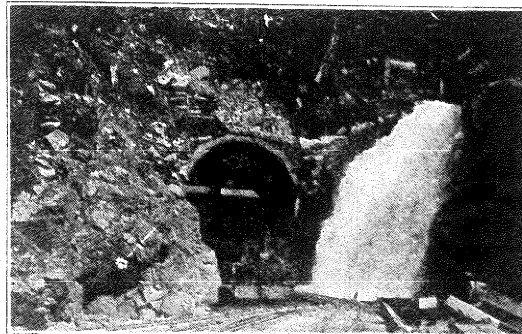
To drive tunnels of considerable length, such as this one, work is always started at each end, with the driving calculated so exactly that it is confidently expected the opposing forces will meet without an appreciable variation, somewhere about the center of the bore; and while these calculations seldom go wrong,

as the work progresses, the tension among the men grows and "the game" becomes exciting, so that the last charge is put in with all hands at the highest pitch of expectation, and when the smoke of the explosion clears, the men rush across the piles of rock and debris and make their limited "welkin" resound with their cheers.

Possibly if one has never been in a tunnel while driving was in full swing, the real essence of the rejoicing at the meeting might not appeal to him, but to one who has stood in a great rock corridor, knowing that a mountain was resting on the roof over his head; with the darkness around about him, only emphasized by the pale glimmer of the electric light; with the screaming of the drills, the hoarse shouts of the men swarming on every hand; with the muffled rumble of the dump cars as they roll swiftly back and forth, and with the knowledge that working toward the spot on which he is standing is a gang of men on the other side of that age old bulwark with the same apparatus and the same purpose, he cannot but feel the thrill of a great task which means tearing the heart out of a mountain.

At the request of The Magazine, Mr. J. I. Horrocks, engineer and superintendent in charge of the Snoqualmie tunnel work, has furnished the following data concerning the stupendous task on which he has been engaged since the fall of 1911.

The tunnel, which has been driven through the Cascade mountains, is 11,902 feet long (over two miles). Its east portal is near Keechelus, Washington, and the west portal is at Rockdale, on the west slope of the range. This tunnel will effect a saving in distance of about three



West Portal, Rockdale.

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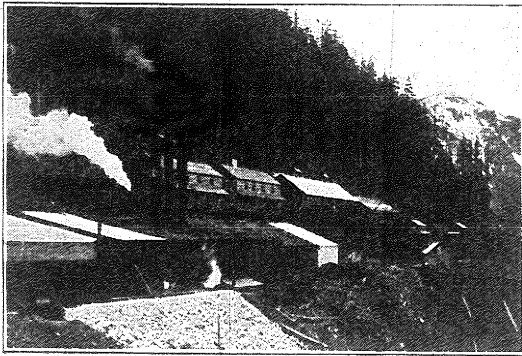


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and one-half miles; in elevation of 443.5 feet, and in curvature of 1,239 degrees, or over three circles. It is a single track bore with an ascending eastbound grade of four-tenths of one per cent to a point about 2,000 feet west of the east end, and an ascending grade from the east end to the summit of the tunnel of one-tenth of one per cent. In operating trains over the mountains these remarkably low gradients will be a very great saving in power



West Tunnel Camp.

and other expense, compared with the present route and the grades over the Pass.

All of the material encountered during the driving is rock, varying from soft to very hard—about 75 per cent being a hard slate, the balance, quartzite and granite, which, while it requires the most unrelenting toil to drill through, still greatly lessens the dangers of caving-in and sliding, such as were encountered in the Pipestone Pass Tunnel, where the material was largely granite that decomposed upon exposure to the air. A relatively small amount of trouble from these sources has been experienced in driving the tunnel under consideration.

We are entitled to the distinction of having been the first in the United States to undertake the driving of a tunnel by the European method of what is known as a "bottom heading." This system was used at the west end. The east end, however, was done according to the American method, or "top heading"; and it must be conceded the advantages in this case are with the European plan, by which all of the tunnel section above the bottom heading was shot through by gravity, into cars on the track in the bottom. By the American method the top heading being driven first, the tunnel section has to be

loaded into cars on the high line and dragged to a point where it can be dumped to cars standing on a track below and outside of the tunnel, which is then hauled to the dump or consigned to whatever use there may be for "milling." The material in this case was hauled to the dump at the west end with gasoline motors and steam dinkies; that at the east end was hauled to its dump with a trolley motor and steam dinkies.

The machine used to drill the rock consisted of Ingersoll-Rand piston drills, mounted on cross bars—four machines being used in the heading and anywhere from 16 to 25 holes being drilled for each round. A round was shot with 60 per cent gelatine dynamite, using from two to eight boxes to the round, according to the class of rock. The blasting was all done with fuse and caps. A complete system of ventilating fans connected on large galvanized pipe lines was constantly in operation, removing the powder fumes quickly and keeping up the ample supply of pure air, which greatly assisted in the proper ventilation. This is no small item in a tunnel of two miles or more in length, where the foul air would be a serious matter if adequate means of ventilation were not always in operation.

We have had, ever since the work has been actively in process, forces of three to four hundred men at each end, on six hour shifts, the men on the regular tunnel driving being what is known as "tunnel stiffs," mostly Irish, Scotch Scandinavian and Finnish. All of these are hard workers, and as a rule do every-



East Tunnel Camp.

thing in their power to expedite the work, taking a personal interest and displaying an intense enthusiasm in the progress made. The headings were driven under the bonus system; all other



Tunnel Section Ready for Concrete.

work is being handled with regular daily pay, and no bonus.

Of course the daily progress is a matter of absorbing interest at all tunnel camps, and the progress of the work in hand is always compared with that of a similar character in other parts of the world. It is like watching the racing record of horses or pursuing the "log" of a ship at sea. The daily progress is posted every evening and the members of the camp follow it more eagerly than they do the current news of the day. Indeed the current news in a tunnel camp, high up on the side of a mountain, pales to insignificance compared to that ever approaching battery of drills pounding against their rocky partition. Progress in these headings varied from 300 to 450 feet per month, making a total, with both east and west gangs, of 700 to 900 feet per month.

The tunnel will be concreted throughout and this part of the construction

has been kept as close to the tunnel workings as possible; when there was sufficient room to push it, progress in concreting some times reached 1300 feet of completed tunnel, from one end. All concrete is mixed on the outside and hauled in on high line, about sixteen feet above grade, so there was no interference with materials going into the tunnel, or with the broken debris coming out.

The tunnel will be laid with creosoted ties and 90-lb. steel rail, full tie-plated, with crushed rock ballast. The drainage will be taken care of by a concrete gutter on each side, ten inches deep and twelve inches wide. It is expected that the arrangements for maintaining perfect track will be as up-to-date as any thing of the kind in the country.

The telegraph poles and the signal wires will be carried through two 3-inch fibre tubes embedded in the north side of the wall, and at intervals of four hundred feet there are to be refuge niches

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two feet deep, in which will be placed wooden terminal boxes so that telegraph and signal cables may be drawn through and necessary repairs made.

In connection with the tunnel, two miles of grading has been necessary at the east end, and new yards have been constructed at Rockdale on the west, including a new 105 foot turntable and several extra passing tracks.

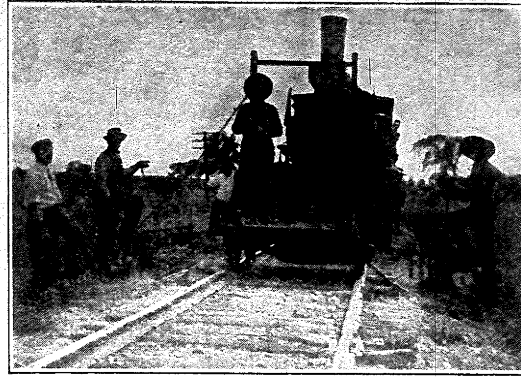
All of the work with the exception of the two miles of grading has been done by the company's forces, under the able direction of Mr. Horrocks and his corps of assistants who have braved the hardships of the winters in those storm bound regions, and the isolation attendant upon their situation, with no thought but enthusiastic devotion to their work. Mr. Horrocks commends the loyalty of his men without stint, and says: "Mr. D. M. Allen, our foreman has been invaluable, and don't forget our 'tunnel stiffs,' mechanics and powder house men; they are the best bunch I have ever seen, always on the job and always pushing the work to the limit."

When the tunnel is put in commission, all west bound trains will operate from Cle Elum to tidewater with one engine. Eastbound trains will require helper service from Cedar Falls to Rockdale, a distance of about 19 miles, over a compensated grade of 1.74.

Those of us who have traveled the Cascade Mountain route and sat spell-bound at the wonder of mountain grandeur thrown to the heavens in magnificent disorder on every side, while the train winds along its "bench" on the rugged slopes will regret the necessity of the tunnel, for Snoqualmie Pass is one of the beauty spots of the Cascade Range, but the needs of traffic are paramount, and with the completion of the long tunnel the Milwaukee is still the leader in the efficiency of its facilities and equipment, and that is something of which we are all justifiably proud.

New Distribution System

With this number our new system of distribution goes into effect. Anyone not receiving his magazine or his package for distribution will please notify the editor, and same will be forwarded immediately.



Whitty Weed Cutter

B. H. McNaney.

In the expenses of Maintenance of Way and Structures 70 per cent constitutes labor, and therefore proper supervision and appliances are necessary to direct and economize in this large item of expense.

Mr. R. Whitty, Roadmaster of the Northern Division, with headquarters at Horicon, Wis., has been experimenting for some years with a machine to cut weeds on the track, and thus save an enormous annual expenditure keeping the track clean within the grass line. This machine has now been perfected and has been used on the Northern Division with excellent and economical results.

The machine is erected on a push car and is shown in the accompanying cut. It requires two men on the car to handle the levers and to raise and lower the wings. These wings are like cultivators with a plow attachment at the extreme end. This plow can be adjusted to any distance from four feet to seven feet from the rail, depending on the width of the grass line adopted as a standard on the Division. The two men riding on the wings act as guidemen, and keep plows adjusted to the proper depth, and the weeds free from teeth of the cultivators. The foreman in charge follows on the ground looking after stay chains and other appurtenances that may require adjusting. The machine is handled by a small locomotive. Roadmaster Whitty is now concentrating his thoughts on a motor car with sufficient power to handle the machine, and save

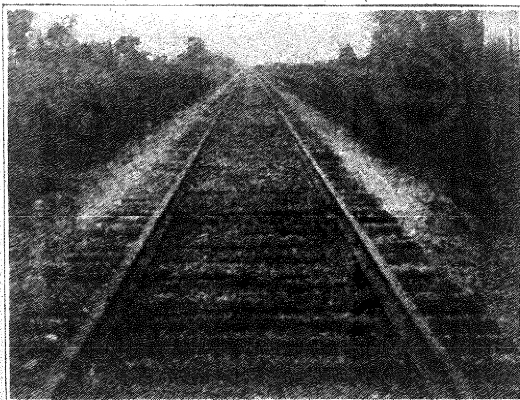
expense of locomotive and train engine crew.

When working between stations, the five men can lift the car with machine off at any road crossing, and it is also on this account that it is advisable to have this machine handled by motor car, as it will save considerable delay when engine has to get into clear for passing trains and return to work again.

This machine can cover on an average, ten miles of track in a ten hour day, and the total expense will average \$4.00 per mile.

Roadmaster F. W. Sawtelle had the machine out over part of his Division, and J. H. Barry, Section Foreman at Hartford, wrote Mr. Sawtelle stating he figured that there was a saving of approximately \$26.00 per mile in weeding and cutting the grass line on the first mile of his section, as compared with the same work last year.

The accompanying cut shows the main track on the Northern Division between Granville and North Milwaukee after the weeding machine passed over it; consequently the work of the machine speaks for itself. If any roadmaster wishes to give a fine appearance to his Division, all that is necessary to do is to borrow Bob Whittey's machine and run over his section. He will be surprised at the results at so little cost and save many criticisms on the appearance of his track from the superintendent. As this was the first test made, you should see Bob following along after the machine with a big substantial smile hollering, "E U R E K A".



After the Weeds Are Cut.

Stop' The Leaks

J. H. Ginet, Jr.

Almost everyone has at some time in their earlier days experienced some incident, the memory of which will cling to him for life. In my case it was an experience in a sinking boat.

Four boys including myself and my brother attempted to row across the White River of Indiana in an old boat built something on the order of a scow. While we were in the middle of the stream one of the boys who was rowing pushed his heel through the bottom of the boat, opening up quite a large seam through which the water simply poured into the boat. We tried to bail the water out, but we couldn't begin to keep up with it, and we knew that if we didn't stop the leak we were goners. So we all took off our shirts and stuffed them into the open seam stopping the inflow of the water sufficiently to enable two of us to keep the water bailed out while the other two rowed for shore.

Years later when I first heard the expression "Stop the Leaks" as applied to business, it immediately recalled to my mind my experience in the boat, and as I pondered over the expression "Stop the Leaks" I began to realize that just as surely as we boys would have gone under had we not stopped the leak in our boat just so surely must every business enterprise, large or small, go under if they do not stop the leaks.

And what are the "leaks" in business? There are thousands of them, each as a rule, very small and seemingly insignificant, but in the aggregate they usually spell the difference between success and failure. Most business leaks go unnoticed and in the daily routine of work the superintendent or other officer never knows of them and therefore can't ask for their avoidance; but each individual man if he will take the trouble to do so can no doubt constantly find ways in which savings may be made for the company.

The following table may serve in a way to illustrate what these leaks mean to a great business enterprise, such as the Milwaukee R. R. System.

The company must haul a ton of freight

If an employe wastes	
a 2c postage stamp	10 miles.
5 minutes time	15 miles.
a common pin	110 feet
a pen point	1-eighth mile.
a letter head	1-fifth mile.

There are, of course, a great many business leaks which cannot easily be reckoned in dollars and cents; for instance, the Company may be losing business because of gruff or impolite treatment of patrons, or an employe may fail to properly ice perishable freight enroute on a transcontinental haul, perhaps construction men in some cases could order and use less material in certain work, train crews may unnecessarily lose time at stations, office men may be "killing time," etc., etc.—it all means loss to the company, and so may be termed "leaks."

No doubt a very large part of these "leaks" are due to carelessness and lack of interest in our business, that doesn't excuse us. Suppose we were to quit railroading and engage in some private business enterprise; would we watch for the leaks? Would we trim the corners, and invent ways to save? We certainly would or we'd go under. And is there any reason why we should not give the same careful attention to the company's interests as we would give to a business of our own? No doubt the vast majority of Milwaukee employes are now giving what they consider fair services to the company, but it may be that many of us by giving the matter a little thought can find and stop leaks that are causing the company unnecessary loss. Suppose each and every one of the 50,000 Milwaukee employes should start right now to look for leaks, and should constantly be on the lookout for ways of "saving" for the Company—saving time, saving material, increasing business, lessening expenses of all kinds, etc.; in other words, suppose that we were all to buckle right down to the task of looking after the company's interests in every way as carefully as we look after our own personal interests—what a marvelous organization it would be. The results in increased net earnings of the company would no doubt make it unnecessary to reduce the expenses and force, even in

this time of war and general financial depression. And another result—we would all be so interested in our work that we would be perfectly contented and happy, for the inevitable result of a deep and constant interest in our work is contentment and happiness.

LET'S STOP THE LEAKS.

Live and Let Live.

In speaking of a person's faults
Pray don't forget your own;
Remember those with homes of glass
Should seldom throw a stone.
If we have nothing else to do
But talk of those who sin,
'Tis better we commence at home,
And from that point begin.

We have no right to judge a man
Until he's fairly tried;
Should we not like his company,
We know the world is wide.
Some may have faults, and who has not?
The old as well as young;
Perhaps we may, for aught we know
Have fifty to their one.

I'll tell you of a better plan,
And find it works full well;
To try my own defects to cure
Before of others tell.
And though I sometimes hope to be
No worse than some I know;
My own shortcomings bid me let
The faults of others go.

Then let us all, when we commence
To slander friend or foe,
Think of the harm one word may do
To those who little know.
Remember curses, sometimes like
Our chickens, roost at home;
Don't speak of other's faults until
We have none of our own.
—J. P. Donnelly, R. H. F., Farmington, Minn.

Slang.

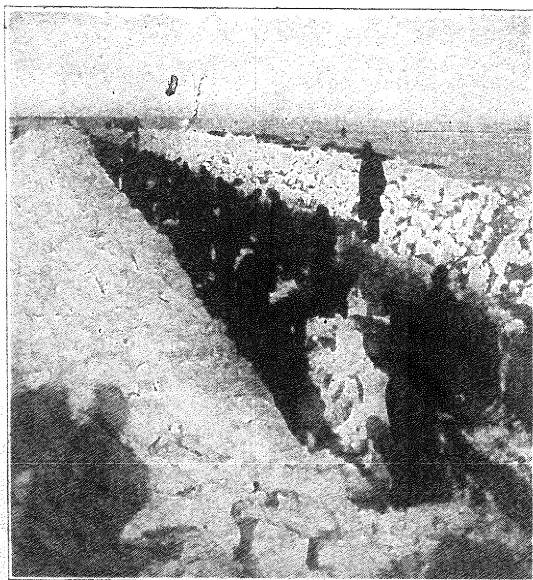
Fit spoken words, conveying good desire,
Are best, as gold refined by fire.
If we go racing through the realm of thought
On donkey steeds in fancy colors wrought,
Like clowns, who make contortions with the
tongue,
To win applause the sordid crowds among,
We miss the true, ideal companionship,
The sweet communion of the heart and lip.
Our tongues are bearers of our thoughts to
men,
If spoken word, or told by hand or pen;
And when we strive the choicest to impart,
We win respect and gain the hearer's heart.
—E. W. D.

Our Snow Troubles of Early days

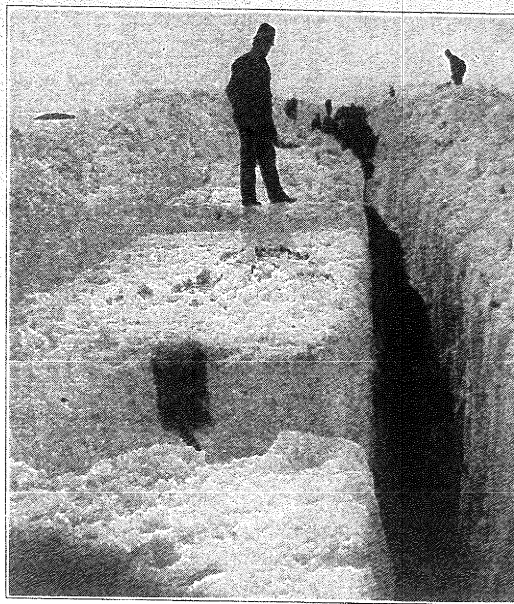
E. Clemons.

The winter of 1880 and 1881 was one never to be forgotten. Any who had to do with it in the way of braving the storms of wind, cold, and snow could never forget it. This winter was exceedingly severe in the Northwest, particularly in Northern Iowa, Minnesota, and the Dakotas. Views taken of snow conditions along the southern Minnesota Division of the C. M. & St. P. Railway are here given, which show the amount of snow to contend with along the line.

The Southern Minnesota Railroad was bought by the C. M. & St. P. Railway in 1880, and taken over for operation in August, 1880. At that time, the writer was paymaster's clerk and this division was added to Paymaster A. L. Scott's territory. We went over the lines with an engine and car equipped especially for this purpose, and paid the men cash personally as we overtook them in their several lines of duty. The whole crew slept in the car. This line was then built west as far as Flandreau, S. D., and I remember well the day we arrived there. The station building was under construction and the first man I saw was Alexander Amos, gang foreman in charge of building the depot, and who later was Chief Carpenter of that divi-



Snow Gang on Level Prairie.



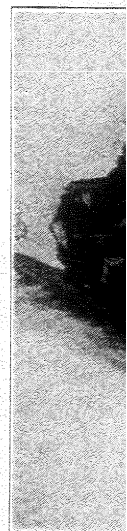
Cutting Snow Blocks.

sion and was Chief Carpenter on the "Soo" Line when last I heard of him.

To get back to the subject of snow: The accompanying views were taken in the vicinity of Fairmount, Minn. The first good snow storm came early in October, 1880, and that snow stayed on the ground until early in May, 1881, when it turned into water in a night. The pay car was laid up at Wells, Minn., in February, 1881, for ten days and the storm was of unprecedented severity. Six days of that time the snow and wind were so bad we could not see more than ten feet from the car, which was sidetracked about one hundred feet from the hotel. There were seven of us in our party, and when we went to the hotel for meals, we would start one at a time and keep calling so that the next could follow until we were all either at the hotel or car. There were in our party: A. L. Scott, Paymaster; E. Clemons, Clerk; G. E. Allen, Engineer; Andrew Davidson, Fireman; and Joe Trusonne, Conductor. Part of the time a pioneer sleeping car porter, Uncle Ralph Grey, was our porter. Mr. E. G. Perkins, then a conductor on the S. M. Division, was snowed in at Wells, and was with us

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most of the time. The day the storm commenced we went from Austin to Mankato, expecting to return to Austin and to Minneapolis, but after leaving Mankato about three P. M., and when we got out on the prairie at Mapleton, Minn., the storm was so severe we could hardly get along. After getting stuck many times and shoveling our way out, we reported to headquarters the conditions, when two engines and a large gang of men under Trainmaster E. Kalaher were sent from Wells to get us out of the snow and to Wells and a hard time they had to accomplish this, but we finally arrived at 2:30 A. M., and did not turn a wheel for ten days.

Mr. J. M. Egan, the superintendent, was caught at Edgerton, Minn., and, it being necessary for him to be in St. Paul for an important lawsuit, he rigged sails to a sled and came across country. The snow on the prairie was like water at lake level. All depressions were filled and in some places snow was over telegraph wires. Mr. Egan sailed more

west of Granite Falls. In May 1881, we followed the snow plow, which was opening the road on the H. & D. Division, laid up at Ortonville for the night. The next morning we started for Milbank and, on arriving at the Whetstone River Bridge, found it badly washed out, where the day before snow plows were opening the line in that vicinity. The west, or prairie ends of the I. & D. Division, Southern Minnesota Division, H & D. Division and the Jim River Division, were badly washed out and under water on account of the heavy snow turning to water in a few hours.



C. J. Phillips.



Hauling Out Snow Blocks.

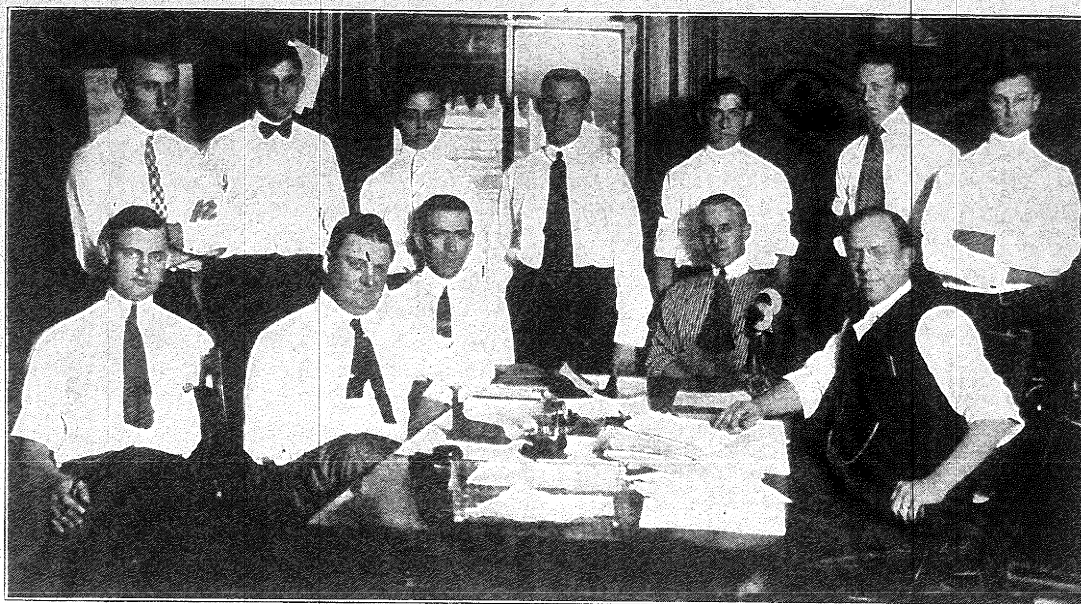
than one hundred miles across country, meeting with very few obstructions. He landed at Blue Earth, Minn., where he got a train on the C. St. P. M. & O. for St. Paul.

The pay car did not get west of Fairmount until May, 1881, when we paid six months' pay rolls at one time. This was also true of the I. & D. Division west of Algona, and the H. & D. Division

Thirty-Five Years at Camp Douglas, Wis.

C. J. Phillips was born in Portage City, Wis., Nov. 16, 1859, and at the age of ten, started out in life as news boy on the Madison and Portage Railroad, continuing in that business until early in 1874 when he entered the service of The Milwaukee, at Portage City as call boy. During this time he learned telegraphy and while employed as call boy, after some months, occasionally relieved the night operators at Portage until the summer of 1876.

His first regular position as telegrapher was at the "Townsend House," at Oconomowoc, Wis. After the closing of that summer resort for the season, he returned to his home at Portage and was again employed by the C. M. & St. P. Ry., as operator, working at Wyocena, Kilbourn, Sparta, River Junction, and was at North LaCrosse during the flood of the Mississippi river in 1880. He went from there to Portage as night operator, and to Camp Douglas, Wis., April 1, 1881, as day operator, remaining until March, 1885, when he was appointed joint agent, and is now in his 34th year at that station.



Assistant Superintendents Juhnke and Swanson and Office Force.

The Sleeping and Dining Car Department

Geo. E. Waugh.

There is no department in railway service where the possibilities of criticism are so great and the rewards for quality so appreciated as in the dining and sleeping car service. The functions performed by these departments are entirely of a personal service nature, and when service has to do with the meals and sleeping accommodations of the traveling public, the railroad comes in contact with the most critical and exacting demands they have to meet. Men may be indifferent about many things, but seldom about what they eat or where they sleep. It is, therefore, easily understood that the department catering to these twin exigencies of nature has a task that can be performed only by skillful specialists whose efficiency must be of the hundred per cent caliber. This standard is applicable to the superintendent, the sleeping car conductor, the porter, the steward, the waiter and the cook, because it requires concerted action on the part of all to maintain this branch of service. For this department is a powerful auxiliary in keeping the Milwaukee System favorably before both the traveler and the shipper.

We have the best sleeping and dining car department that was ever organized. This statement is made advisedly. Let us take a glimpse at the contributing factors justifying the statement.

To begin with, the sleeping and dining cars are owned, manned and operated by "The Milwaukee." In this we get unity of purpose, the most valuable asset that any organization could possess. In its last analysis we get unity of interest in the traveler's welfare. So much for the team work.

"The Milwaukee" sleeping cars are distinctive in design. The berths are "longer, higher and wider," and a roomy, well-ventilated bed is a mighty important comfort feature, particularly when one travels in the hot summer months.

The dining car service is the best that culinary skill can produce with the market's choicest outputs. In these days when rates are uniform and roads vie with one another for elegance in equipment, we marvel at the ingenuity and skill of the modern car builder. However, all these comfort features are impersonal. That element of human interest and kindness must come from the employee on these cars, or he is out of harmony with his palatial surroundings. Here is a bit of philosophy coined in this department: "An attentive, obliging employee, working on an old style car, is of more value to the company and its patrons, than a grouchy representative of the company on the finest piece of equipment that ever turned a wheel." From the foregoing, the importance of courtesy is readily apparent. These employees are hosts for the Milwaukee Railway, and a puzzled traveler will remember a courteous reply from one of them long after they have forgotten the color of the upholstery of the car in which they have ridden. With service and courtesy as their elementary ritual, there is not an employee on the "Milwaukee Road" who can not get up and vociferously boost for our passenger service and do it with the conviction that he has a high class subject for his enthusiasm.

The sleeping and dining car department is under the supervision of F. W. Getty, superin-

Superint

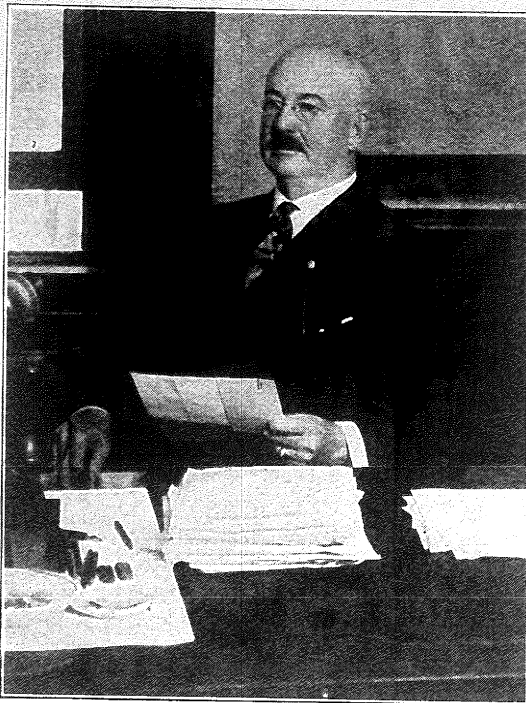
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Superintendent F. W. Getty, S. & D. C. Dept.

tendent, a recognized expert in his line with a quarter of a century of service in this work. The organization has three assistant superintendents: W. C. Juhnke and O. L. Swanson, located in Chicago, and A. E. Kirkland, with headquarters in Tacoma—all men of long years of training and unquestioned skill. Supply stations are located at Minneapolis, Aberdeen and Butte. The first named station is in charge of E. E. Borrer, and the two latter are under Inspector F. H. Copernoll.

The department has two additional inspectors, O. J. Peterson and P. M. Garvey. These men travel over the line for the purpose of inspecting the service and seeing that the department regulations are observed. At night the Chicago office is in charge of Night Agent J. J. Taylor.

The sleeping and dining car department has under its direction three hundred and twenty-two pieces of equipment, classified as follows: Sleeping, dining, parlor and observation cars.

In this service "The Milwaukee" employs one hundred and eighteen sleeping and dining car conductors, two hundred and twenty chefs, three hundred and three waiters, two hundred and seventy porters, and ninety-three in the offices and in miscellaneous work, making a total of one thousand and twelve highly efficient railroaders in the sleeping and dining car service.

The dining car reports of twenty-five years ago show nine cars in service. Today "The Milwaukee" has seventy-eight in operation. During the period when nine cars sufficed we fed monthly an average of seventy-five hundred people, while at the present time when travel is heavy, the breakfasts, luncheons and dinners served in our seventy-eight diners flutters very closely to the hundred thousand mark. The amount of foodstuffs purchased

by this department is beyond the range of the wildest fancies of the housewife, who scrutinizes the scale in the corner store and mentally calculates the cost of the six-pound roast for family and "company" invited to the festive board for Sunday dinner. Think of meat purchases for a month aggregating thirty-three thousand nine hundred pounds, or nearly seventeen tons of meat. This includes, beef, pork, lamb and fowl. Our fish marketing includes bass, shad, pompano, salmon, trout and white fish, amounting to nearly fifty-five hundred pounds per month. Butter at the rate of two and a half tons, and 2,530 pounds of coffee. Vegetables, fruits, sugar, etc., are all purchased monthly on a proportionately large scale. These figures will help to show the magnitude of the supply end of the department. No. 1 quality is the prime specification in the smallest purchase as well as the largest, and every commission merchant, grocery and market that "The Milwaukee" trades with knows that to shade the quality of any commodity used in "Milwaukee" dining car service is done at the hazard of the offender being stricken from the list. Dealers, therefore, understand that only the choicest products are acceptable. Buying in the tremendous quantities that we do, the market is closely watched for advantageous prices, and substantial savings are effected in this way on the numerous staple articles used.

The commissary stores in the Western Avenue yards are indeed a revelation. It is here that the technique of the department is apparent. Seven clerks under Commissary Agent A. C. Luke move about behind counters that in appearance are typical of the country store. The walls are lined with shelves that sag under the weight of palatable foodstuffs. The proverbial sugar barrel is also in evidence, but you won't find the town gossip draped over the top of it drolling jokes of the Joe Miller vintage. This is a busy place where they fill many orders with accuracy and dispatch. On the ceiling long rows of kettles, pans and caldrons are hung from the straight line of the over-



Manager T. M. Donlin.



The Washing Machines and Crew.

head joists. One side of the room is given to dishes of various kinds used on the dining cars.

The ice house is located immediately back of the grocery department. It is a gaunt building with a storage capacity of seven thousand, five hundred tons. The meats and all perishable provisions are kept here in two large refrigerating rooms. To walk through the Western Avenue coach yards in July, with heat waves vibrating on the rails, and into the narrow confines of the kitchen on "The Pioneer Limited" dining car with the great ranges going full blast, and from there to the refrigerating rooms in the ice house, where the temperature is thirty-eight degrees Fahrenheit, while the sun blisters outside, and you can get a taste of temperature that incites your pity for both the Eskimo and the Hottentot, for it is beyond human endurance to stand heat and cold of this kind, unless one is acclimated to these extremes.

The ten-course table d'hôte dinner on "The Pioneer Limited" is served for two hours. How many passengers who get up from this epicurian treat, with the enthusiastic endorsement, "By George! That is the best dinner I ever ate," realize that the dinner which is served from six-thirty to eight-thirty, has been in the course of preparation nine hours, and that the ingenuity of five skilled chefs is embodied in the meal? Ask your wife or some caterer how much time it would require to prepare a ten-course dinner, running from soup to nuts, and you will get some idea of the work and care that "The Milwaukee" takes every day in maintaining its claim for the best dining car service in America.

The very essence of an inviting place to eat or sleep must be cleanliness. Snowy white linen is, therefore, an adjunct of vital importance. To insure this being supplied according to the exacting standards demanded in this service

"The Milwaukee" operates its own laundry. This plant is located in the Western Avenue Coach Yards. In equipment and facilities to turn out high grade work in large volumes, it has few equals and no superiors.

The laundry is in charge of Manager T. M. Donlon. Thirty-nine girls and seventeen men represent their roster of employees. The washing is done in nine large cylinder washing machines. After the linen has been properly cleansed in a solution of soap and prophylactic compounds it is then put in extractors—there are eight of these. The extractor performs the function of the wringer, differing, however, in process, but producing results in favor of the extractor. This machine eliminates all the water from the clothes by centrifugal force. It is a double drummed affair that whirls the contents in a circular direction at the rate of two thousand revolutions per minute. After this treatment, the linen is ready for the tumbler, a sort of vibrating machine that loosens up the compact mass as it is discharged from the extractor. It is then taken to the mangles. The largest of these is one hundred and twenty inches in length, irons thirteen sheets per minute, or nearly eighteen hundred an hour. There are two other mangles of somewhat smaller capacity. This statement furnishes some idea of the rapidity with which laundry work is executed. Lined along the north wall of the building are five "body irons." On these waiters' and porters' coats are ironed at the rate of one thousand per day. All this machinery was installed by the American Laundry Machine Co.

The weekly bugbear of the average household is wash day. It means hard work for whoever undertakes it. Four or five strands of clothesline running back and forth from the summer kitchen to the shed is a common sight on Monday morning. The spry occupant of the house has the family washing for a week

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Commissary Agent, A. C. Luke.

out to dry. Suppose "The Milwaukee" family did its washing after this fashion. If we did, here is what would happen. This will startle you—but it's true. We would have to have a clothesline strung from Chicago to Portage, Wis., a distance of one hundred and seventy-five miles, studded with clothespins to hang up the linen used by the sleeping and dining car department in a week's time. Anyone who knows anything about laundry work will agree that the weekly washing of "The Milwaukee Road" represents a very respectable sized job. They wash and iron an average of thirty thousand pieces of linen a day in this plant. Every piece is inspected. The slightest mark, tear or discoloration is enough to turn it back for mending or re-washing. The laundry list totals twenty-four different kinds of linen, sheets, towels, table clothes and all the appur-

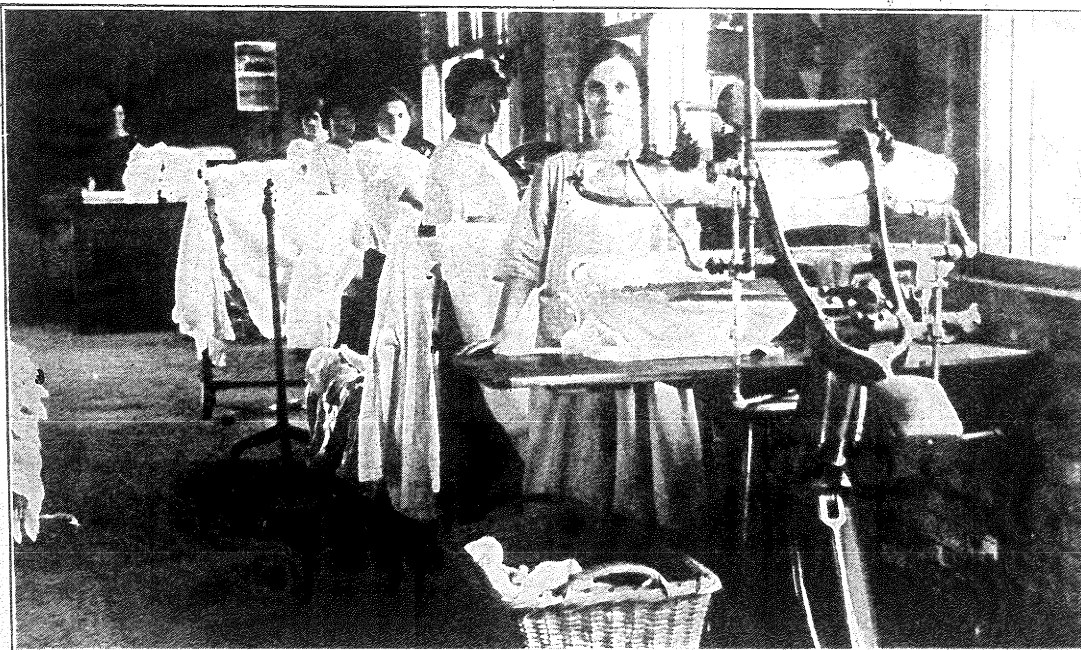
tances of this kind used by the department.

As you watch the busy sorters, separating the different classes of soiled linen, you realize the slang expression "come clean" never originated in this place. "Go clean," however, is their dogma. To illustrate the enormous demands for the output of the laundry: "The Olympian," running between Chicago and Seattle, requires four hundred sheets, and a like number of pillow slips, and six hundred towels for the sleeping cars. In making up these supplies the clerk must know the size of each of five hundred and seventy-three waiters and porters on the road, so that they won't put in five coats size forty-four for Porter Smith who only weighs a hundred and forty pounds. These coats must fit well—if they don't, the appearance of neatness is spoiled.

In the successful operation of the sleeping and dining car department much hinges on the art of car cleaning. A rather "high brow" appellation you say. Any observer who will go through the Western Avenue yards and view the devices and the thoroughness with which this work is executed, will readily agree that there is both science and art used by the swarm of busy cleaners, and mechanics in the car cleaning and inspection organization, working under the direction of General Foreman T. R. Morris, who is in charge of this service. The details and importance of the car cleaning department, however, is a phase of railroad work that will be treated separately in one of the issues of "The Milwaukee Employees' Magazine" in the near future.

Edward Beebe.

Engineer Ed. Beebe of the Black Hills Division met death by accident on June 26. While leaning out of the gangway of his engine inspecting something that was out of place on the mail car he was struck on the head by a switchstand just east of Oacama.



The Body Irons and Operators.

The Milwaukee Hospital Association

The Annual report of the Milwaukee Hospital Association, published in April, discloses a very satisfactory condition of its affairs, both financially and in the prevalence of only normal disease conditions in the territory in which it operates. The report says:

A comparison of the services rendered during the year with those rendered during preceding years cannot help but impress anyone with the large number of employes who have received benefits and of the remarkable amount of professional services, hospital care and other benefits the Association has provided at the small average cost of only \$6.67 to each employe for the year. The difference between the average contribution made by each employe (\$7.68) and the average expenditure (\$6.67), is represented by Betterments in Hospital and other Permanent Equipment, and by Cash in Bank.

It is a significant fact that while an average of nearly 14,000 employes have been on the payrolls, and nearly 17,000 patients have been cared for, that death has resulted in only 44 cases, which again emphasizes the positive value of efficient professional and hospital care and the early employment of the Association's facilities.

Following is a summary of the receipts and disbursements for year ending December 31, 1913:

RECEIPTS.

Contributions by Employes.....	\$107,572.50
Contributions by C., M. & St. P. and other Ry. Cos.....	11,023.60
Refunds by C., M. & St. P. Ry. Co. and others for care of passengers and non-contributors.....	2,187.70
Receipts from Other Sources.....	353.85
Interest on Bank Balances.....	181.30
Total Receipts	\$121,318.95
Add—Cash in Bank January 1, 1913.	6,546.10
	\$127,865.05

DISBURSEMENTS.

Hospital Care, Board, etc.....	31,965.87
Association Surgeons—Fees and Salaries	46,687.80
Outside Surgeons—Fees	781.20
Medical and Surgical Supplies.....	6,028.97
Burial Expenses	2,383.80
Printing, Postage, Clerical and Miscellaneous Expenses	2,505.07
Special Nurses	625.00
Artificial Limbs, Appliances, etc	543.33
Conveying Patients	965.04
Care of Passengers and Other Non-Contributors, to be Refunded by Railway Companies	3,974.30
Expenses of Hospital Board.....	394.20
Taxes	257.20
Interest on Bills Payable	467.65
Total General Disbursements..	\$97,579.43
Add—Moberge Hospital Loans Paid	\$14,000.00
Moberge Hosp'l Building and Equipment Expenditures	683.75
General Equipment Expenditures	1,237.47—
	15,921.22
Total Disbursements	\$113,500.65
Balance—Being Cash in Bank December 31, 1913.....	14,364.40
	\$127,865.05

We have examined the transactions recorded in the Cash Book relative to the Puget Sound Fund for the year ending December 31, 1913, and the foregoing summary of Receipts and Disbursements has been prepared therefrom.

The Receipts have been confirmed with reports received from the Railway Companies and the Disbursements have been checked with original vouchers or cancelled checks and found in order, while the balance in bank at the close of the year was verified with a certificate received from the Central Trust Company of Illinois.

PRICE, WATERHOUSE & CO.,

Certified Public Accountants.

Seattle, Wash., March 16, 1914.

We have checked the Receipts, Disbursements and Bank Statements and find the foregoing statement correct.

F. C. DIAMOND,
H. C. KEARBY,
WM. FRIE,

Auditing Committee of Hospital Board.

The Association now provides hospital accommodations in twenty-one hospitals as follows:

Moberge Hospital.....	Moberge, S. Dak.
Pacific Hospital	Seattle, Wash.
Providence Hospital.....	Seattle, Wash.
Tacoma General Hospital.....	Tacoma, Wash.
St. Joseph's Hospital.....	Tacoma, Wash.
Everett Hospital.....	Everett, Wash.
Roslyn-Cle Elum Hospital.....	Cle Elum, Wash.
St. Mary's Hospital.....	Ellensburg, Wash.
Sacred Heart Hospital.....	Spokane, Wash.
Deaconess Hospital.....	Spokane, Wash.
St. Maries Hospital.....	St. Maries, Idaho
Bovill Hospital.....	Bovill, Idaho
Elk River Hospital.....	Elk River, Idaho
Idaho Hospital.....	St. Joe, Idaho
St. Patrick's Hospital.....	Missoula, Mont.
St. Joseph's Hospital.....	Deer Lodge, Mont.
St. James' Hospital.....	Butte, Mont.
Whitehall Hospital.....	Piedmont, Mont.
St. Joseph's Hospital.....	Lewistown, Mont.
Miles City Hospital.....	Miles City, Mont.
Washington Boulevard Hospital.....	Chicago, Ill.

The Moberge Hospital is owned and operated by the Association, having been paid for by the Puget Sound Fund. It is held in trust for the Contributing Employes and Companies under a Declaration of Trust on file with the Vice-President in charge of the Puget Sound Lines (Mr. H. B. Earling) in Seattle, and with the Secretary of the Railway Company in Milwaukee.

This hospital site comprises an entire block and the building is attractive and thoroughly modern in every respect. It has hot-water heat, passenger elevator, sanitary plumbing and electric lights. It is equipped with up-to-date operating rooms, with X-ray and all other apparatus necessary for diagnosing and treating the various surgical and medical conditions of the patients. The rooms are light and airy and appropriately furnished. There are also four large verandas for the use of convalescents. The present building can accommodate forty patients, and its capacity can readily be increased when conditions require it. Two hundred patients have availed themselves of its privileges during the year it has been in operation. The hospital facilities are also available for outside patients whenever there is room, and the income received therefrom goes to the hospital, thus lessening the cost of its operation to the Association.

It is in charge of the District Surgeon, assisted by a competent surgeon and a staff of efficient nurses.

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At Home

Anna M. Scott, Editor.



Little Son and Daughter of B. F. Guyot, Rondout, Ill.

A Garden Party.

A delightful summer entertainment is a garden party, and this may be made as formal or as delightfully informal as the occasion requires or as the taste of the hostess dictates. Simplicity, however, for an afternoon or evening of this kind is best.

A "shirt-waist garden party" is appropriate for almost any demands of the summer entertainer, and if you have a nice lawn and beautiful trees the chief attraction of the out-door party is provided for you, and with a few hammocks liberally supplied with bright colored pillows, your decorations are provided. Seat your guests at little tables scattered about or arranged in groups. On each table have a center-piece of the garden flowers, most profusely in bloom at the time you give your party. Wild flowers are always lovely. Refreshments should be cold. Consomme in cups, lobster or chicken salad, with dainty sandwiches, ices, cakes, bon-bons and fresh fruits constitute an appropriate menu.

To entertain your guests, you may have games, folk dancing, tennis, croquet, or whatever you find most adaptable to your company. Usually the pleasure and freedom of the fresh out-doors, and the happy feeling of goodfellowship that prevails at functions of

this character prove sufficient entertainment for the older guests; while the younger ones originate amusement for themselves. A little music floating out through the open house windows from a small orchestra or a good Victrola adds much to the effectiveness of your party; but in choosing your music, be careful to avoid selections which are noisy or "crashing," as such will inevitably clash with the harmony and sweetness of your summer's day play. If you care to go into entertaining sufficiently, a fortune-telling tent, with an improvised gypsy is always attractive, and you can usually find some clever friend who can read human nature and possesses a certain knowledge of palmistry to make some shrewd guesses in the fortune-telling line. This always helps to make a party a success, but should not be undertaken in a small company.

If the function is an evening affair or is prolonged into the evening hours Japanese lanterns should be hung in the trees and between the porch supports, to spread their softened light over the festive scene. An old fashioned Virginia reel, danced on the green, with "hands all 'round," makes a hearty and successful finale to the evening party, to which it is supposed the "men-folks" are bidden.

A Village Improvement Society.

The Village Improvement Idea is one of the hopeful signs of the times. It usually starts and it should start with the first efforts toward beautifying the "little town"; making a park with some shaded spots where one may sit awhile in the open and amuse himself with watching the village life on its daily routine. Then comes the planting of flowers, followed quite naturally by a general tidying up of streets and yards. The real essence of improvement lies, one may add in the tidy back yard, as well as the well-kept front lawn. When villagers begin to manifest pride in a beautiful town, their community spirit is born, and in the complex problems that go to make up life in the present, with its right and proper rearing of the young people, a community spirit is of first importance. In it, you find efforts toward clean community recreation; better roads that will help the farmer folk to town to join in your good times; better schools, and of all things needful throughout our land, the best of schools comes first; then there is law enforcement, business co-operation, the public library and the modern social center. Walter A. Dyer, writing in "The House Beautiful" on this subject of the Village Improvement, quotes President Eliot of Harvard, as saying:

"I believe that if a test were made to determine the cities and towns most desirable to live in, it would be found that they are those where the percentage of property exempt from taxation—parks, lakes, rivers, schools, public buildings—is highest." In the railway towns along our lines—those I mean which have been established as division terminals, and where the inhabitants are almost altogether railroad men—there is great need of this community spirit, and as the men are away a good part of the time, the matter devolves upon the women who are left in the home to direct the up-bringing of the "railroad juniors." It is to you, therefore, wives and mothers that the Village Improvement Idea should appeal strongly; for it may, nay, it certainly will have a lasting and an important effect in shaping the characters of your girls and boys. If you get together, you will find that the cost will be trivial, and that the ball once started, started in the spirit of perfect co-operation and the common goodwill, takes on momentum as it progresses, and every individual in your town will be gladder and better for each and every effort. The fruits of your labors will be in a greater intelligence, refinement, goodness and beauty in the generation that is coming on to take our places. These are Woman's opportunities in the social uplift and every woman should be awake to them.

Contributions for At Home.

The Editor extends thanks to the many who have said kind words concerning At Home, and the help it is to them in many ways. Will our friends, however, remember that their contributions in connection with any subject of interest in the home, will be gladly received. There can be no question about the railroad women being good cooks, and as new recipes sometimes are hard to find, contributions of this order will be most welcome. Sometimes, perhaps, we may take all which have been published since The Magazine started, and have a "Milwaukee System" cook book. Fancy-work suggestions, as the holiday season approaches, will be peculiarly acceptable, and we should all remember that co-operation is the slogan of The Magazine, and so do our best to help the good work along.

Good Things to Eat.

Apple Cake.—Core, pare and cut in eighths four or five sour apples (make short cake as you would for any short cake), lay apples closely in rows, the long way of the biscuit pan, sift over two tablespoons sugar, in which a half teaspoon of cinnamon has been mixed; work fast; bake in a quick oven thirty minutes. Very good.

Blueberry Tea Cake.—One quart of flour, one teaspoon salt and three of baking powder, sifted with the flour; one cup sugar, two eggs, one pint sweet milk; one-half cup butter, melted, beat all together, then add one pint of blueberries that have been picked over and well dusted with flour. Stir carefully

not to break the berries. Fill pans about three-quarters full and bake about one-half hour in a moderate oven. Serve with stewed berries.

Sponge Cake.—Three eggs beaten to a cream, one and one-half cups sugar, add one-half cup cold water, two cups flour, in which has been sifted two teaspoons baking powder, one saltspoon salt and flavoring to suit taste (try grated rind of one-half lemon). Beat hard for two minutes and bake thirty to forty minutes in a rather quick oven.—*R. G. D.*

Porch Party Punch.—The juice of one pineapple, six lemons, three oranges, six large crushed peaches, one pint preserved strawberries, the same of cherries, and one bottle of grape juice. Sweeten and add one cupful of chopped ice, one gallon of water and a cupful of crushed mint leaves.

My Favorite White Cake.—Two cups sugar, butter twice the size of an egg, one and one-half cups cold water, whites of four eggs, three cups sifted flour, and sift with three teaspoons baking powder. Cream butter and sugar, add water and flour alternately, then beaten whites of eggs. Bake in two layers and put together with any desired filling.—*Mrs. Baker.*

Blitz Kuchen.—One large tablespoon sugar, two teaspoons baking powder, one cup milk, two cups sifted flour, two eggs. Bake in two pie tins, before putting into oven put pieces of butter, halved almonds on top and sprinkle sugar over all. Healthful for warm days and nice with ice cream.—*Mrs. Baker.*

Salad Dressing.—One cup boiling water, one-quarter cup of lemon juice and vinegar mixed; when this comes to a boil stir in two tablespoons of flour mixed to a paste with two tablespoons of olive oil; stir and cook for five minutes; remove from the stove and pour over the well-beaten yolks of two eggs. Mix thoroughly, set aside to cool. Then add one cup of Olive oil, adding it one-quarter cup at a time; beat with an egg beater to blend thoroughly; mix in a saucer, half teaspoon salt, a few grains of cayenne and one teaspoon of mustard; mix to a paste with a little of the dressing, then beat into the dressing.—*Mrs. Marshment.*

Sponge Cake.—To two eggs and one cup sugar, beaten ten minutes with egg beater, add one cup of flour, sifted with two level teaspoons baking powder. Flavor with grated lemon rind, and lastly add one-half cup boiling water.—*M. C. B.*

This makes two quarts delicious ice cream: One pint new milk, one-half pint cream, one-half package Jello ice cream powder.—*M. C. B.*

Midsummer Dream.—Crush ripe peaches and very soft pears to a pulp. To two cupfuls of this add one-half cupful of pineapple juice, and the same plum juice; sweeten and add ice water. Lay a small bunch of plums with their foliage on the plate.

Yard crane accompanying Milwaukee show. Brown Hoi

The crane capacity of sure of 100 an hour. cars can be power. Th yard to load done with crane and pounds capacity while it would load the saw 500 tons of single dips, 3,300 pounds

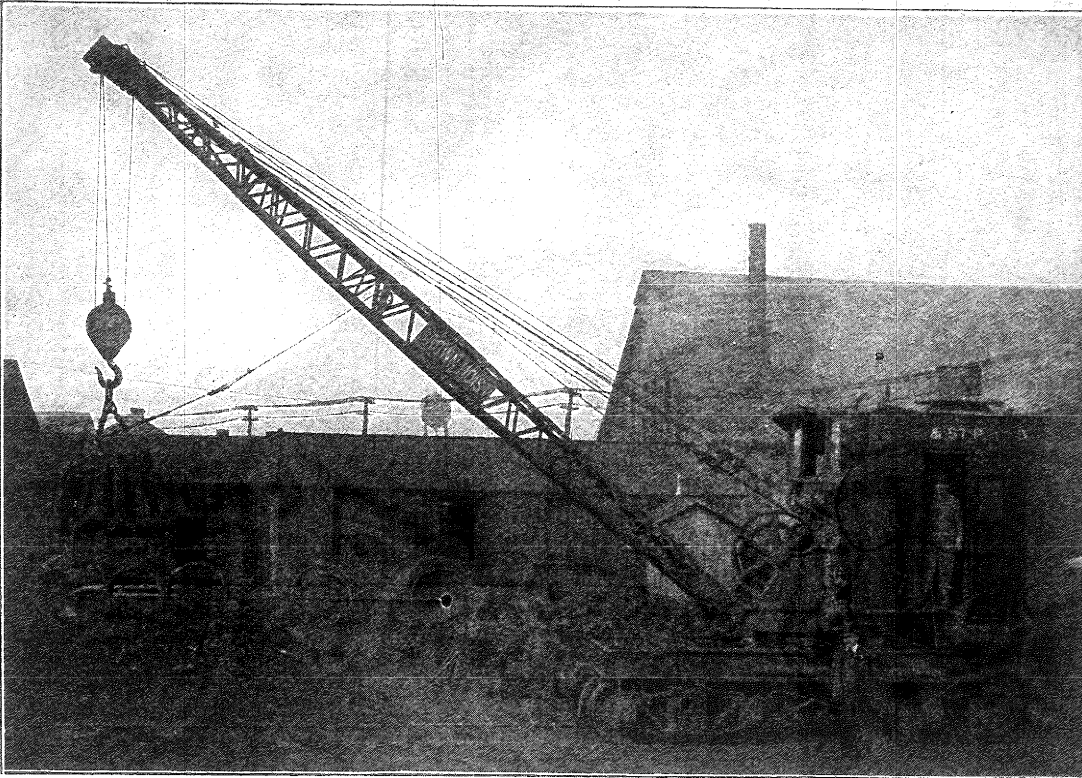
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Mechanical Department AND SHOP KINKS



Yard Crane.

Yard crane No. 5, which is shown in the accompanying photograph, is in service at Milwaukee shops. This crane was built by the Brown Hoist & Machine Company.

The crane has a 35 foot boom, and a lifting capacity of 31,500 pounds, carries a steam pressure of 100 pounds, and can travel ten miles an hour. Ten loaded 80,000 pounds capacity cars can be moved by the crane with its own power. The crane is used mostly at the scrap yard to load iron and steel scrap. This work is done with the use of a magnet. With the crane and magnet and two men, a 100,000 pounds capacity car can be loaded in one hour, while it would take four men two days to load the same car. The crane can load about 500 tons of scrap in a ten-hour day, and at single dips, the magnet has lifted as much as 8,300 pounds.

It can easily be seen that the crane is a great time and labor saver in loading scrap, it doing the work of about seventy men in any given time.

It costs on the average of two cents per ton to load or unload material with this crane. This includes all expenses in connection with the purchase and handling of crane.

Nut Stripping Machine at Milwaukee Shops.

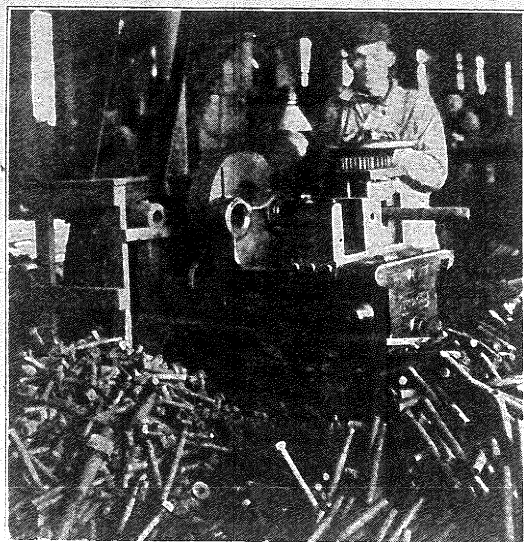
By Oscar Epp, Foreman, Iron House.

Several years ago there was a large accumu-

lation of all kinds of stub ends, bolts and rods, the nuts on which could not readily be removed by hand on account of being rust bound. These stub ends, bolts and rods, were either discarded to the scrap pile, or the threads immersed in oil to loosen the rust, so that the nuts could be taken off by hand, this being very slow, tiresome and expensive work.

The idea of using a machine for doing this work was then developed, and an old bolt-threading machine which had been standing idle for many years was put into service. This machine was overhauled and equipped with a left-hand pulley and sockets for the different size nuts, and a jaw to tighten the stub ends so that same could not turn while the nuts were being turned off, and the difficulty of the stripping of nuts was overcome.

There are two ten-hour shifts working on this machine. Each man strips from three to four kegs in ten hours, making a total of six to eight kegs daily. These nuts are then sorted, and each size placed in a separate keg. Then two barrels are placed one on top of the other. The barrel in which the nuts are placed, (or the upper barrel) has holes bored in the bottom so that the oil which is poured on the nuts to take off the rust may run into the lower barrel. The nuts are then placed in kegs ready for use again.



Nut Stripping Machine.

Steam Fitting at Great Falls and Lewistown, Montana.

C. F. Eppert, Steamfitter Foreman.

The power house at Great Falls consists of two locomotive type boilers, with foundations for two more. A ten-inch extra heavy header is built up for four boilers, with two five-inch angle valves for each—one on the boiler dome and one on the header. A five by two five-flanged tee at top of raiser of boiler, supplies the injectors with dry steam. The injectors take water through the pipe line from tank with thirty pounds pressure, and they work to perfection.

A Cranetilt stem-trap takes care of the condensation from the steam header, and from the steam separator off the air compressor, and is discharged into the heater.

The engine room consists of a Laidlow Dunn Gordon air compressor, one-feed water pipe, one standard washout pump, one vacuum pump, a Cochrane steamstack water heater, and one Cranetilt steam-trap.

The round house has nine stalls, one of which is used for a machine shop and store-house. It is located 250 feet from the power house, leaving ample space for future extension to the round house. One ten-inch exhaust steam pipe will supply five large steam coils in fan room for heating the round house. One four-inch high-pressure steam pipe, and one three-inch air pipe, run parallel with the ten-inch, on a line of poles, with the electric wires above them, making a very neat job.

A three-inch blower line supplies steam in round house, then leads to oil house and a branch is taken out to heat the round house foreman's office. A six-inch blow-off line runs through rear of house with two-inch branches for each stall. There are also two air lines through the house, making it very handy for machinists and boilermakers. A 1½-inch air pipe follows the steam pipe to oil house on a line of light poles, and continues

to the sand house and coal house. The steam pipe will be covered and jacketed.

At Lewistown there are three boilers, and space for the fourth. The steam equipments are practically the same as at the Falls.

The engine room consists of one 1,200 foot Nordberg air compressor, one feed water pump, two standard washout pumps, one vacuum pump, and one Cochrane steam stack water heater. This engine room is a little larger than the one at the Falls.

One ten-inch exhaust pipe, one four-inch air line, and one four-inch high pressure steam pipe lead from power house to fan room. Both fan rooms are practically the same. The round house is equipped with a bolwer line, two air lines, one blow-off line, a water supply line to the hydrostatic rams. Also one six-inch low pressure, and one extra two-inch high pressure pipes pass through this house to supply the other buildings, making in all seven lines of piping through the hose. A four-inch air pipe, placed on neat brackets, runs around the outside of the round house, to the air tank, and from there, and is distributed to the various buildings. The plant covers a space from boiler room to coal house, a distance of 1,250 feet. The entire plant is constructed of the very best material, and in our work every precaution has been taken to provide for future additions to the plant in general.

The steamfitters and helpers who took part in this branch of the work are as follows:

Steamfitters' Helpers.

Andrew Van Holteren,	Harry Grimm,
Earl C. Rape,	John Taylor,
Fred Warton,	John B. Peters,
R. J. Richard,	Guy Lloyd,
J. H. Tabor,	Lyle Burk,
Albert J. Van Holteren.	

We received a good deal of assistance from the carpenter foreman, and the moving of our material from Great Falls to Lewistown was well done, considering all the difficulties, and I am thankful to all those who in anyway extended a helping hand in the performance of our work.



Michael Kennedy, Flagman, Faribault, Minn.

Hamilton Watch

"The Railroad Timekeeper of America"

These railroad men from different parts of America are representatives of thousands of others who have carried Hamilton Watches for years with perfect satisfaction.

Reading Down—Engineer George Daniels, Frisco System.

Conductor Chas. H. Ames, New York Central Lines.

Engineer George Eno, Burlington Route.

Below—Left to Right—Engineer Frank Hockenburger, Denver & Rio Grande R. R.

Engineer B. Crites, Rock Island Lines.

Engineer Robert W. Kidd, Norfolk and Western Ry.

**PROCEED
with
Caution!**

If "Safety First" is your motto, let "Hamilton Time" be your watchword.

For proof of Hamilton Accuracy and Durability you do not need to go outside your own circle of fellow workers. Strong praise of the Hamilton may be heard in any group of railroad men whenever watches are mentioned. The number of

Hamiltons on American Railroads that maintain Official Time Inspection grows larger every day.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement only (in Canada \$12.50) up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new Railroad watches.

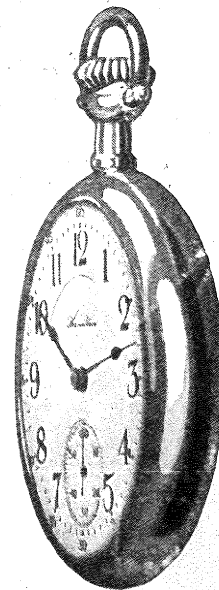
**Write for Hamilton Watch Book,
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It pictures and describes the various Hamilton models and gives interesting watch information.

HAMILTON WATCH COMPANY

Lancaster, Pennsylvania

Master Builders of Accurate Timepieces



Safety First

A. W. Smallen, General Chairman.

ITEMS FROM THE SAFETY BUREAU.

Show
A
Fellow
Employe how
Through careless acts
You may suffer
From his
Indifference and
Recklessness.
Start
To-day.

Small neglects are apt to cause serious accidents. Be sure everything is safe, then go ahead. Safety first.

It pays to think before you act. One man's efforts toward safety may seem small, but all together can do a great deal. Every effort in this direction helps.

ONE THAT FAVORS SAFETY FIRST. THE SAFETY FIRST TEN COMMANDMENTS.

T. D. Schuyler.

Conductor P. & L. E. Ry.

First: Thou shalt have no other thought but thy work.

Second: Thou shalt take no unnecessary risk, nor try to show off, nor play practical jokes, for by carelessness thou mayest do injuries which will have effect unto the third and fourth generations to follow.

Third: Thou shalt not swear nor lose thy temper when things do not come just right.

Fourth: Remember that thou art not the only one on the job, and that other lives are just as important as thine own.

Fifth: Honor thy job and thyself, that thy days of employment may be long.

Sixth: Thou shalt not clean machinery while it is in motion.

Seventh: Thou shalt not watch thy neighbor's work, but attend to thine own.

Eighth: Thou shalt not let the sleeves of thy shirt hang loose, nor the flaps of thy coat be unbuttoned, as they may get caught in the machinery.

Ninth: Thou shalt not throw matches or greasy waste upon the floor, nor scatter oil around the bearings, for a dirty worker is a clumsy worker, and a clumsy worker is a danger to his fellow workers.

Tenth: Thou shalt not interfere with the switches, nor the engines, nor anything else thou art told is dangerous.

The Presentation of the E. H. Harriman Memorial Medals of the American Museum of Safety by Mrs. Harriman.

For an employe to be singled out from one and a half million of his fellows to receive a mark of honor is an enviable distinction. Such was the honor that came to Conductor Schwab of the Sacramento Division of the Southern Pacific Company, when he received from the American Museum of Safety a replica in bronze of the E. H. Harriman Memorial Medal, offered each year to the railroad making the utmost progress in safety.

Through the courtesy of the officials of his road, Conductor Schwab was brought on from the Pacific Coast as their guest, that he might attend the formal presentation of the medals in the studio of Mr. A. A. Anderson, Trustee of The American Museum of Safety and Chairman of its Educational Section, on March 14, 1914. Sentiment and distinction were added to the event in that the award for conspicuous service in the promotion of safety, after a gracious speech, was placed in Conductor Schwab's hands by Mrs. E. H. Harriman, the donor of the medals.

In accepting the bronze medal, Conductor Schwab said:

"Without a thought of what I consider a great distinction and honor being conferred upon me, I began the practice of making 'Safety' suggestions. The Superintendent of the Sacramento Division always encouraged me in the work. Close observation of conditions and practices of employes and the traveling public will bring to any employe interested in this great work many things that can be remedied. For instance, I have in mind two stations on the Sacramento Division of the Southern Pacific which bore similar names: 'Fair Oaks Bridge' and 'Fair Oaks Junction.' The stations were two miles apart, one of them being at the end of a suburban territory. It was an easy matter, when handling train orders, to mix things, and I suggested that one of the names be changed, which was done within a week.

The removing of trees near crossings, which obscure the view of approaching trains, and the installation of crossing bells all bear on the subject of safety. The Safety Committees of the Southern Pacific, made up of train, engine, track and yard men, have done excellent work in the last two years in making conditions safer for the traveling public and themselves. More and more are employes realizing that the better protection of the traveling public means also added protection of their own lives and the happiness of their families. The elimination of excessive speed of trains, with the fact that train and engine men are not criticised for failure to make up lost time, when the effort would endanger life and property, and the close observance of the rules of the Operating Department, have done much to make our railroad the 'Safety Way.'

"While we are not unmindful that the medals may go elsewhere next year, I know and feel that the employes of the Southern Pacific Company will never relax in their vigilance and interest in safety measures. It has been my observation that the quiet, effective work of the employes, and the appreciation of their efforts by our company, have done much in earning this distinguished honor.

"I thank you, Mrs. Harriman, for your generous interest, also the gentlemen of The American Museum of Safety and Mr. Kruttschnitt and Mr. Sproule, who made it possible for me to come from the Pacific to the Atlantic Ocean that I might receive this great honor and this bronze medal in person."

On July 27th the Deer Lodge shops Safety Committee met in Deer Lodge and the following Committeemen were present:

G. E. Cessford, Acting Chairman.
G. T. Spaulding, Traveling Engineer.
J. A. Campbell, Car Foreman.
W. A. Chubb, Roundhouse Foreman.
J. H. Thomas, Boilermaker.
H. E. Pierce, Machinist.
John Traverso, Tinsmith.
James White, Blacksmith.
I. D. Arrell, Carpenter.
Peter Griffin, Clerk.
J. T. Kelly, Storekeeper.

Among the many suggestions that were offered by the Committeemen, the complaint was made that guards had not been furnished as asked for on emery wheels in the machine shop, and General Foreman Koehler was instructed to make an immediate investigation and place guards wherever necessary.

It was also suggested that guards also be made for cone pulley on wheel lathe in machine shops and General Foreman Koehler was instructed to have these guards made.

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Another good suggestion was made in regard to hammers flying off of handles, and it was suggested to have metal wedges used in place of wooden ones. Storekeeper Kelly advised that metal wedges were being used now.

The suggestion was also made in regard to a railing around the lye vat in the roundhouse, and it was referred to General Foreman Koehler for remedy. The Committee's attention was called by the representative from the machinists that wheels are rolled up too close to the end of the planer in the machine shop and should the machinist change the stroke of the machine, a person passing between is liable to get caught and injured. Instructions were issued to discontinue this practice.

The next meeting of the Deer Lodge shops will be held during the last week in August.

On June 30th the Missoula Division Safety Committee met in the office of Supt. F. E. Willard, the following members being present:

F. E. Willard Chairman.
J. P. Phelan, Chief Dispatcher.
E. E. Clothier, Chief Carpenter.
H. M. Geelhart, Roadmaster.
John Salisbury, Engineer.
Martin Carrol, Brakeman.
L. W. Pratt, Fireman.

A great many valuable suggestions were offered at this meeting, and Supt. Willard informed the committee that he appreciated the efforts that were made on his Division and the splendid results that were being obtained, and urged each and every employe to continue in his endeavor to lessen the number of injuries and accidents on the Missoula Division each month.

A suggestion was made that industry track switches in some cases are not furnished with switch locks, and Supt. Willard issued instructions to Roadmasters to apply switchlocks to all industry spurs and set-out tracks.

The suggestion was made that a large tree stump was too close to the east bound passing track at East Portal. Roadmaster Grimes was instructed by Supt. Willard to remove same as soon as possible.

The next meeting of the Missoula Division Safety Committee will be held at Deer Lodge on Saturday, August 29th, at 9:30 a. m., and it is desired that all employes possible attend.

On July 9th, 1914, the Wisconsin Valley Division Safety Committee held their monthly meeting at the office of Supt. H. H. Ober, the following members answering present at roll call:

H. H. Ober, Superintendent.
H. J. Culbertson, Roundhouse Foreman.
J. A. Ball, Car Foreman.
D. J. Tracy, Engineer.
R. E. Curran, Fireman.
W. H. Stinson, Baggageman.
E. Callahan, Roadmaster.
H. Redlich, Roadmaster.
R. H. Janes, Train Dispatcher.
Robt. Sanger, Section Foreman.
C. H. Conklin, Clerk.

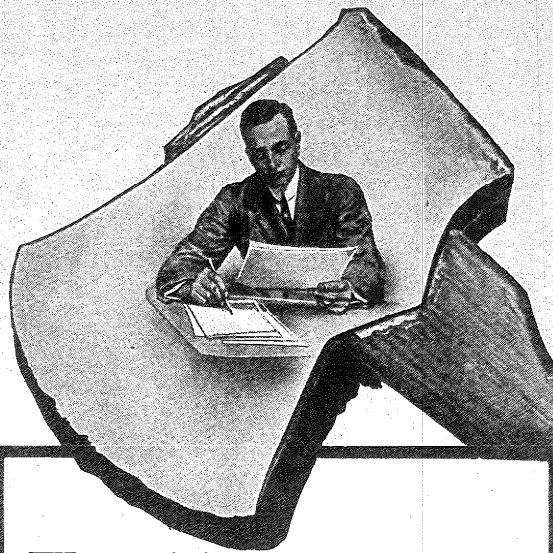
After Supt. Ober read the minutes of the previous meeting, suggestions were asked for, and each Committeeman responded with good and valuable suggestions pertaining to the safety of the employe and protection to the equipment of the company.

The attention of Mayor G. H. Livernash of Necedah, Wisconsin, was called again by the Committee to boys jumping on and off trains around the depot at Necedah and Supt. Ober read a letter from the Mayor in which he promised to co-operate in every way possible in discouraging this dangerous practice, and also agreed to call on the parents of the offenders.

The next meeting of the Wisconsin Valley Division Safety Committee will be held during the first week in September.

On July 14th the I. & D. Safety First Committee met in the office of Supt. B. F. Van Vleet, with the following members present:

D. H. Cross. A. Casey.
E. J. Kelly. Wm. Beach.
M. Churchill. Geo. Igou.
O. H. Oleson. John Hughes.



The Trained Man Dodges the Axe

This old axe has lopped off heads since the year one. The inefficient man always gets it. The *efficient* man dodges it.

Efficiency means being a "Cracker Jack" at some particular work. It means being able to more than hold your own in filling a good job that pays a growing salary.

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Air-Brake Inspector
Air-Brake Repairman
General Foreman
R. R. Shop Foreman
R. R. Trav. Engineer
R. R. Trav. Fireman
R. R. Const'n Eng.
Mechanical Engineer
Civil Engineer
Surveyor
Automobile Running

Electrician
Electrical Engineer
Tel. & Tel. Engineer
Plumb. & Steam Fitting
Mining Engineer
Bridge Engineer
Agency Accounting
Gen. Office Account'g
Bookkeeper
Stenographer
English Branches
U. S. Civil Service

Name _____
Employed by _____
Street and No. _____
City _____ State _____
Present Occupation _____

MILWAUKEE RAILWAY SYSTEM

Nels Peterson.

J. E. Clark.

Pat Curry.

Geo. Bryan.

Chairman called for suggestions regarding Safety First and each employee responded in turn as called upon. M. Churchill reported everything going on smoothly in his Department. No complaints to make and everybody seemed to have an eye on Safety First.

Nels Peterson stated he noticed a great deal of carelessness manifested on the part of trainmen on trains No. 4 and 8, in piling freight too close to track, and Supt. Van Vliet said that instructions would be issued, ordering crews to set all freight back a safe distance. He also stated that everybody should feel that they are a committee of one to look out for Safety First matters, and when anything comes to their attention, it should be taken up with the proper authorities to correct, stating that he believed this movement had had that effect very largely with railroad men in general. He also urged the Committeemen to ask employes that when anything along the line of Safety First came to their notice that they drop Safety First postal cards to him, reporting the same.

The next meeting of the I. & D. Division Safety First Committee will be held on the first Tuesday in September, at which time there will be an election of new Committeemen, and all that can attend are requested to do so.

On July 20th the Ro. & So. Division Safety First Committee met at Ladd, Ill., and the following committeemen were present:

J. W. Phillips, Engineer.

Harry Hill, Conductor.

J. F. Dewey, Trainman.

Harry Zuck, B. & B. Foreman.

W. P. Webber, Sec. Foreman.

M. C. Jacobs, Agent.

A. C. Extram, Car Foreman.

W. J. Hogan, R. H. Foreman.

W. J. Splon, Chief Dis.

W. E. Tyler, Supt.

Chairman W. E. Tyler presided. One of the most important suggestions made at the meeting was the question of injector overflow pipes on engines to prevent the scalding of employes, and Mr. Hogan, Roundhouse Foreman, will report as to the advisability of changing the location of overflow pipes.

The Committeemen reported that employes in general were working for Safety First, and from the decrease in injuries shown in the monthly Safety report for June, if employes will exert a little more care, a larger decrease will be shown in the safety report for July than was shown in June.

The next meeting of the Ro. & So. Safety First Committee will be held Monday, Sept. 21st, at Ladd, Ill.

On July 24th, 1914, a General Safety First meeting of employes on the Trans-Missouri Division was called to order at 9:30 a. m., at Marmarth, North Dakota. Trainmaster F. D. Campbell presiding as Chairman, Chairman F. G. Hill being unable to be present on account of illness.

There was an attendance of ninety employes, together with the following Committeemen:

F. D. Campbell.

W. R. Lanning.

P. Burns.

E. W. Ogden.

R. J. Goddard.

J. L. Caldwell.

T. J. Scanlon.

A. W. Smallen, Gen'l Chairman.

The minutes of the previous meeting were read and approved.

Mr. Campbell then introduced as the first speaker Mr. Smallen, who, in his address, stated that during the two years' time the Safety First movement has been in existence the percentage of personal injuries has decreased almost fifty per cent. Over seventy-five per cent of the personal injuries occurring in the United States have been sustained by railroad employes, according to statistics compiled by the Interstate Commerce Commission. Although railroad employes have certain methods in which they are in the habit of doing their work, unless they employ safe methods they will regret it in the end. The growth of the Safety First movement has been widespread, being taken up not only by rail-

roads, but by banks, corporations, etc., although the railroads naturally are the leaders in this movement. Mr. Smallen not only entreated the men to employ safe methods themselves, but to co-operate with him in getting others to do the same.

In a statement read by Mr. Campbell as to the number of accidents to employes occurring on this Division during the months of April, May and June, as compared with the same months in 1913, a decrease of two was noted in the number of accidents occurring through the operation of trains or engines.

Short addresses were made by W. R. Lanning, E. W. Ogden, J. L. Caldwell, T. J. Scanlon, F. D. Campbell and P. Burns along the practices which have been adopted on this line and matters which have been remedied looking toward Safety First on this Division.

On July 27th, 1914, one of the most enthusiastic Safety First meetings ever held on the Columbia Division was held at Othello, Washington. The meeting was called to order by Supt. J. E. Campbell, Chairman, he explaining that the meeting was called for the purpose of electing representatives for the Safety First Committee on the newly created Columbia Division. The fact that A. W. Smallen, Chairman General Safety Committee, was to be present was an added incentive for those who have followed this movement from its inception on this division.

Prefacing the election, Chairman Campbell made a short address, setting forth in a clear, concise manner the object of this general meeting, and the regular monthly meetings also, as it was Mr. Campbell's first appearance as Chairman since his recent appointment, the meeting was in a general way a getting acquainted affair. He explained the needs for a concerted movement on railroads, as well as other large corporations, such as the movement to promote safety, calling on all employes for loyal support and cheerful assistance in the advancement of this very important movement on the Columbia Division.

He then introduced Mr. A. W. Smallen, who, in an interesting address, outlined what they had done elsewhere on the system, what they are doing and hope to accomplish by the concerted efforts of employers and employees. He told of the far reaching effects of the safety movement on the railroads of the country, as well as the industries of the commercial world, the slogan "Safety First" having been adopted even in large banks of the country, and its principles are being practiced there as well as elsewhere in business circles, where each interest is represented by its advocate, as Mr. Smallen so ably represents the St. Paul interests.

The General Chairman produced statistics to show the magnitude of injuries on railroads of the United States, the greater percentage of which, according to statistics gathered by the Interstate Commerce Commission, is chargeable to thoughtlessness or indifference on the part of employes, and implored all to take no chances, and begged those in hazardous service to think before doing the things which make widows and orphans, or which cripple or maim for life, and to take time to perform their duties in a safe way.

Mr. Smallen stated that since this movement started there have been fewer accidents on the C. M. & St. P. each month, but the list is still too large, and can be greatly reduced by the co-operation of employes if they will only get the "Safety First" habit.

Upon conclusion of the General Chairman's address, Chairman Campbell made the following appointments:

T. J. Hamilton.

T. E. McFadden.

H. L. Wiltrout.

Thos. McFarlane.

E. McGee.

O. C. Finley.

J. M. Dorsey.

F. Clark.

E. M. Grobel, Secretary.

The following Committeemen were elected to represent the various crafts:

H. R. Keller.

D. C. Clark.

W. Schultz.

J. Donley.

J. T. Balch.

S. N. Borden.

G. L. Richardson.

W. M. Schoonmaker.

After the called upon responded in were present The followi sponded wit enjoyed by a

H. Driscoll.

M. E. Ran.

T. J. Stah.

E. P. King.

F. W. Kin.

H. L. Joh.

W. W. Lo.

Guy W. O.

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Adjournm

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Committee on July 25 members pr

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J. Dunn.

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F. Geger.

B. Zindel.

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J. Coste

R. G. W.

M. Burk

W. H. F.

A. Youn

T. R. M.

After the election each Committeeman was called upon for a short address, to which each responded in well chosen remarks, in which were presented some good Safety First ideas. The following were also called upon and responded with short talks, which were much enjoyed by all:

H. Driscoll, Conductor.
M. E. Randall, Agent, Ellensburg.
T. J. Stahl, Agent Corfu.
E. P. King, Agent Beverly.
F. W. Kinne, Operator Othello.
H. L. Johnsrud, Agent Kittitas.
W. W. Lombard, Mayor Othello.
Guy W. Ogden, Editor, Othello.

Chairman Campbell concluded the meeting with a short talk, requesting that the Safety First cards be freely used for suggestions or matters to be acted upon by the Committee, and called attention to the neat tin Safety First boxes which have been put up at roundhouse and station registers, which will be kept filled with the Safety First postals.

Adjournment taken at 10 p. m.

The meeting of the Superior Division Safety Committee was held at Green Bay, Wisconsin, on July 25th at 2 p. m., with the following members present:

W. H. Hart, A. D. M. M.
P. Nugent, Roadmaster.
J. Dunn, Roadmaster.
A. A. Woodruff, Roundhouse Foreman.
R. Haupt, Machinist.
P. Engels, Carsmith.
F. Gegere, Boilermaker.
B. Zindel, Machinist.
J. Whitney, Engineer.

The meeting was called to order by Supt. Clifford, who called upon the Secretary to read the minutes of the previous meeting, and of the nine suggestions made at the last meeting eight have been taken care of by the Company. Supt. Clifford then called for suggestions from the Committeemen, and twenty were presented for action.

F. Gegere reported that some of the hand tools with handles, on which we strike with the hammer, are in bad shape, and a man may get injured in case they should split. Instructions were issued to have this matter taken care of immediately.

F. Gegere also reported that in the boiler shop some of the buckles on the driving rods are slack and need tightening. Instructions were issued to have this taken care of.

P. Engels reported that the machine for sawing wood should have a board to protect the belt in case it breaks. The suggestion was ordered remedied at once.

P. Engels also reported that switches should be locked from the track where we keep our cars. Referred to Mr. Hart, who reported that the matter would be taken care of immediately.

A. A. Woodruff reported that the roof on roundhouse is in a bad condition and the suggestion was referred to the B. & B. Department, who reported that the matter would be attended to at once.

Committeeman B. Zindel reported that there should be some sort of a fan or blower near the emery wheel to keep the dust away. Reported that they might be able to build some kind of a fan. The Chairman stated that the matter would be taken care of.

The suggestion by B. Zindel that it would be well to put a covering over the gear in the second big lay will be investigated.

The next meeting of the Superior Division Safety First Committee will be held during the last week in September.

On July 28th the Chicago Terminals held their monthly Safety First Committee meeting in the office of Supt. Rupp. The meeting was called to order at 2 p. m., with the following Committeemen in attendance:

W. C. Bush, Asst. Supt. Terminals.
J. Costello, Trainmaster.
R. G. Williams, General Yardmaster.
M. Burke, Roadmaster.
W. H. Peebles, Agent.
A. Young, General Foreman.
T. R. Morris, General Foreman.



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Department 429

GALESBURG, ILL.

MILWAUKEE RAILWAY SYSTEM

A. Yappen, District Carpenter.
 W. E. Stockwell, Engineer.
 R. T. Dixon, Fireman.
 L. A. Briggs, Switchman.
 A. D. Beesley, B. & B. Department.
 J. Jannes, Track Department.
 C. Chambers, Agent's Dept., Union St.
 T. Williams, Car Dept.
 E. M. Edwards, R. H. Department.

Several interesting subjects were discussed, each of the Committeemen having Safety First suggestions which were found to be of benefit. One of the most interesting of these was the suggestion made by Fireman R. T. Dixon, who suggested that all reports made by employees of conditions that were found unsafe be bulletined, so that other employees could see and know those who were interesting themselves in the movement, as well as showing them that special efforts were being made to correct any irregularity that may be found. The above was passed upon and approved by the entire Committee.

Engineer W. E. Stockwell reported that since the Safety First movement had been inaugurated he has noticed a very decided improvement in conditions, which was possibly brought about, he thought, by the interest shown by the employees in regard to their own safety and that of their co-workers. He also stated that it was so noticeable that in his travels he had very little opportunity to report any irregularities.

Mr. R. G. Williams, as well as Mr. T. R. Morris, General Foremen, were also quite strong in emphasizing the fact that the men in their departments were taking great interest in the Safety First movement. The little Safety First postal cards that are furnished for reporting any defects that might cause accidents or injury, have developed into a grand success, and the men in general know that their reports receive immediate attention, and are not slow to report anything they might find to be wrong, both with equipment or their fellow workers.

Suggestions were also made by Mr. E. M. Edwards of the Roundhouse Department and Roadmaster Burke which are good and will be followed up.

Supt. Rupp, in closing the meeting, said that he was well pleased and confident that good results will be accomplished from it.

The next meeting will be held in September and the Committeemen will be advised later in regard to date.

A meeting of the Southern Minnesota Division Safety Committee was held at Madison, South Dakota, July 30th, 1914, the following members being present:

E. G. Atkins, Supt. Chairman.
 F. J. Holmes, Trainmaster.
 J. M. Moore, Chief Dispatcher.
 T. McGee, Roadmaster.
 W. H. Crabbs, Roadmaster.
 E. W. Winesburg, Conductor.
 A. N. Smith, Engineer.
 M. L. Adkins, Brakeman.
 A. B. Bertilgon, Fireman.
 P. Edinger, B. B. Foreman.
 E. N. Bucklin, Agent.

The meeting was called to order by Supt. Atkins at 8 p. m. He read the minutes of the previous meeting, which were approved by the Committee, and then called for new suggestions, to which each Committeeman responded with good and valuable talks on the Safety First movement. After acting on several good suggestions, the Committeemen reported that they had noticed several minor matters that they had considered unfavorable, and which they had taken up personally with the head of the department concerned, and that these matters had been taken care of promptly and without being referred to the Safety Committee.

The meeting then adjourned until the last week in September.

A Safety First meeting was held at Aberdeen August 13th, which was attended by about 100

employees of the various departments, a meeting of the Committeemen being held at 8 p. m. and a General meeting at 8:30 p. m. The General meeting was addressed by Traveling Engineer J. B. Johnson, Attorney E. L. Grantham and Trainmaster M. J. Flanigan. The meeting was conducted by Supt. F. M. Melin.

Dear Editor:

After reading the Magazine from month to month, I am getting more interested in watching it grow. There cannot be too much attention given to the Safety First movement, it not only should be practiced on the railroads, but in every walk of life.

The Safety First movement has spread all over the country and has entered into every form of business and profession. We now see signs for autoists to drive slowly past public schools, safety zones roped off on downtown corners of our large cities—and should be in some of the smaller ones, to enable pedestrians to board cars with less danger from passing vehicles, during the rush hours, and many other reminders to "watch your step," "look before you leap," etc. Autos and street cars bear placards with a "Safety First" or a "Safety Always" motto, and enterprising soda fountains are now serving "Safety First" sundaes.

But the motto will be of no avail unless every individual applies it to himself or herself, for the only way to get results is for everyone to work for it all the time. By keeping our eyes open and watching, we may all help. What may appear a safe condition to one man may possess some unseen chance of doing harm that will be noticed by another, and a very simple remedy effected. What one may pass unnoticed another may find. A miss is as good as a mile, of course; but a foot, or even a fraction of an inch, is more often the difference between safety and danger. I sometimes think that one's life is more at stake on some of the streets of our large cities than on the railroads.

I have been in the service quite a few years and have acquaintances all the way from Chicago to the coast. It seems to me that it is time we heard from some of them through the pages of the Magazine. As it is now, most of the articles written are by the members of the office force in various places, and while the articles are bright and interesting, it would be a good thing if we could hear more from the men on the road. So wake up, boys, and let us hear from you in the next issue.

J. A. PARKINSON,
 Engineer Superior Division.

News from Chicago Terminals.

Miss Mable Williams, whose melodious voice has been heard on the switchboard at Galewood for some time, returned to work again after spending a short vacation in Humboldt Park, Ill.

Miss Kathleen O'Neil, stenographer in Assistant Superintendent Bush's office, spent her vacation in Michigan. Kathleen reports having a very enjoyable time.

Our old friend and highly esteemed co-worker, Mr. Daniel Egan, clerk at Galewood, is expecting another birthday in the near future. What promises to be the social event of the season will take place on that occasion at Mr. Egan's luxurious bachelor apartment in the Conway Block. The affair will be most exclusive and admission by card only.

R. O. Farmer has received the appointment of traveling car agent in Mr. Whipple's office, to cover the Chicago Terminals and C. & M. Division. It is confidently expected that the Chicago Terminals will soon look like an annex to Lincoln Park.

Mr. Frank McPherson, chief clerk to Superintendent Rupp, spent his vacation in Northern Wisconsin. Frank reports having a fine time.

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Obituary



T. J. Mullen.

Thomas J. Mullen, roadmaster of the C. V. and Wabasha Divisions, died at Wabasha August 14, aged 59 years. He commenced work for the Milwaukee in 1876, on the section at Red Wing, and became section foreman at Hastings in 1878, holding that position for ten years, when he was appointed roadmaster at Wabasha, remaining there until his death. He had charge of the changing of the Wabasha Division from narrow to standard gauge and assisted in double tracking the River Division, from 1906 to 1911.

Mr. Mullen was a competent and efficient employe and enjoyed the confidence and friendship of his superiors and fellow-workers.

The funeral was held at Wabasha August 17 and was largely attended, among those from the railroad being General Superintendent J. H. Foster, Superintendent W. J. Thiele, Roadmasters W. H. Kofmehl, P. H. Madden, J. Wagner, M. J. Brennan, T. V. Robinson, E. W. Phalen, O. J. Franklin, John Murphy, M. McShane and H. C. Hassabaum.

Mr. Mullen is survived by his widow and one daughter, Miss May. He was a member of the A. O. W., the Knights of Columbus, and was associated with the School Board at Wabasha.

T. C. Eccles.

Thomas W. Eccles, yardmaster in Upper Fowler Yard, Milwaukee, died on July 15 from the effects of an injury received while on duty. He was 54 years of age, all but eighteen of which had been spent in the service of the Milwaukee. "Tom" Eccles was a well-known figure on the C. & M. Division trains, and had the distinction of having taken the Pioneer Limited out of Chicago on its maiden run. Later he was identified with the building of the Janesville Line, and after it was put in operation ran the first passenger train on that line.

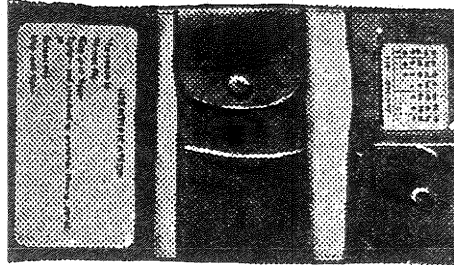
He became yardmaster at North avenue in 1912, going from there to Upper Fowler Yard. He was a valued and faithful employe, and held in the highest esteem by his co-workers, and his untimely death is keenly regretted by his many friends. Mr. Eccles was married twice and leaves a widow and two sons, both grown to manhood. "Would that we had more like Tom" is the tribute paid to his memory by his superintendent, W. B. Hinrichs.

B. E. McConaughey.

B. E. McConaughey, second trick operator at Lost Nation, was stricken with paralysis July 29, just as he was about to leave home for work. He passed away the next morning about 5 o'clock.

\$50 REWARD

Paid to anyone who can prove that our

SIX-IN-ONE**Combination Billfold & Railroad Passbook**Are Not Made of **GENUINE ALL LEATHER****50c****Worth \$1.50**

All other manufacturers failed to produce what we now offer you—our newly patented Billfold, with 6 combinations into 1. This Billfold has been tested by many railroad men, who pronounce it perfect. From inventor to you. We sell no stores, no agents—we give you their profits. This Billfold is made of real genuine leather; no paper or cloth to rot from perspiration, will not fall apart in water. Has 3 folds and 6 separate compartments. Transparent compartments for the largest railroad pass, secret place for paper money, place for gold and silver, two separate places for large or small business cards, an identification card, place for postage stamps, car tickets, yearly calendar, etc. Ladies or gents can use this book.

50c

Postpaid. Mention black or tan leather.

Send money order, stamps, N.Y. draft only.

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Accident,
Saginaw, Michigan

WITH THE

Massachusetts Bonding & Insurance Co.
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Will, we predict, prove good news to every policyholder and friend of both companies.

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Worth Your While to Investigate These Liberal Policies At Once. Don't Delay—It May Be Disastrous To You.

For Further Information, Address

Massachusetts Bonding and Insurance Company

General Offices

Accident and Health Dept.,

Saginaw, Michigan

Special Commendation

Appreciated All the Courtesies and the Service.

St. Paul, August 7, 1914.

Mr. F. M. Melin,
Division Superintendent,
C., M. & St. P. Railway.

My Dear Mr. Melin:

Enclosed herewith I hand you some resolutions adopted at a "booster" dinner held Tuesday evening, August 4th, of about two hundred of our jobbers and manufacturers, including all those who made the trip over your lines, July 20th to 25th, inclusive.

I desire to express to you personally my own appreciation of the efficient manner in which your company handled the party and to personally thank you for the part you took in it. One of the many pleasant things in connection with the trip was the opportunity it gave many of us to make your acquaintance.

With assurances of my personal esteem, I am,

Yours very truly,

ST. PAUL ASSOCIATION OF COMMERCE.
By J. H. Beck, General Secretary.

RESOLUTIONS OF APPRECIATION.

Whereas, The members of the Interstate Division of the St. Paul Association of Commerce have just concluded a most wonderful trade tour of one week, July 20th to 25, inclusive, on a special train, over the lines of the C., M. & St. P. Railway, through Minnesota and a portion of South Dakota, and

Whereas, The management of the C., M. & St. P. Railway furnished the party with magnificent equipment, consisting of a train of five standard sleepers, one buffet-observation car, two dining cars, two tourist sleepers and one baggage car, all steel, of the latest and best models, and

Whereas, All the arrangements made by the railway company for the comfort and convenience of the party were thoroughly satisfactory, and the services rendered by the employees upon the train were most efficient, now, therefore, be it

Resolved, That the general secretary be directed to express to J. H. Hiland, vice-president in charge of passenger traffic, the thorough appreciation of the members of the party, of the splendid equipment furnished and efficient services rendered by all those having to do with the party, and be it further

Resolved, That the thanks of the party are especially tendered to W. B. Dixon, assistant general passenger agent; F. E. Otis, assistant general freight agent; C. L. Kennedy, Commercial agent; L. M. Jones, traveling passenger agent; J. H. Foster, general superintendent; Dan Healey, supervisor of dining cars; F. P. Ray, supervisor of sleeping cars, and to F. M. Melin, E. G. Atkins and W. J. Thiele, division superintendents, all of whom accompanied the party for all or a portion of the time, and to all of whom the members of the party are indebted for contributing in a large measure to the success of the trip.

Letter of Commendation.

Malden, Washington, July 31, 1914.

Mr. A. Westenberg, B. and O. Foreman,
Mr. H. H. Voshall, Section Foreman,
Mr. O. S. Graham, Car Repairer,
Mr. Wm. Moran, Signal Maintainer,
Mr. Ula State, Pumper,
Mr. E. P. King, Agent.

Dear Sir:

At the fire which occurred at Beverly night of July 24th you and your crew of men rendered quick and valuable assistance in extinguishing the fire and this letter is sent you to express the appreciation of the company for your efforts in the face of discouraging conditions.

Without question, had it not been for the prompt and efficient service which was per-

formed, the result would have been disastrous for our plant at Beverly.

Yours truly,

A. E. CAMPBELL, Superintendent.

Car Repairer John S. Murry, employed at Farmington, while off duty Sunday, August 9, was walking along the track west of Farmington and discovered a sand board down on St. Paul car 101087, a carload of rails. He succeeded in getting a signal to Conductor Brown and the train was stopped before an accident occurred.

Operator W. Cook, employed at Hennepin avenue, Minneapolis, discovered a brake beam dragging on a car in train 63 and stopped the train before an accident occurred.

L. E. Mouser, operator at Slater, received special commendation for the discovery of defects in a passing train.

Agent C. A. Case, who is located at Panama, discovered about eight inches out of the ball of the rail at his station the morning of July 30. As this discovery was made just before the arrival of No. 11 he took steps to have that train notified and track was repaired before any accident resulted. Mr. Case was given a credit in the roster and notified to that effect.

Engineer Seymore Brown received a letter of credit for special service rendered the company on August 2.

Brakeman Fred Tomer received a letter of credit and credit in the roster for the discovery of defects in a car at Madrid.

Conductor Charles Martin received a letter of commendation and credit in the roster the latter part of August for the discovery of defects in a passing train.

On July 8 Conductor F. P. Boardman and crew, C. W. Thompson, R. A. Murphy and E. J. McQueen, found a block wire broken near Horlick and in order to save delay repaired the break and proceeded with their train with hardly any loss of time. Things like these are what prove the loyalty of employees.

Engine Foreman W. H. Brown, while working in Broadway yard, Kansas City, at 5:10 a. m., August 15, discovered fire in the C. M. Cook Paint Company's factory, and by prompt action was able to get the fire department at work within five minutes after his call and saved this eight-story factory, completely filled with oils and paints, from total destruction. The flames made any further headway. This sort of work on the part of our employees is highly appreciated.

Brakeman Ben Henderson, I. & D. Division, has received a letter of commendation from Trainmaster Anderson for his quick discovery of a broken arch bar in H. B. tank car 99, August 1, at New Hampton, Iowa. By close attention to duty defects such as this are found in time to prevent more or less serious damage.

Brakeman George Kolb, C. & M. Division, while inspecting his train, No. 62, at Corliss July 6 found a brake beam down on St. Paul car 41874. He removed the beam and the train proceeded in safety. Brakeman Kolb has been specially commended for his attention.

Brakeman W. S. Mullally, C. & M. Division, discovered broken truck frame on I. C. 105762, train 162, August 3 at Solon Mills. He has been specially commended for his attention to duty.

Section Foreman G. Goplen, Haynes, North Dakota, has received a letter of commendation from Superintendent Hill for discovery of dragging brake beam on train 62, T. M. Division, on July 17. These are items which prove that the Milwaukee family is on the watch for the little things which, if neglected, are apt to produce serious trouble and possibly disaster to life and property.

Brakeman proved his occupant by the locomotive who was running automobile being an steam box automobile who was the pilot crushed under down and pants of the while the automobile dead man Glew promptly the body due this danger and rescue, and of the men of saving

The following City, July and wife yesterday and out of the near Belvedere and Penrose here today your lines kinds of railroad of surely appreciate. (Signed)

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Walter Glew.

Brakeman Walter Glew of the Farley Line proved himself a real hero by rescuing an occupant of an automobile which was struck by the locomotive near Monticello, Iowa. Glew, who was riding on the pilot, saw the approaching automobile and the probability of there being an accident and climbed up behind the steam box. As the train crashed into the automobile Mr. J. D. Morgan of Hopkinton, who was driving the car, was thrown onto the pilot and would have fallen and been crushed under the wheels had not Glew reached down and caught him. Of the two other occupants of the car, one, an aged man, was killed, while the third jumped and escaped injury. The automobile caught fire and the body of the dead man would have been burned had not Glew performed another heroic rescue by promptly rushing into the fire and dragging the body to a place of safety. Much credit is due this young man, who saw the impending danger and at once put himself in a place of rescue, and then, after saving the life of one of the men, did the best he could in the hope of saving another life.

The following speaks for itself: "Rapid City, July 30, 1914. Dear Mr. Collins: Myself and wife came through from Chamberlain yesterday and a whirlwind took my wife's hat up out of the hat rack and through the window, near Belvedere. Between Conductors Stewart and Penrose they located the hat and it got here today. In twenty-two years traveling your lines we never yet lost a parcel with all kinds of experiences. No more courteous lot of railroad men can be found and we most surely appreciate all such little acts of courtesy. (Signed) F. A. Reynolds, Chamberlain."

Pumper Wilbert Jacobs, Everly, Iowa, has been off on account of illness and Albert O. Grendler has been acting pumper at that place during Mr. Jacobs' absence.

Conductor George Parish of the Kansas City Division has been given a letter of commendation by superintendent for the discovery of a brake beam down in train 2nd 64 August 8.

On July 22 fireman on engine 5046 was overcome by the heat and gave up his engine at Red Wing. Brakeman F. B. Higbee fired the engine from Red Wing to Hastings, where another fireman was procured. Brakeman Higbee has been given a mark of commendation for his action.

On train 63, July 27, the fireman on engine 5644 was taken sick at Wabasha and Brakeman P. C. Gerwig fired the engine from Wabasha to Hastings, for which he has received a mark of commendation.

On the morning of July 24, Operator C. E. Mertz, at Castle Rock, noticed an inside iron

brake beam down under a car in train 65. He immediately notified the train crew and the train was stopped before an accident occurred. A credit mark has been placed on Mr. Mertz record for his action.

The Milwaukee Terminal is boasting of a yardmaster who is fleet-footed enough to do justice to any policeman's job that warrants quick action. Edward H. Bannon, conductor on the Northern Division, while Yardmaster at North Milwaukee, noticed two men unloading merchandise out of Superior Division train No. 165, and with Gus Sellen chased them. After chasing them for quite a distance, Mr. Sellen returned to North Milwaukee. Mr. Bannon, however, kept after them in a buggy belonging to a farmer, and finally overtook one of the thieves in a field. He did not succeed in capturing him, however, until he had fired several shots at him. Numerous articles of merchandise were found on his person. He was put under arrest and later sentenced to one and one-half years in the House of Correction. Mr. Bannon's act is surely worth of praise, as he demonstrated his interest in the Company's affairs by chasing this vandal for four miles, and placing him in the hands of the sheriff.

A Word for the Magazine.

Coeur d'Alene, Ida., Aug. 12th.

Dear Editor:

Although Coeur d'Alene is a place of 7,000 and one of the most beautiful towns on our western extension, some of our eastern brothers seem to be a little mixed in their minds as to its location, as here are examples of three mistakes which came to our notice last week. A lady having a round-trip ticket routed Milwaukee to St. Maries and Red Collar to Coeur d'Alene presented her ticket at Chicago baggage room and was informed that baggage could only be checked to St. Maries, as there were no arrangements for transfer at St. Maries. While the lady knew better, as she had made the trip before, she allowed her baggage to be checked to St. Maries and arrived there at 5 a. m. and had to hunt up a drayman and pay the transfer herself. Party asked for ticket at Mason City, Iowa, reading reading via Red Collar and was informed they could not sell that way, so they sold him routing ticket via Milwaukee to Spokane and party was dropped there and had to pay extra fare to Coeur d'Alene. Shipment of freight from Mitchell, S. D., went to Sioux City, Iowa, and was billed D. H. A. Milwaukee to Spokane and Northern Pacific, but the boys there are always after the business and hold on to it.

We have a daily freight service between here and Spokane, but all ticket business should be routed via St. Maries and the Red Collar, "Coeur d'Alene and St. Joe Transportation Co." to Coeur d'Alene and we should be pleased to throw any business to the Red Collar that is possible, as Captain White, the manager, is a genial gentleman and always glad to extend any courtesy to the Milwaukee boys.

I have no desire to censure any of the eastern boys, as I am an old-liner and my heart is with them, but the people of the west look to the Milwaukee to do things, so let's get our heads together and work together to give them the courtesy and service they are expecting. Many of these western towns are strong competitive places and the assistance of our eastern brothers is often a wonderful help. Let's pull together.

The boat trip from St. Maries to Coeur d'Alene is very enjoyable and is enjoyed by large crowds every Sunday and any passenger coming that way will certainly enjoy the four hours' ride down the lake and river with the wooded hills on both sides.

Any of the boys who contemplate a camping trip should not forget the beautiful Lake Coeur d'Alene, with its beautiful boating and swimming, with night where a blanket is always needed and no mosquitoes to bother.

C. B. BARRETT.

Get Together

All Christendom is aghast at the deplorable situation in Europe, and everywhere is the question "Why?" Nowhere is there a satisfactory reply. Perhaps there never will be—but whatever reasons are advanced, now or in the future, it is the part of the American to stick by the ship and hold his tongue. It is no time to condemn, when we don't know and as it will be our business to lend a hand and help the suffering survivors when this madness is over, let us all do everything in our power to further the prosperity of this country so that there may be no lack of hearty response when those imploring hands are stretched out to us from across the sea. Keep well in mind, boys, everywhere, the good advice of our Chicago Herald, "Sit Tight and Don't Rock the Boat."

A Question Box.

Mr. M. P. Graven, agent at St. Paul, has addressed the following letter to his local correspondent:

Dear Sir—It has occurred to me that if our magazine carried in it a department for "Questions and Answers," that it might afford an opportunity for employes in all departments to ask for information and in time become very interesting and, therefore, very instructive to all concerned.

Of course, I realize that all departments issue complete sets of rules and instructions and will at any time answer questions in case same are not fully understood, but there are always instances that come up in all departments that can not always be covered by general rules and anything asked and answered through this magazine would enlighten a great number interested in the same subject.

As stated above, I believe a department of this kind in the Magazine would be read with a great deal of interest by employes in all departments.

The Editor would be glad to establish a Question Box if such is desired by readers of the Magazine—questions to be referred to the proper authorities for reply and answers published in a later issue. An expression of opinion is requested.

The Puget Sound Pioneers' Club Meeting.

The report of the Second Annual Meeting of the Puget Sound Pioneers' Club has been received and is submitted below:

Meeting was called to order by President J. F. Pinson, at 10:30 a. m., June 24th, at the New Richmond Hotel, Seattle. After the invocation by Mr. N. R. Byron of Alberton, the minutes of the last meeting were read by the secretary and approved. The names of those making application for membership since the last meeting were read. They were:

W. L. Eldridge, B. H. Brown, E. B. Dodson, F. R. Shong, J. H. Hanthorn, Geo. Louisell, C. M. McAuley, R. W. Gallagher, C. H. Lewis, W. H. Dodson, C. W. Miller, J. B. Fitzgerald, R. S. Keenan, L. V. Gillette, G. W. McGhee, L. B. Barrett, C. H. Cartmell, J. E. Hicks, H. E. Foster, J. P. Downey, Fred Anderson, V. E. Smart, B. Wren, Lee Hildebrand, F. G. Best, R. W. Hines, R. H. Fraher, F. A. Bradford, Chris Molene, F. A. Bordwell, E. C. Arnold, J. K. Johnson, C. A. Moulding, O. E. Blake, F. C. Tarrien, Mons Uri, A. W. Vail, Chas. Ziehl, John Nottveit, Fred Lowert, F. B. Russell, H. J. Whatmore, J. J. Foley, C. P. Parker, Ray Hanicker, J. H. Wagner, J. T. Kain, Asa Berfield, Ed Haughawant, H. H. Haas, J. A. Bayne, Dennis Scalon, Chas. Schleusner, Thos. Day, H. A. Gilmore, Jouie Jordal, R. S. Grange, O. J. Swanson, J. E. Robertson, P. Burns, P. J. Burns, W. H. Baldwin, C. J. Niemiller, P. J. Morrissey, G. L. Richardson, G. H. Lintleman, H. S. Fritz, C. N. Shriver, Jas. Hayes, C. A.

Norton, Andrew Rock, Leo A. Decker, A. E. Rasmussen, C. H. Baker, Wm. Hicks, S. W. Streeter, F. C. Hazle, L. F. Dulik, R. B. Long, J. M. Allen, R. F. Weeks, Jas. Wilson, T. A. Hindman, Daniel Gorman, Geo. Gardner, J. E. Burns, O. J. Christensen, E. L. Swalley, E. A. Kittleson, Walter R. Young, J. I. Horrocks, F. J. Calkins, W. T. Emerson, Wm. Santerre, J. H. Currie, A. W. Farragher, G. W. Korte, W. J. Penegor, F. M. Barkwill, F. M. Didley, Sam'l Greengard, T. E. Phipps, A. H. Barkley, C. H. Byers, M. E. McBride, F. D. Burroughs, Fred Buexton, Mike Nagle, C. E. Kent, A. W. Mannes, R. E. Byrne, E. A. Monroe, E. O. Reeder, J. E. Coy, W. F. Marshall, O. G. Clark, H. R. McCann, F. M. Webb, Wm. Reynolds, M. H. McCormick, C. H. Jacobson, W. C. Gordon, Fred Jensen, R. W. Sweet, L. M. Chase, M. G. Murray.

Motion that the names of the men read by the secretary be declared elected. Carried.

The reports of the chairmen of the various committees were then read and acted upon.

Mr. G. F. West, chairman of the Committee on Honorary Members, reported that their committee recommended that no change be made at this time in regard to taking in of Honorary Members and that the matter be laid on the table. Report was adopted.

Mr. W. E. Davis, chairman of the Committee on Constitution and By-Laws, reported that the committee recommended no changes or alterations be made in the Constitution and By-Laws at this time. Report was adopted and both committees discharged.

Report of Committees on Departed Members:

"To the Members of the Milwaukee Puget Sound Pioneer Club—Since our last meeting one of our beloved members, Locomotive Engineer Geo. S. Perry, has passed to the Great Beyond. In point of service, he was second oldest west of Butte in locomotive service and died at his post on Engine 6616, Train No. 15, January 13th, 1914, at a point about two miles west of Easton, Wash. Engineer Perry was one of the most widely known engineers on the St. Paul System. To know him was to love him. He was ever ready with a kindly word and cheery smile to help those who might be in trouble. The life of Engineer Perry could well be likened to the beautiful crimson rose that radiates its beauty in the early morning sun and casts its fragrance far and near. The loss of Engineer Perry is keenly felt by this organization and his many friends. It is our desire that a copy of this tribute to his memory be embodied in the minutes of this meeting and a copy sent to his family. (Signed)

"T. J. HAMILTON,

"W. T. EMERSON,

"H. R. CALEHAN."

"To the Members of the Milwaukee Puget Sound Pioneer Club—During the last year two of our most esteemed members, Mr. Wm. Craig and Mr. O. Jackson of Avery, Idaho, have passed away. Therefore, be it

"Resolved, That we extend our heartfelt sympathy to the bereaved ones and that the Pioneer Club have lost faithful members who strived hard during construction work and who were called just when their ambitions had been reached. (Signed)

"W. E. CUMMINS,

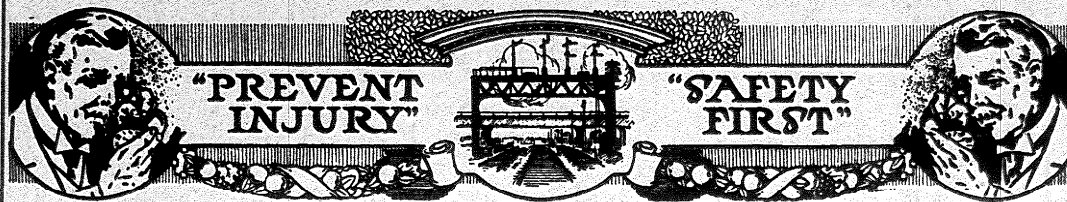
"W. R. MCGHEE,

"W. E. DAVIS,

"C. S. DANIELS."

Motion: That it should be the duty of the Vice President to collect annual dues from the members whom they might come in contact with and remit same to the secretary-treasurer. Carried.

(Concluded in October Number.)



BELOW are listed the names of our loyal licensed watch inspectors. The men on whom falls the important duty of maintaining the absolute accuracy of our system timepieces. They are experts in their line, offering the lowest prices and the squarest of deals to every Chicago, Milwaukee & St. Paul Railway employe. We should patronize them for all articles of jewelry wherever and whenever possible.

Aberdeen, S. D.
D. G. Gallett.

Austin, Minn.
Gleason & Johnson.

Brandon, Wis.
Edw. B. Hobkirk.

Butte, Mont.
Towle - Winterhalter -
Hannifin Co., 101 W.
Park St

Chicago, Ill
H. C. Watts, 3204 W.
Lake St.

Cle Elum, Wash.
M. W. Davies.

Des Moines, Ia.
Frank Schlampp Co.,
Inc., 525 Locust St.

Dubuque, Ia.
A. R. Staufenbeil &
Son, Clay St.

Faribault, Minn.
M. C. Weyer.

Farmington, Minn.
Rembold, F. J.

Ferguson, Iowa.
Frank W. King.

Harlowton, Mont.
A. F. Robertson.

Kansas City, Mo.
J. H. Baker, 6907 Wash.
Park Blvd.

Ladd, Ill.
D. L. Sandretto.

Lewiston, Mont.
Sutter Brothers.

Madison, Wis.
W. J. Gamm, 3 W. Main
St.

Malden, Wash.
L. R. Dillingham.

Marinette, Wis.
Lauermann Bros.

Marmarth, N. D.
W. C. Vandervort.

Mason City, Ia.
Livergood Bros.

Miles City, Mont.
H. C. Smith.

Milwaukee, Wis.
H. Hammersmith, 208
Uihlein Bldg.

Minneapolis, Minn.
W. M. Stone, 16 S. 3d St.

Ortonville, Minn.
H. A. Brandon.

Perry, Ia.
C. H. Winner.

Platte, S. D.
Frank Dolire.

Plymouth, Wis.
C. C. Corbett.

Prairie Du Chein, Wis.
L. Cornelius.

Richland Center, Wis.
Chas. Speidel.

Rockwell City, Ia.
F. Beauchamp.

Seattle, Wash.
Max Kuner Co., 94 Co-
lumbia St.

Sioux City, Ia.
W. H. Beck Co.

Spokane, Wash.
Scholer & Cohrs.

St. Maries, Idaho.
M. C. Peterson.

St. Paul, Minn.
Haman & Co., 352 Robert
St.

Tacoma, Wash.
Andrews Jewelry Co.,
1130 Pacific Ave.

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CHICAGO

RAILWAY TIME SERVICE

On The Steel Trail



Mrs. J. Walter Oleson.

Miss Margaret H. Foster, stenographer in the Advertising Department, Chicago, was married August 29 to Mr. J. Walter Oleson. The Magazine and a host of friends wish the young couple much joy and a long and happy life.

River Division News.

M. T. Skinner, chief dispatcher, River and I. & M. Divisions, and family have been enjoying a trip through Yellowstone Park.

Dispatcher O. W. Renshaw has just returned from a two weeks' vacation. He says the crops are looking fine.

Conductor C. R. Langan, who has been on the sick list for some time, is back on the job and says he's as well as ever.

The searchlight, which has been so much of an attraction on the Fast Mail, between Minneapolis and LaCrosse, is again in commission, and a pleasant little incident of its reappearance occurred on the division between Red Wing and Lake City. As the train was rounding a bluff, Warren Littlejohn the flagman who was operating the searchlight, picked up a newspaper that lay beside his chair, and turning the light toward the hill, tossed the paper back onto the right of way just as a boy, a dog and a little girl came out from the shadow to pick it up. They waved their thanks, the searchlight bobbed its acknowledgment and the train swept on into the darkness. But it was a pretty and graceful act and all those on the platform were highly pleased with the little "movie" which the brakeman had unconsciously staged for them.

Mrs. G. C. Taylor and daughter, wife and daughter of Conductor Taylor, made a short visit in Sherburne recently.

Conductor J. S. Fitzwater, wife and son, Jesse, have been visiting relatives and friends in Chicago and Marion the past month.

Mrs. C. C. Chapman, wife of Operator Chapman, at Dundas, was a recent visitor in Minneapolis.

John Terry, son of Conductor W. R. Terry, of Wells, Minn., has been visiting friends in St. Paul.

Mrs. Charles Strobe and daughter, Margaret, family of the section foreman at Frontenac, have been in St. Paul the past month.

Mrs. O. F. Bast, wife of the first trick operator at Hastings, has been visiting in St. Paul the past month.

Mrs. N. A. Hamann, wife of Operator Hamann, at Winona, made a short visit to Minneapolis recently.

D. C. McIvor, clerk at the Winona freight house, shook hands with LaCrosse friends last month.

Miss Genevieve Fitzgerald, daughter of Conductor Tom Fitzgerald, has been visiting friends in Chicago.

Miss Marion Bowles, daughter of Conductor B. Bowles, was a LaCrosse visitor during the early part of the month.

Fireman Ernest A. Leaser of Minneapolis called on LaCrosse acquaintances recently.

Mrs. R. O. Staley, wife of Switchman Staley, Farmington, has been with friends in St. Paul during the month of August.

S. E. Gilbertson, demurrage clerk, Winona, ran up to call on Lake City friends the middle of August.

Misses Esther and Alice Sommers, daughters of Section Foreman Sommers of Theilman, have been visiting friends in Lake City.

Miss Stella Newman, daughter of Section Foreman Newman, Winona, made a trip to St. Paul during August.

Howard Brown, son of Engineer Brown of the C. V. Division, has been in Minneapolis visiting friends the past month.

Switchman W. F. Moriarity of Farmington visited friends at Camp Douglas, Wis., and took in the encampment the past month.

Minneapolis Terminal News.

The excavation work in the Twin City Terminal district, which was completed to Nicollet avenue last year, and was extended to Chicago avenue this season, was finished on August 20, and is an improvement of great importance. It is strictly in line with safety first and will be a great protection to the public as well as of inestimable benefit to the railway.

Miss Anna R. Flynn, stenographer for six years in the office of Superintendent Van Dyke, was married on August 12 to Mr. Clifford Jackson of Fort George, B. C. After an extended trip the young couple will make their home in Fort George. Mr. Jackson is connected with the firm of Foley Bros., railroad contractors, who have been in construction work on the Grand Trunk Pacific in British Columbia.

The regular Monday meetings of the Minneapolis superintendents in the office of General Superintendent Foster will be resumed September 1. These get-togethers are pleasant and helpful and are considered indispensable by all the officials of the Operating and Traffic Departments located in Minneapolis.

S. M. Division Notes.

T. P. Horton.

The cub reporter for the S. M. has been loafing on the job, but from now on, with the assistance of what notes are sent in, will endeavor to have this division represented every month.

Dispatchers at La Crosse all through with vacations, relieved by E. H. Laugen, who has been appointed third trick dispatcher at Madison during the grain business, and is now on the job there.

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Peter Berg from Wells is on the side wire at Lax until permanent bulletin.

S. C. Sorensen, Chief Dispatcher at Lax, made a 1,400-mile trip in his new motor boat "Bugs," going down the Mississippi and up the Illinois river to attend the motor boat races at Peoria.

C. M. Aughey visited in Washington, Iowa and took a run out into Colorado, climbed Pike's Peak and hurried back to work.

C. J. Wethe spent his vacation fishing and visiting in Madison, S. D.

T. P. Horton spent three days in Milwaukee attending Grand Lodge of F. & A. M. and balance of time in Minneapolis, St. Paul and Fairmont, Minn.

Passenger Conductor Walt Kingsley was off for some time on account of the death of his brother-in-law, relieved by Conductor Birran from the west end.

Conductors Wheldon and Root were off for some time, relieved by Conductor McCarthy from the Mankato Line and Conductor Tolbertson.

Conductor Johnson and Brakeman "Punch" Olson, on east end way freight, are sojourning in Prairie Du Chien. Perhaps the butter and egg run is conducive to rheumatism.

Conductor Hubbard is on Nos. 90 and 91 in Conductor Johnson's absence.

Agent Benson has been in the Lutheran Hospital at La Crosse for several weeks. Relief Agent Lind has charge of Peterson station until Mr. Benson recuperates and we wish him a speedy recovery.

Walter Perkins, nephew of former Supt. E. G. Perkins and mail clerk on this division, was buried at his home in Money Creek Thursday, Aug. 20th. Deceased was a past master of the Masonic Lodge and his lodge had charge of the funeral services.

Roy Wood, operator at Lanesboro, is doing the relief dispatching in Madison during vacations, with Clyde Sackett furnishing the relief at Lanesboro.

George Flynn, agent at Isinours, resigned to seek employment elsewhere. G. A. Wright, formerly with G. N. at Pipestone, Minn., took charge of Isinours until the regularly assigned incumbent, W. O. Burnett, arrived.

Presume "Bill" will catch all the fish and kill all the game for miles around.

Agent Hendricksen at Spring Valley is enjoying a well-earned vacation from the strenuous duties at that station, Relief Agent Wright holding down the fort.

Second Operator Parker from Ramsey, called to Preston as a witness in a law suit, relieved by Operator Nolte from Spring Valley, and he by J. W. Barber, one of the old-timers on this pike now connected with the First National Bank at that city.

F. L. Dormer, on third trick at Ramsey until assignment made on bulletin, likes the job, but doesn't care for the Marathon—three miles each way to Austin for "eats."

S. Severson, the "old Faithful" at Hayward, has donned the harness at Hayward once more after a trip on the extension visiting his son, who is braking on the Musselshell Division.

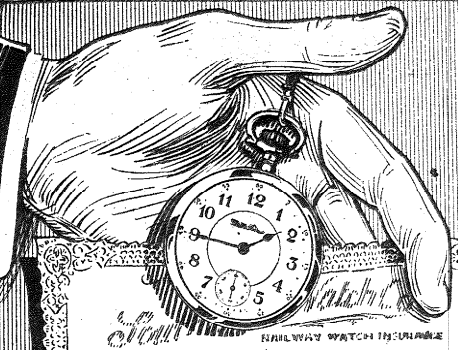
G. E. Holton, who relieved at Hayward, has shaken the S. M. dust off his feet and gone forth to find new worlds to conquer.

Operator Roosen, formerly on the W. V. Division, is on the owl trick at Wells while "Pete" copies 37's at Lax.

"Bobby" Canfield, operator at Winnebago, has gathered up his shekels and hiked for a month's sight-seeing trip. Operator Brunhart, new man on the line, is at Winnebago until Bobby gets homesick.

The operators at Jackson change around almost as rapidly as the movies. Last report we had Richards on first, Hayes on second and Rondeau from the "Stony Island Railway" working third.

Understand Operator Theophilus from Jackson is off on leave of absence and incidentally has taken unto himself a wife, but so far it is all hearsay.



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Against Time Changes**

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With
The South Bend**

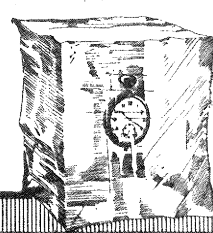
With every South Bend Railroad Watch we give you a 5-Year Guarantee Certificate. That Certificate is an Insurance Policy against expense.

Should your road change time requirements or should you go to another road we make your South Bend Studebaker conform to those requirements or give you another watch that will. This Certificate may save you the cost of a new watch some day. It's worth having.

Railroad men tell us the Studebaker is the "King of Railroad Watches." They have found that the watch that can undergo the severe test of being frozen in ice for twenty-four hours stands the rough jarring and jolting of train-service without the slightest variation or change. And withal, it's a watch of smart, stylish appearance—a watch you don't have to apologize for. You can get South Bend Watches from \$75 down. Write us for name of local jeweler and our booklet for Railroad Men.

(198)

**The SOUTH BEND
Studebaker
Railroad Watch**



THE SOUTH BEND WATCH CO.,
5 Mack St., South Bend, Ind.

MILWAUKEE RAILWAY SYSTEM

Operator Bloom from Jackson is in charge of Fulda station while G. B. Turner is in Chicago.

F. E. Burdett has resigned at Chandler and left for California. Ralph Trichel is temporary agent.

J. H. Bradley at Edgerton has six months' leave. B. D. Cornell from Wentworth going to Edgerton on bulletin.

C. A. Berg, first trick dispatcher at Madison, spent part of his vacation in La Crosse.

Mrs. J. Olson, wife of Passenger Conductor Olson on east end has returned to her home in Lax after visiting friends at Malden, Wash., and taking in the sights in Seattle and Tacoma. She reports Conductor Reilly, formerly on this division, now at Malden, slowly recovering from a long illness. We are glad to hear that "Johnny Haul 'em all" did not see fit to cross the great divide just yet. He certainly used to take the "old dates" out of Ramsey yard for yours truly.

I know you are all reading the war news, but just take time to slip me the news items so I can make a showing each month.

C. & C. B. Iowa M. & West.

Ruby Eckman.

Car Foreman Gus Anderson of Perry took a short layoff the latter part of July and visited with friends and relatives in Chicago and Davenport.

Machinist Oscar Swanson of the Perry round-house force, who has been suffering with rheumatism for some time, went to Excelsior Springs the latter part of July for treatment.

Miss Mildred Rouse, youngest daughter of Abe Rouse, the supply house man, was in Perry the fore part of August for a visit with relatives and friends. She is now located in Chicago.

Brakeman Gaylord Courtney, accompanied by his friend, Frank Brennan, a nephew of Conductor Rathman, left the latter part of August for a vacation to be spent in Chicago and Milwaukee.

The new turn-table at Manilla will soon be installed and in operation, greatly facilitating the movements at that terminal.

Double track on the middle division was cut through to Potter the latter part of August.

Miss Rhodes of the superintendent's office and Miss Gray of the general foreman's office at Marion were in Perry the fore part of August for a short visit with friends.

Operator L. E. Mouser has gone to Indian Creek to work for a few weeks while Operator Schaffer is doing extra work in Marion dispatcher's office.

Operator A. G. Elder and C. B. Elder left Perry the latter part of August for a few weeks' trip through the west. They will go to the coast and take in the sights, returning via the P. S. line. On their return C. B. Elder will go to Manilla for a week's visit. Operator D. J. Crow, the trick man at Perry yard, took his vacation the first week in August, but no one heard any reports of any large catches of fish while he was laying off.

Agent E. J. King of Philia station got transportation for a trip through the east and it is reported on authority that the return portion of the trip will not be made alone.

Brakeman F. R. Dignan of the western division visited with relatives in Kansas City the latter part of August.

Engineer W. G. White's wife and daughter Jane have been spending a few weeks visiting with relatives and friends in Chicago and Excelsior Springs, Mo. They were joined in the latter place by Mr. White.

Engineer William Bloomfield has been taking a short layoff and with his family have been visiting relatives in Wisconsin.

Engineer Jack Ahern of the western division received word the latter part of July of the arrival of a baby at the home of his daughter, Mrs. Grace McGovern, who lives in New York. This is the first grandchild in the family and Jack is about the happiest grandpa on the line.

Engineer William Howe and wife left Perry the fore part of August for a couple weeks' outing in Colorado. They will visit at Denver, Colorado Springs and other points of interest.

Conductor R. L. McGuire went to Colorado the latter part of August to accompany his wife and children home from their summer vacation.

Conductor John Gray of the middle division has resumed work after three or four months' layoff on account of sickness.

Dispatcher J. J. Kindig of the Perry dispatcher's office and Dispatcher T. C. Peterman of the same force took their vacations in August. Mr. Kindig and family went to the lakes for an outing and Mr. Peterman drove his car to Missouri for a visit with his parents.

Mrs. W. Jordan, wife of one of the Perry train dispatchers, was called to her home in Olin the fore part of August on account of the serious illness of her mother.

Brakeman A. N. Drake, who had the misfortune to lose one of his fingers, has resumed work after a several weeks' layoff.

Brakeman DeWitt Maxey of the middle division welcomed a baby girl into his home the fore part of August. It being the first child in the family, the little miss had a royal welcome.

Mrs. O. V. Robinson and son, the family of Engineer Robinson, have been visiting with relatives and friends in Detroit, Mich.

Conductor G. R. Overton's wife and daughter Phyllis have been spending some time visiting with relatives and friends in Eastern Illinois.

Engineer F. L. Hanner and family have been having the pleasure of a visit with his brother, Will Hanner, and family from Parsons, Kan. Will Hanner was formerly an employee of the Milwaukee at Perry.

Brakeman Homer Hartman spent a couple weeks of July with his family and friends in Mound, Ill. on account of being off duty due to personal injuries. On his return to Perry he was assigned to the switch engine at Tama.

Miss Grace Thornbrue, who has been a stenographer in the chief dispatcher's office at Perry, has gone to Savanna to take a similar position with Trainmaster Richards. Miss Gladys Burnett has taken Miss Thornbrue's place in Perry.

Miss Katherine Ruvane, who has been acting as bill clerk in the agent's office at Perry for the past year, has resigned her position and has taken up the more important duties of managing a home in Jamaica, Iowa. She was married the fore part of August to H. M. Heater, a banker of Jamaica, and after a wedding trip to the lakes in Northern Iowa, they will be at home to their friends.

Engineer Charles Swift and family have been spending a few days at the lakes in the northern part of the state.

On account of the installation of automatic signals on the middle division the following appointments have recently been made by the signal department:

H. E. Shinn has been promoted from helper to maintainer with headquarters at Collins. His assistant is Wm. De Vault.

O. W. McBride is maintainer at Slater, with Elmer Chism as helper.

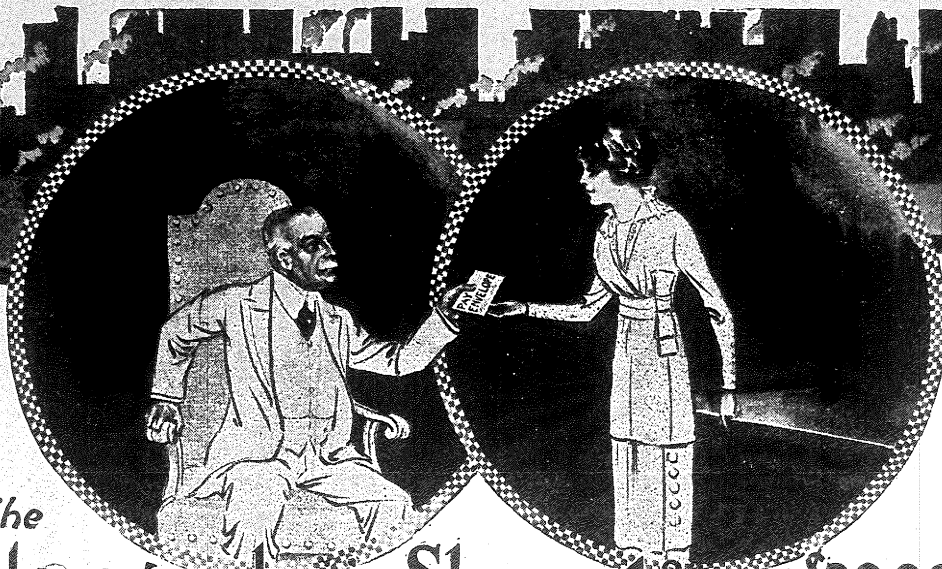
C. K. Boardman has been made a maintainer, with headquarters at Woodward and is being assisted by M. V. Wells.

W. I. Davis, a signal repair man, has been stationed at Perry.

J. W. Kubik and W. Ivey will continue in charge of their present locations at Tama and Manilla, although extensive changes have been made in their working forces.

A. T. Breecher, the foreman at Perry, has his hands busy all the time jumping from one place to another looking after all the men and their work.

Lineman Charles Robertson was called to his home in Kansas City by the serious illness of his mother. P. Convoy was sent out from Milwaukee to look after line trouble during his absence.



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DID you ever grasp the big FACT that the "lion's share" of the cost of typewritten letters goes into your stenographer's pay envelope? That the *real* cost is not for the machines that make the letters? Nor the paper, nor the postage—but *human labor*?

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Your typewriter, like your telephone, is more than a mere machine—if it is a **Royal Master-Model 10**, it speeds up the human workers, improves their output and *cuts the cost*!

A STENOGRAPHER employed at \$15 a week (or \$780 per year) costs 4% on \$19,500. In other words, you are investing in labor approximately 4% on \$20,000 in the bank—to pay ONE STENOGRAPHER'S SALARY.

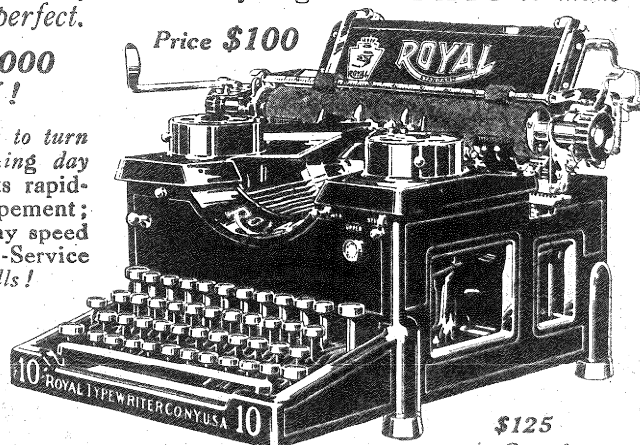
So you have the working equivalent of a \$20,000 "Letter Factory"—even if you employ only one stenographer. You will agree that an investment so substantial needs your closest scrutiny from every angle. *It PAYS to make any \$20,000 plant mechanically perfect.*

How to Make Any \$20,000 "Letter Factory" PAY!

By installing the master machine built to turn out **MORE** letters in the same working day—the new **Royal Model 10**, with its rapid-fire action and fast roller-trip escapement; its new adjustable touch; its all-day speed without fatigue! And its new Triple-Service Feature—it writes, types cards, and bills!

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Be sure "Shirley President" is on buckles
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when because of accident or sickness you
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Claims. Every Legitimate Claim Paid
Promptly.

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dard" Policy.

Ask Our Agent or Write the Company.

Engineer Anfin Anfinson and wife went to the lakes the latter part of August for a couple of weeks' outing.

Wilbur Hewitt of St. Joe, Mo., a son of the yardmaster at Perry, has been appointed bill clerk at the Perry freight house, taking the place of Miss Ruvane, who resigned.

R. L. McGuire left the latter part of August for Salida, Colo., to accompany his wife and children home. They have been there for a couple of months visiting with relatives.

Mrs. Aleck Borg went to the lakes the latter part of August to spend a couple of weeks. Aleck, who has charge of the B. & B. supply yard at Perry, will join her the last week of her stay.

Ralph Simpson, the oldest son of Conductor Wm. Simpson, was about the happiest lad in Perry the fore part of August, when he found he was the lucky one to receive a pony, a harness and cart. The outfit was given away by the merchants as an advertising scheme and Ralph worked the hardest of the contestants and got it.

Nick Slater, who for a great many years was an employe of the company at the Perry roundhouse, has returned to service after a couple of years spent in doing other work in town. Nick's old friends are glad to see him back to work with them.

Train Dispatcher F. E. Jackson was called to Fergus Falls, Minn., the latter part of August by the serious illness of his daughter, who, with her mother, was visiting relatives there.

Switchman W. W. Lockwood has been on the lay-off list for a few weeks on account of injuries sustained while at work.

Conductor Roy Keenan, who has been on the sick list for some time, has taken a position in the Perry yard office to work until his health improves enough to enable him to resume his work on the road.

Yard Master W. J. Hewitt has moved his family from St. Joe, Mo., to Perry.

J. B. Cartwright, the chief caller at Perry, took a vacation the fore part of August and was visiting in the country near Dallas Center. Jim, as he is familiarly called by all the employes, has the distinction of being the first white child born in Dallas county, where he now resides.

C. E. Stannard was visiting with relatives in LaCrosse, Wis., the fore part of August.

George Franks and Scott Carhill, who have been on the night yard force in Perry yard, have been transferred to day work, leaving P. Flick and Jerry Cummings in charge of the night engines.

Elmer Robbins, night roundhouse clerk, has been off duty for some time on account of sickness. His place has been filled by Orin Lutz, the extra caller.

Mrs. S. A. Trine, wife of Engineer Trine, has been quite seriously sick with typhoid fever for some time.

Mrs. John Eisle and daughter, Helen, family of one of the oldest machinists in Perry roundhouse, have gone to Washington and Montana for a few weeks' visit.

Leonard Hewitt and P. J. Harlan of the Marion office force were in Perry one day the middle of August for a short visit with friends.

Switchman Charles Fields of the Perry yard force took a lay-off the fore part of August and visited at a number of the neighboring towns with friends and relatives.

Conductor P. J. Johnson has been assigned to gravel service on the Des Moines and C. B. Iowa Divisions, taking the place of A. J. Schloe, who resumes work on the main line.

Edward Lee, who has been night yard clerk at the Perry yard office for a few months, has resigned to resume his school work.

Frank Brown and Jesse Bottenfield have recently passed time card and mechanical examination and are now being used as engineers on the Middle and West Division.

Frank Mullen, who has been acting as assistant roundhouse foreman, has resigned that position and has gone back to the bench. Harry Ricketts has taken Mr. Mullen's place.

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William Murphy, machinist helper, has been off duty a few weeks on account of a mashed finger.

Harry Custis, who is employed as a carpenter at the Perry roundhouse, is back to work after a long lay-off.

D. F. Sullivan, a machinist at Perry roundhouse, has recently purchased a new home in the vicinity of the company's shops.

Conductor William Simonton has been off duty for close to a month on account of the serious illness of his youngest daughter.

C. & M. Division Items.

B. J. Simen.

Operator J. R. Alleman of "CG" office, Chicago, and his wife are spending a few weeks' vacation in the west visiting his brother, Fred J. Alleman, agent at Tacoma. They also visited at Kettle Falls, Idaho. They made the trip going via our lines and returning via the Canadian Pacific.

Baggage man R. H. Murphy, of the Libertyville local, met with quite a painful accident a few days ago. While in the coach yard at Western avenue some switch engine backed on to the coach train, hurling him to the floor. He struck his head on the locker in the baggage car, cutting quite a gash in his head. He is getting along nicely now.

Conductor George Dyer of the Libertyville switch run was sick for a few days. Conductor H. J. Calligan handled the run during this time.

Brakeman E. W. Stafford of the Libertyville switch run is the proud "dad" of a fine looking little girl. She is about a week old.

A. Kranz' extra gang is relaying steel on the Janesville line. The work started at Fox Lake and the steel is being relaid west of here for a distance of about eight miles, which will take them nearly across Richmond Hill.

Round Lake station is being remodeled. They had only one waiting room; now they will have two. Round Lake is a progressive little town and does a good business.

John G. Mitchell, operator at Evanston, died very suddenly a few weeks ago. His body was buried at Somers, which formerly was his home. We extend to the bereft family our heartfelt sympathy.

Operator C. J. Fischer, first trick man at Rondout Tower, is on a vacation. He is visiting friends and relatives and taking a little rest. The tower at Rondout is a busy place and the boys deserve a rest occasionally.

Charles Vosburg, the "boy" brakeman from the Bluffs Division, is relieving E. W. Stafford on the Libertyville switch run. "Brick" fell from a gondola in Eatons Pit and bruised himself up some, but he was able to resume work after a few days' lay-off.

Gene Fallahe, another Bluffs man, is brakeman for Conductor E. Haddock, who is handling a work train for Roadmaster Cush in connection with the work of handling material for the steel gang.

The sixty-first annual fair for Lake County will be held at Libertyville on September 1, 2, 3 and 4. Quite a crowd is expected if the weather is favorable.

Conductor A. Kirby and family took an automobile trip through northern Illinois and southern Wisconsin. They visited for a week at Stoughton, Wis., with relatives.

Mr. Robert A. Helton, second trick operator at Rondout, spent a week's vacation at Shelbyville, Ill., visiting his parents. He was relieved by Operator Ben Guyot.

Mr. E. Solomon, for many years train baggage man on the C. & M. Division, has become almost totally blind. The boys are urged to visit him often. It is little enough anyone can do for a blind man, but a friendly visit and a chat of old times helps wonderfully to cheer the days and pass the time. Be good Samaritans, boys; you never know when you may want for a kindly word and a cheery smile yourself. Mr. Solomon lives on Palmer avenue, in Chicago.

Here's a New and Better Overall That Can't Shrink!

Just think of it! Overalls that are *non-shrinkable*.

At last you can wear overalls with the shrink all gone—overalls that stay the same in fullness today, to-morrow and always—in the same size you buy them. You have wished for working clothes that would not shrink and now you have them.

SWEET-ORR "Ace of Spades"

Non-Shrinkable Overalls

are the *last* word in solid overall satisfaction. None others *approach* them in quality, strength and wear, besides their everlasting comfort.

The price of these high-grade, non-shrinkable overalls is \$1.25. You'll think them worth a lot more after you try a pair and see what a great improvement they are over any other overall you have ever worn.

Ask your dealer for them. If he does not carry these "Ace of Spades" overalls, please write us a postal and we will see that you are supplied.

SWEET-ORR & CO., Inc.

Largest Manufacturers of Work Clothes
817-819 Broadway New York

We Insure the Employees of the C. M. & St. P. Ry.

Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

Every Living Man—

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.

903 Insurance Exchange Building
CHICAGO

MILWAUKEE RAILWAY SYSTEM

Frank Peterson brakeman on the Janesville Line, and wife are the proud parents of a small daughter, who came to live with them on August 8.

North LaCrosse, Wis.

H. J. Bullock.

Work on the new Rose street viaduct is well advanced. It will be of concrete and steel construction and full width of the street.

Veteran Section Foreman P. Fischbach has given up his trip to Germany on account of the war.

Train Dispatcher W. G. Bowen is enjoying his annual vacation, relieved by Mr. N. Frank.

Coast Line Train Dispatcher Guy Hinton passed through here recently after a visit with his parents at New Lisbon, Wis.

Train Dispatcher W. G. Bowen shook hands here August 14 on his return from Yellowstone Park during his vacation.

It was our pleasure to meet Mr. F. F. Wolfgram, side wire man at Milwaukee. Mr. Wolfgram, who is on a vacation, is taking a trip through the East. We also understand he has been studying law.

Master E. and B. Carpenter W. O'Brien, who has recovered from a hospital illness, is again on the job. "Bill" looks good.

Conductor W. H. Burchell of River Division has departed for a trip to Boston, Mass.

Master Brick Mason R. Voight is busy with important changes about the roundhouse.

Earl Campbell is filling the office of side table man at Milwaukee, Wis.

Operator C. L. Alleman has departed for Montana, relieved by K. D. Smith.

Note from the Black Hills.

T. A. Biggs.

C. E. Buckingham has taken charge of the car and engine department at Chamberlain and has moved his family there from Rapid City. John Kellner has taken charge of the car and engine department at Rapid City.

Superior Division Notes.

P. H. Donley.

Conductor Jones is back on his run after taking in the homecoming at LaCrosse. "Bill" says his only regrets are that there are not more homecomings.

Conductor Beach is back on his run after a week or so sojourn.

Conductor Hume took advantage of a few days' layover and with his better half hid himself in the woods at Pembine Junction. J. W. says poor luck did not have the right kind of bait.

Conductor Dunne is at Witch Lake and says "Boys, come in without knocking, and don't knock when you go out."

Conductor Heitka was recalled to Spread Eagle on account of his daughter's illness.

Conductor Caine is taking a vacation.

Conductor Dubois is spending his vacation at Elkhart Lake. Frank says it is a good place after eating snowballs all winter on the Copper Range run.

Conductor Hovey is spending his vacation with his family at Sawyer Lake.

Conductor Allen is looking forward to an extensive trip abroad if called upon. Otherwise John will remain this side of the water.

Brakeman George Carnar is wearing a smile these days. Nothing new for George. His better half and daughter have returned from an extensive trip through the East.

Conductor Heitka is taking a lay-off and is spending his time with his family at Spread Eagle.

Conductor Coughlin took a few trips off, and has notified all that the locks are taken off the door. Call, boys, as he is known as a jolly good fellow.

Conductor Donley took a few trips off around the fourth. He said he was too patriotic to work.

Conductors D. Kelly, Schroeder and Graham are doing the extra work for the boys who are on vacation.



Interstate Lunch Room, Aberdeen, So. Dakota

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News of the Inter-state Company

Notes of the East End.

Mr. O. E. Hughes of Savanna has resigned the manager's job to go for himself. His many friends wish him the best of luck. Mr. J. S. Jones of Rockford took his place, and promises to give the boys his best.

Mr. Howell at Portage is going like a house afire. Says business is good, lots of work, and he likes it.

Mrs. W. E. Daniels, wife of the manger of The Interstate Lunch Room at Canton, S. D., has returned from Missouri where she was called a week ago on account of the illness of her father.

Fishing is good in Lake Madison, S. D., and Manager "Dick" Hubbard of the lunch room, has them on hand at all times.

Miss Eva Sherdon of Chicago, formerly with the "Braur," has accepted a position with the Interstate at Mitchell.

Manager Graves of the Montevideo Lunch Room, reports a big increase in business, due to the big increase in western travel—and the good "eats" for which his house is well known.

The report is current, as we go to press, that C. J. Detrich, assistant superintendent for the Interstate, located at Miles City, is considerably worried over the fact that the European war will cause a shortage of toys at Christmas time. We wonder why, Cliff?

Manager Butner of the Aberdeen house, reports a shortage of female help, owing to the activity of the marriage market in that town. Even the fact that he is single, doesn't seem to be sufficient inducement to keep Dan Cupid off the right-of-way.

"Shorty," the congenial cone boy at Mitchell, is very anxious to enter the culinary department, and is now stocking up with "Chef's Reminders, menu markers," etc. "There's a reason."

Fresh vegetables, direct from our own garden to the table, is the slogan of Manager Daniels at Canton. "Cut out the middle man," he says.

We hear many good words of praise for the new management at Manilla, since W. S. O'Keefe and wife are on the job. The "Rails" say it is the best place in Iowa to eat.

West End News.

The new Interstate Lunch Room at Lewistown opened Monday, August 3rd, with Manager Farrell in charge. This house can well be called a model of convenience and sanitary arrangement. Every foot of kitchen space is utilized, though nothing is crowded. The very latest model "Somke-eater" Majestic range and the McCray "circulating air" refrigerating system have been installed. The walls are roach-proof, and the ventilation has been cared for by experts. The dining room is floored with art tile, and the walls are finished in dull green terra cotta. Taken altogether, the perfect harmony of the arrangement is an example of the architect's exceptional good taste. The busi-

ness being done, from the opening day, may be taken as a hearty compliment to the Interstate's "Quality Service," as Lewistown was already noted for its many excellent eating places.

The remodeling of the lunch rooms at Harlowton, Melstone and McIntosh has just been completed—resulting in larger dining rooms and affording lighter and better ventilated kitchens.

Gen. Manager Estes of New York, and Supt. Moffet of Minneapolis visited the west end this month. Like Mr. Roosevelt, Mr. Estes' smile is a barometer of his satisfaction. At each visit it gets a bit broader. He says he doesn't care if we tickle him to death. Well, let's try.

Mr. and Mrs. Wigert of Three Forks House, have tendered their resignation with a view of taking up a different line of work. Three Forks has always been one of the bright spots along the line, and no doubt we will miss them very much. We beg to remind them of the old saw, "Shoemaker, stick to the last." The call of the "Steel Trail" is strong, however, and they may come back.

Mr. Nicholas Poiré has just taken charge of the Harlowton house, having given up his insurance business. "Nick" says that the insurance business offers great possibilities, but he likes to eat once in a while.

Mr. Krager and wife, who recently took charge of the Mobridge House, are making many friends and getting a nice business. The Kragers came from the South, but evidently not from the "Hook Worm" district. Mr. Krager has purchased himself a coyote and a rattlesnake, and is making every effort to hide the fact that he is a "tenderfoot."

There is a smile at Melstone that the boys say is "better'n pie a la mode." Nothing like cheer to aid digestion.

Messrs. Clothier & McManon of Milwaukee carpenter fame, have recently completed the work of installing in all Interstate lunch rooms the most modern and up-to-date refrigerators that it was possible for the Interstate Company to purchase. This places the lunch rooms on a par with the best equipped city lunch rooms, and insures the best possible care of perishable supplies.

A recent estimate of the number of "requests" for free meals received from "gentlemen tourists" making use of the Milwaukee's side-door Pullmans in their travels, showed a total of one hundred and fifty-six lunch rooms. None of the applicants considered work an adjunct to a meal. If 150 per day apply, find out how many the total for a year would show, and how many "paid meals" would have to be served to balance the account.

Mr. H. T. Whitfield has been promoted to the position of office agent for the Interstate Company at Seattle, Wash., with offices in the Milwaukee and O.-W. station.

Yours truly,
J. F. QUICK.

News from Iron Mountain.*M. J. Schenk.*

The new passenger station at Iron Mountain was completed August 8. The building is constructed of red and dark brown brick, with concrete foundation and slate roof, which, together with the 700-foot concrete platform, presents an appearance not surpassed by any depot on the Superior Division. The interior is beautifully finished in dark weathered oak, seats and settees to match. In the archway between the two waiting rooms is a bubbling fountain, also a faucet for those who desire to use personal drinking cups. In each waiting room are six electric fixtures which practically turn night into day. A first-class hot water system furnishes the heat, there being five radiators in each waiting room. The south end of the building contains a large and up-to-date baggage room, also an express room. On the north end is a large veranda, a cool place in the summer time, with a driveway on the east side, making the depot easily accessible from carriages and automobiles during wet weather. The freight depot and water tank, which are now located in the same block with the passenger station, together with all sidetracks and minor buildings, will be removed at an early date and the entire block parked. Eight cluster electric light standards have been placed along the platform, producing a handsome effect when lighted during train time at night.

Iron ore from the Iron Mountain and Norway districts has been moving in good shape the past few weeks, getting out from 125 to 150 carloads per day.

Concrete Foreman O'Neil and crew are putting in concrete abutments at the C. & N. W. overhead bridge one mile west of Iron Mountain.

Extra Gang Foreman Engquist has just finished laying new steel through the Iron Mountain yard.

C. A. Butler Promoted.

C. A. Butler, chief clerk in Vice-President Keeley's office, was promoted to chief of tariff bureau, Chicago, on August 1. Mr. Butler started with the Milwaukee six years ago as chief clerk for R. M. Calkins, traffic manager of the Puget Sound Lines, whose headquarters at that time were in Chicago. During Mr. Butler's tenure of office with Mr. Calkins the Puget Sound Line was strenuously engaged in getting out the tariffs for the new line. This work was so well executed that Commissioner Clarke of the Interstate Commerce Commission sent Mr. Calkins a letter of commendation on the splendid manner in which the tariff work was handled. Prior to Mr. Butler's entry in the Milwaukee ranks he was with the Western Trunk Line Committee for six years. Mr. Butler's pleasing manner has won for him scores of friends in the general office, the same as his marked ability gained for him the promotion to chief of tariff bureau. It can be stated authoritatively that Mr. Butler's enviable record in golf did not influence his latest promotion.

New Office for C. A. Lahey.

The newly created office of assistant to the freight traffic manager is filled by Mr. C. A. Lahey, whose appointment became effective August 1. Mr. Lahey entered the service of "The Milwaukee Road" in 1908. Marked ability and application won for him two years later the title of chief of tariff bureau. During the past four years Mr. Lahey's administration in this important work has distinguished him as one of the most able tariff men in railroad service. The office organization will be composed of R. C. Saunders, J. D. Reynolds, O. H. Timm and A. F. Wetterholm.

The employees extend their heartiest congratulations on his new appointment.

If You Want *Good* Printing, Call On

G. B. WILLIAMS CO.

G. B. Williams, Pres.

LITHOGRAPHERS, PRINTERS,
PUBLISHERS, DESIGNERS,
ENGRAVERS & BOOKBINDERS.

Day and Night Pressrooms

Phones { Superior 2294
Auto 32-294

La Salle and Ohio Streets
CHICAGO

We notice that Herb intentions. considered as we are in er part of tion in Dak

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Columbia Division.*E. K. Stedman.*

We noticed in the west end items for July that Herb Foster was in the east with serious intentions. We would like to inquire what is considered east when you live in Washington, as we are informed that Herb spent the greater part of his vacation on the Indian reservation in Dakota.

Do you wish to learn a new language? Come to Malden and listen to Chief Dispatcher Wiltout when the call boy reads the register wrong and permits a run-around. The trials and tribulations of the call boy are so many and varied we change his name every month and have to tag him in order to keep track of his movements.

Did you ever write with a quill pen? We have. Not because we were compelled to, but along in our history days at school the professor used to drill our class with the fact that the Declaration of Independence was signed with a quill pen. So we made some quill pens out of curiosity. Of course, we had steel pens and after we began lending our services to the railway companies we learned of fountain pens. Say, have any of you fellows who push ink noticed any fountain pen ads in the columns of the Employees' Magazine? I have not, yet nearly every station has one or more performing various stunts on paper. Maybe they are not manufactured in this country? While I am not an agent, yet I know the name of one or two very good makes, but evidently the makers do not appreciate their merits or value advertising space where a large share of the readers are office men.

We noticed in the West End items for July a complimentary item regarding the Columbia division parks at Beverly, Warden, Ralston and Corfu. Many thanks, brother, but it is too bad you could not have covered the whole division, as every (nearly) station sports a park and water to help it along. We hope we will not have to apologize again for lack of items from this division and have to thank the connecting division for calling our attention to it.

In going over some of the office records last month, we noticed the greater number of our book forms are printed by a Milwaukee concern. We also noticed their self-imprinted stamp on inside of cover, wherein they designated their business as manufacturing stationers. There is no doubt they enjoy a large share of the printing patronage of the Milwaukee system. To date we have failed to see their ad in the Employees' Magazine. As they manufacture all kinds of stationery, they should buy space of such a good patron for there are many things they manufacture that could be used by the various railway orders, and their ad so placed would catch the eye of the secretary of each lodge. No, we have no stationery to sell.

We do not understand why the Tacoma-Tide-Flat-Chicago-Milwaukee-and-Saint - Paul Ball Team refuses to cross bats with the Malden-Office-Boys-Never-Beaten Ball Team. They always play out of town and we always play at home, so a game could easily be arranged if the tied-flatters would come across. Jean de Paul Hagerty, our corresponding secretary, will be glad to answer any letter in order to complete arrangements. We wish to impress you with the fact the Office-Boys have not been beaten this season.

If a man has a thing good enough to sell, it should be good enough to advertise. Every railroad man we know wears clothes and eats food in order to appear before his fellow men and to save funeral expenses. The Employees' Magazine may be a class magazine with limited circulation, but it has readers in every town and city from Chicago to the Coast along its right-of-way. If you have anything to wear or eat, the railroad boys are the fellows that want it. If the railroad boys make it a point to order goods featured in our advertising section, the sellers of the goods would probably invest some of your money with our

Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton
Trust & Savings Bank**

**The Dexter Horton
National Bank**

Seattle, Washington

Hirsch Uniforms

Are now being worn by the majority of trainmen on seventy-seven railroads in the United States.

Made by Union Tailors

Using the best standard cloth and workmanship has won for us a reputation among railroad men.

Give Us a Trial

Jas. H. Hirsch & Co.

M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

Interest Paid On Time Deposits

CHARLES J. KELLY, President

JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. A. KUNKEL, Assistant Cashier

R. W. PLACE, Assistant Cashier

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

W. A. CLARK

J. ROSS CLARK

W. A. Clark & Bro.

Bankers

Established 1877

BUTTE, MONTANA.

Alex J. Johnston, Cashier

J. K. Heslet, Ass't. Cashier

Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

Interest Paid on Time Deposits

Boxes in Safety Deposit Vault

First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00

We Do a General Banking Business

Pay Interest on Time Deposits

Your Accounts Solicited

Especially Interested in Railroad Men

Magazine. The magazine can stand a whole lot more of first-class advertising and a little boosting from you can help wonderfully in bringing it to the attention of local merchants along the line, and especially at division points.

Chief Clerk Grobel's five-year-old son, Kendrick, sprung one on his dad the other evening that was too good to keep from our readers. He informed his father that an engine called a soup eater was stronger than O'Malley. We do not think Kendrick referred to our genial passenger conductor, Ed O'Malley, as being a soup eater, but rather the solution is that he was trying to express his railroad knowledge and advise his father that a super-heater engine was stronger than a Mallett.

The wheat ranches along the Columbia division all report banner crops this year. Banner crops spell big shipments and the Milwaukee will get its share of the haul, as its service has become an acknowledged fact all through the great west.

There was an enthusiastic crowd of rooters at the gum chewing contest between the office forces of the Coast division and the Columbia division the latter part of July. The event was held in the parlors of the Pinery at Pine City, only the tender sex being allowed to participate. It is our sad duty to report that the Coast division won out by a chew and a half or two chews, we forget which. Some gum chewers, those Coastites.

We took a trip down to Chief Carpenter Clothier's office the other day and woke Jack Bryant up long enough to inquire if there were any loose locals lying around that referred to employees of the B. & B. department. Jack yawned: "Nothing doing," and went to sleep again.

Conductor Henry Driscoll was a far from well man the early part of July. He is picking up flesh and feeling better at this time and seems more like the genial old man who is always there with a good word and happy smile.

Operator E. E. Kilbourne is again holding down a trick at Ellensburg after a leave of absence. He also made the office at Malden a visit and by his congenial manner made friends with all whom he met.

Engineer X. E. Harrington and wife welcomed a baby girl to their home in Malden July 22. The stork is a busy bird around Malden this year.

Engineer L. W. Patterson and family have moved from Malden to Spokane due to his having charge of an engine on the Idaho division.

Chief Dispatcher C. E. Molander, Dispatchers P. L. Hays, G. A. Roszbach and W. A. Monroe, with their families have all moved to Spokane from Malden, due to the opening of the Idaho division with offices in Spokane. All of Malden wish them good luck, success and many friends in their new homes.

Ruby L. Olmstead, operator at Boylston spent her annual vacation at Miles City and Spokane. She says her trip was one of pleasure.

It is given with authority from one higher up that the Malden office will soon be littered up with orange petals and made noisome with the clangor of wedding bells. You have three guesses. (Paid ad.)

Brakeman W. T. Farnsworth and wife of Seattle paid their Malden friends a pleasant visit during July.

Mrs. C. H. Rogers, wife of train baggage-man Rogers, spent a few days with friends in Deer Lodge in July.

Brakeman E. J. McQueen and wife of Othello were visiting friends in Three Forks last month.

Mrs. C. A. Norton, wife of Engineer Norton, was a visitor in Tacoma early in July.

Mrs. Nora M. Pinson, relief operator, and son Claud paid a July visit with Rosalia friends.

E. J. Smith, machinist at Malden, was seeing the sights in Tacoma last month. Bet almost anything he took in a ball game.

Mrs. M. H. Duffy, wife of Steam Shovel Engineer Duffy, spent a few days in Spokane.

Mrs. Thomas Parkinson and son, Lavaugh

wife and boy of Brakeman Parkinson, paid a short visit with Butte friends.

George Featherstone of the Warden branch visited in Spokane a few days.

Mrs. L. M. McGee, wife of Conductor McGee of Malden, visited with the family of Agent Stephens at Revere.

Mrs. I. A. Grant, wife of Engineer Grant of Malden, was a Tacoma visitor.

Mrs. M. Delaney and daughter Anna, family of Section Foreman Delaney at Ewan, visited with friends and relatives in Plummer.

E. J. Detling, section foreman at Revere, has been absent several weeks visiting with old friends back in God's country, as some of the boys call that section of land lying east of Minneapolis. The west and the good state of Washington are good enough for us.

Mrs. L. J. Thorne, wife of Engineer Thorne of Malden, spent a few days with Avery friends.

Mrs. F. J. Ernster, wife of section foreman at Othello, enjoyed the breezes and scenery at Lake Keechelus. This lake is now at its prettiest and is a great attraction for summer holidayers.

Mildred Mead, daughter of the agent at Marcellus, spent a portion of August in Seattle.

The two ball clubs of Malden composed of Milwaukee employees held an interesting session on the Temple diamond August 12. Chief Clerk Grobel, who plays fullback, was captain of one nine and R. C. Peterson, who plays left field, was captain of the other. In the first quarter the game went the full nine innings and game was then called on account of darkness. The feature of the event was a home run kicked from goal by Pitcher O'Day in the third quarter with the bases full.

Couldn't have been many people left in Seattle in August, judging from the vacation list published in the West End items last month. How do you work it, fellows? We would like to get one.

Also those numerous weddings that were and are to be with the warring nations of Europe send the high cost of living to higher costs. What does a marriage license cost over on the coast?

Your correspondent has been made doubly glad by the return of his wife and daughter from an extended visit with relatives and friends in Illinois and Iowa.

In the city of Spokane on July 27, 1914, Le Vere Curran and Miss Elynn Westerlund were united in marriage. Mr. Curran is trick dispatcher in the Malden office and his charming bride is the daughter of a wealthy Idaho rancher. Mr. and Mrs. Curran returned to Malden after a brief honeymoon trip and started housekeeping in a cottage already furnished. Their many friends extend congratulations and wish them a long life of happiness and joy.

A number of the Malden railroad boys chaperoned by T. Jay O'Day recently wet their lines in the waters of Badger lake. Messrs. Cahill, Bradstreet and Beasley of the car department, who had charge of the commissary en route, are authority for the statement that they did not catch a badger.

Wayne O'Day is again working for the Milwaukee at Malden after spending the spring and summer in Alaska.

Matt Leyde is now breaking on the Priest Rapids branch for Conductor Gilbert Lee. Mrs. Leyde made Matt an extended visit at Beverly Junction in August, but they still retain their permanent residence in Malden.

Chief Clerk E. M. Grobel has been laboring nights the past few weeks taking care of his two children, who have a severe case of whooping cough. We hope the little ones' troubles are nearly ended, for it is beginning to tell on Ed and has an effect on his style on the tennis grounds.

Ray O'Day is performing the clerical part of the roundhouse work at Malden due to Ray Shook resigning.

Jean Hagerty, clerk in the Malden freight office, will soon leave for Bangor, Maine, where he will attend college in the interests of a higher education.

Savings Depositors

at the Merchants National Bank enjoy the protection afforded by the new national banking law, the financial strength of the institution itself and the conservative manner in which the bank is conducted.

MERCHANTS NATIONAL BANK

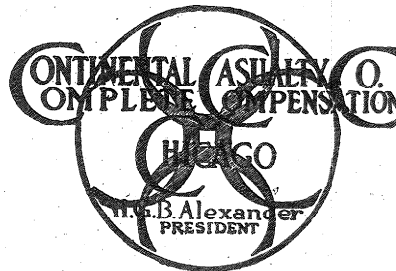
Established 1872

Capital - - - - \$2,000'000
Surplus and Profits, \$2,250,000

Pays 3½% Compound Interest on Savings Accounts.

The Bank of Personal Service.

6th and Minnesota Sts., Saint Paul



910 So. Michigan Ave. Chicago, Illinois

**Insures More Railroadmen
Pays More Railroadmen
Employs More Ex-Railroadmen
THAN ANY OTHER
COMPANY**

Before I'm hurt tell me how little Income Insurance costs.

Name

Address

Age..... Occupation.....

American Casualty Company

Home Office: Tacoma, Wash.

Will pay you every month when you are injured
Investigate our "Railroad Special" policy

ROBERT D. BEDOLFE

Superintendent of Railroad Department

The First National Bank of Missoula, Montana

ASSETS \$2,000,000

Oldest National Bank in Montana

3% Interest on Time Deposits—Depository of the United States, State of Montana and City and County of Missoula

Correspondence Solicited

W. L. ADAMS, Pres. G. H. EMERSON, Vice-Pres.
A. G. ROCKWELL, Cashier
A. M. CAMPBELL—Ass't Cashiers—F. H. SHAINHOLTS

The First National Bank OF HOQUIAM

Capital and Surplus \$200,000

Directors

Geo. H. Emerson W. L. Adams Harry C. Heermans
O. M. Kellogg P. Autzen N. J. Blagen
Fred. G. Foster

Larabie Bros.

Bankers

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana
Every banking facility extended to
our customers

Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

Notes R. M. Division.

G. M. Hayden.

Twenty-seven train and engine crews have been pulled off on the R. M. and Great Falls line under construction in the past two weeks on account of the war.

Ground has been broken for the new Sacajewea Park between the hotel and superintendent's office at Three Forks, and in October a tablet of Sacajewea, the Indian woman who led the Lewis and Clark expedition, will be unveiled.

Chief Lineman J. W. Frye was in Three Forks the 17th inst. on business.

All improvements have been discontinued on the R. M. division, including the Lewistown branch, indefinitely.

Mrs. O. C. Linden, Mrs. Madge Barker, Claude Molchoir and O. C. Linden spent last Sunday in the Sixteen Mile Canyon fishing and had lots of fish and a nice time.

There is a lot of debating going around the superintendent's and dispatcher's office as to whether or not Claude Molchoir lives at Mr. Damons or his own home. They claim that he is at Damons more than he is at home, and we wonder why. Oh, you Nora.

Miss Frances Peacock, our popular young lady operator at Lennep, is taking a three weeks' rest, and was a guest of Mrs. Hayden a couple days last week. She leaves soon for a trip to the coast. Hope you have a nice time, Frances.

P. J. Reed gets Shonkin on bid.

Geo. Redding gets Arrow Creek on bid.

D. Frock gets Coffee Creek on bid.

J. R. Weatherley gets Danvers on bid.

All the above are agencies on the new Great Falls line.

The writer visited the Barnum & Bailey shows at Butte last Monday through the courtesy of Mr. John Ringling, one of the proprietors.

Stock is beginning to move. We had two trains over the R. M. Division in the past ten days, and put them over from Deer Lodge to Harlowtown, 224 miles, in nine hours and thirty minutes each. Shippers were certainly pleased with the movement over the R. M.

Engineer Art Buchen was off all last week to look after his ranch in North Dakota, and see after getting in the crops.

Engineers Cleveland and Jack Flynn were off a week and came very near breaking the bookies at the Butte races. Cleveland, as soon as he went in the betting ring, stepped on a five-dollar bill, then put the five up on a 20-to-1 shot and it went over. Can you beat that for luck?

The Gallatin Valley railway has added another freight train on their line north on account of the extraordinary wheat crop.

Lax Division Doin's.

G. G. Sampson.

Mr. C. L. Parsons, who for years had been a familiar figure in the station at Pewaukee, started in as agent at De Forest on July 25th. Pewaukee folk were sorry to lose him, yet all wish him success in his new position.

Mr. Gilbert Johnson, a well-known trackman, is working as flagman at Elm Grove temporary until his injured leg improves, so he can go back lining track again. Gilbert also had the misfortune a few days ago to have a pair of trousers and shoes taken from his room by an intruder.

Detectives Scholl and Benson were at Brookfield July 23rd and 24th watching for the usual gangs of boys who ride out on the morning freight from Milwaukee and back in the evening. There was sure some scattering those two days.

Operator H. C. Puck, third trick operator at Elm Grove, has purchased a new auto from his father.

Third Trick Dispatcher N. Frank began his annual vacation July 23rd. L. C. Philbrook, extra dispatcher, is filling his place.

Conductor Charles Shutter is again back on the pusher engine at Sparta.

Mr. and Mrs. A. T. Klingler and daughter, Alberta, visited at the P. H. Madden home in Sparta the fore part of July, en route from

Milwaukee to Duluth. Mr. Klingler holds the position of chief clerk in Superintendent MacDonald's office.

The Lax Division Safety First Committee held a very interesting and successful meeting in Superintendent MacDonald's office in Milwaukee Aug. 1st. We are informed that a number of ideas were talked over and acted upon and as they become effective on the division, your correspondent will report the same.

Authority has been given to erect a pipe hand railing on both sides of bridge C-462 near Bangor for protection of trainmen, as per a suggestion made to the chairman of the Safety First Committee.

Mrs. E. J. Brown and daughter, Lula, family of Passenger Conductor E. J. Brown of North Lax, spent a few weeks visiting relatives in Milwaukee.

Mr. M. H. Shackley, passenger conductor of Milwaukee, spent a week on his farm in Nebraska during August.

Frank Tucker of Milwaukee is keeping time for Cune's extra gang who are relaying steel on the west division.

Roadmaster P. H. Madden made a flying trip to Minneapolis July 21st and went out to Coon Creek on the Northern Pacific railway, where he conducted a very successful demonstration of the "Three-Man Track Layer" before several officials of the Northern Pacific and neighboring roads.

Miss Mabel Dunmire of Watertown has accepted a position as stenographer in Superintendent MacDonald's office.

Mr. J. J. Cune of Oshkosh is in charge of steel gang at Kilbourn City. John was sick for a few days and Roadmaster P. H. Madden laid aside his coat and got into his work harness handling the extra gang in his place.

Engineer Lyman Farrington, who sustained an injured arm several months ago, is again able to resume work putting Nos. 5 and 16.

Sunday, August 2nd, a special train carrying a delegation of K. S. members passed over our division en route to the Twin Cities from St. Louis. The train was in charge of Conductor E. J. Brown. Same train returned, leaving Lax August 8th, in charge of Conductor M. Larkin, going to Kilbourn City, where they spent the forenoon visiting Wisconsin's popular summer resort, then to Madison. Here they visited the state capitol until Sunday morning, August 8th, when they went to Milwaukee.

August 8th a special train of ten cars carrying about 500 foreign laborers en route from the H. & D. division to Chicago passed over the Lax division, running as second section of No. 4.

We are promised some fine views of the S. L. L. A. park and bathing beach. Words could not express the amount of pleasure that has been derived from the work of the association. While the photos will give the readers an idea of the appearance of the park, one must don a bathing suit and jump into the clear water of Silver Lake on one of these warm evenings in order to realize the true value of the association.

The depot at Wauwatosa has just received a new lid. Also a new freight house is being built at that place.

Mr. P. Kerwin, section foreman at Portage, has had an extra large number of men working putting in new steel on some of the tracks in Portage yard.

Conductor M. J. Kelley took a few days' vacation in August and spent the time camping and fishing on the Mississippi river.

A special train chartered by the K. P. order passed over our division going east August 13th, Conductor Daniels in charge.

Conductor R. C. Curtis of Milwaukee spent August enjoying a needed vacation in the country. Since moving to Milwaukee, R. S. has had little recreation.

The stork visited Mr. and Mrs. William Ludwig August 12th. William holds a steady job switching Lax cars in Portage yard at night. He says he don't get much sleep days since the daughter arrived.

Engineer Hausner is again working, after a

6%

That is the dividend we have paid on savings for twelve years.

This is a mutual savings society operating under strict state supervision.

All of our net earnings are divided equitably among our shareholders.

Dividends are declared July 1 and January 1 each year.

Write for a booklet explaining our plan

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Salaried Men

will find one of their chief needs
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of this bank. Besides yielding
a return on money deposited, a
savings account is an incentive
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Combined Resources, \$40,000,000

Hotel Wisconsin

Milwaukee's Newest and Finest Hotel

Five Hundred Rooms

Three Hundred with Private Bath

Reasonable Rates

Always advise the traveling public to
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Hayes & Hayes Bankers

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Capital & Surplus \$350,000.00

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Aberdeen, Washington

4% Paid on Saving Accounts

few weeks of vacation caused from an injured hand.

Mrs. Bates, wife of Engineer George Bates of Portage, is spending a few weeks visiting at Delton, Wis., a beautiful summer resort near Kilbourn City.

Mr. P. Sullivan, the jolly cashier at Tomah, spent a few days visiting old friends on the east division during August.

Mr. William Waite, who for a number of years was in train service on the Lax Division, but now an R. P. O. clerk between Chicago and Minneapolis, has made a change in his run. William lives at Portage and heretofore has had to dead-head to Chicago for his run. Hereafter he will dead-head to Minneapolis and will throw mail on trains 6 and 17.

F. F. Wolfgram, side wire man in the dispatcher's office at Milwaukee, spent a few days in August visiting his parents and friends at Viroqua. E. L. Campbell of Oconomowoc, we understand, was working in his place.

Your correspondent wishes to thank all who have remembered to send him items of interest. Come next month again, please; also those who forgot this month, give us a few next time.

News Notes C. & C. B. (Ill.).

Mrs. D. McCarty, mother of Conductors T. J. and D. McCarty, died at her home in Burlington Saturday, June 13. Funeral services were held at St. Patrick's Church the following Tuesday.

L. L. Kuntz, agent at Kansasville, spent several days in Milwaukee, where his wife is a patient, this month. Mrs. Kuntz underwent a serious operation the first of the month. Her condition is reported favorable.

E. C. Fraser of Burlington acted as relief agent at Kansasville several days this month. Operator Miller relieving him.

The cool weather has been a serious setback to the lake resort business so far this season. Decoration Day business was up to the usual standard, but the balance of the travel has been light.

The Burlington ice run, with Conductor Kinney in charge, has finally been put on. Weather conditions have been unfavorable to the usual large shipments.

W. G. Ende is acting as relief dispatcher on R. & S. W. Division during the vacation season in the office.

A special train, in charge of Conductor J. J. Corbett, was run from Chicago to Delavan June 20 for the annual picnic at the Tilden Farms. Edward Tilden, president of Libby, McNeil & Libby, gives an outing to the school children of Walworth County every year on his birthday. About six thousand people enjoyed the numerous attractions, which were provided free of charge. A band of forty-three pieces, two balloon ascensions, races, merry-go-round, vaudeville performers, etc., as well as the sumptuous lunch, were thoroughly appreciated.

Five gravel trains have been put in service between Rockton and Savanna, with more in prospect.

Work on Elkhorn's proposed new passenger station is being badly delayed, owing to the controversy over the location. Superintendent Morrison conferred with the council recently and stated the company's desires and asked immediate action. Considerable opposition was manifested to his proposition and the matter was laid over until the next meeting.

The new stock yards at Nahant have now been completed, giving us both native and quarantine pens, with capacity of four cars each.

The Kansas City Division is changing its C-1 engines off for C-2 engines to be used on its Middle Division.

West bound business has been exceedingly heavy for the past month. We believe every farmer west of Kansas City must have a Case Separator by this time.

William Berry, our engine pilot, has been enjoying a ten-day vacation.

Scott Leidigh, roundhouse foreman, has returned from Marion and Dubuque.

Emmett Philleo, employe at the ice house,

and Miss Nina Christensen were united in marriage June 23, the ceremony taking place in Rock Island, and followed by a dance at the Nahant Hotel.

A new turntable is being installed at Nahant, the new one to be ninety feet in length, which will be thirty feet longer than the old one.

The switchmen recently defeated the office force at Davenport by the score of 8 to 4. Mr. Merrill's men must have got enough baseball, as we have not heard anything about a return game.

Harry Klindt and Fred Wiley, yard clerk and car inspector at Davenport, heard strange noises in a merchandise car and caught a man making away with several bundles of merchandise.

We have had three carnivals and one circus in town so far this season and the Milwaukee has handled all of them.

Charles Nichols, switchman at Nahant, has purchased a new touring car.

We are having a new well drilled for the yard office at Nahant, the contract being let in Davenport with instructions to find good water.

Mrs. Perry Correll and daughter visited at Nahant several days.

H. S. Calkins, night foreman at Nahant, spent a week in Dubuque recently.

Walter Robinson, car repairer, and H. W. Rotchford, icing foreman, are now listed as automobile owners.

From the C. & C. B. Eastern Iowa Division. *J. T. Raymond.*

Agent Joe Elsner was away on his vacation, W. H. Hutchinson relieving.

Conductor W. H. Roe, who has been away for two months rustivating at his summer home at Detroit, Minn., resumed work the middle of August. We are informed that he was one of the principals at a rare occasion during his vacation. If rumor is true, we extend our congratulations and best wishes.

Mrs. G. F. Hennessey has returned to Marion after a long absence in Green Bay, much improved in health.

Mart DeVoe enjoyed a vacation. He failed to supply us with his itinerary.

Conductor D. G. Hickey, who has been handling the ditching train, took leave of absence for two weeks to inspect crop prospects on his farm near Chamberlain. Conductor R. B. Eckhart relieved Mr. Hickey on the ditcher.

W. R. Pollard, passenger brakeman, is planning a trip to New Mexico to visit his son. Teeds Grove depot burned down the night of August 15, struck by lightning.

Miss Hazel Merrill, clerk in the C. & M. Division superintendent's office, spent her vacation at Marion and in company with Miss Buck, clerk in the trainmaster's office, and Miss Pearce, clerk in the office of the superintendent of transportation, made a flying trip to Niagara Falls. They all tell of a good time.

T. A. Hefner is off on his usual summer vacation. Conductor J. Dignan is handling Nos. 11 and 6 in his place and Conductor W. D. Shank is on Nos. 19 and 28.

O. H. Burg and A. DeGarmo of the freight claim department started on a gasoline car to check up our freight at stations on the C. B. Iowa Division.

George Struck, flagman on Nos. 20 and 27, has returned from a three weeks' visit with relatives in the western part of Iowa.

Passenger Brakeman M. F. Stookey has returned from a few days' visit with relatives at Lohrville.

Brakeman J. A. Neff has been visiting relatives in Dedham for a few days.

Brakeman G. A. Larkin is spending a few days at his home in Olewein, Iowa.

Conductor J. F. Briggie is again at Marion doing extra passenger work.

Passenger Brakeman H. V. Carver is off for a few days on account of sickness.

Freight Brakeman F. M. DeLong has taken a thirty days' leave of absence.

Ralph Kendall, T. B. M., has returned home from a ten days' vacation at Excelsior Springs.



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has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year.

☞ This strong bank invites you to avail yourself of its broad banking service—to become one of its army of more than 17,000 depositors

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OLD NATIONAL SERVICE

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First National Bank

OF LEWISTOWN, MONTANA

RESOURCES
\$2,000,000.00

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Basin Territory*

JOHN T. MURPHY, Pres.
Helena, Mont.

JOHN H. TUCKER, Sec'y
Helena, Mont.

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R. C. Seager acted as baggageman in Kendall's place.

A. L. Knodle, T. B. M. on the Maquoketa-Davenport run, is on a two weeks or more vacation.

L. B. Frame, who formerly was on the short run between Perry and Manilla, is running on 20 and 27 in place of Jessen.

J. P. Cronemiller, T. B. M. on 19 and 20, is on a thirty days' leave of absence. E. C. Ainley is running 19 and 20 in his place.

L. L. Shaffer, T. B. M., is on thirty days' leave of absence, H. Jessen relieving him.

Miss Hazel Rhoades and Miss Opal Gray, clerks, spent Sunday, August 9, in Perry.

Born to Agent and Mrs. F. G. Zeiser at Browns, a seven-pound boy, Francis G., Jr. Congratulations extended.

Second Trick Operator Paul Albert of Green Island was quarantined with his family the fore part of August on account of Mrs. Albert being ill with scarlet fever.

W. H. Campbell, operator at Oxford Junction, was ill for several days, John McGuire relieving.

R. C. Blakeslee was in Marion August 7 to 14, changing phones and putting in metallic circuits on the Calmar Line.

Relief Agent Bell relieved Agent J. R. Harding at Eldridge August 3. Mr. Harding was called to Keystone on account of the sickness and death of his mother.

M. F. Kelly, former agent at DeWitt, was working in Agent Owen's place at Long Grove for about ten days in August.

The weed burner finished burning weeds August 5 on the Calmar Line.

Mr. and Mrs. C. T. Rowe visited with relatives at Waterloo, Iowa while Charles was off on his two weeks' vacation. Did you stop off at Ackley, Charley? Well, strictly speaking, not ex-Ackley.

Leonard Hewitt of the train dispatcher's office enjoyed a two weeks' vacation.

Fireman Roy Hummell jumped from his engine between Lost Nation and Elwood, breaking both legs. He was taken to the hospital at Maquoketa and from there to the company's hospital at Chicago, where he is recovering. Roy is an extra engineer on this division and is a very popular young man. He has the sympathy of all the boys.

Agent Thomas Rowe at Elk River Junction was laid up for a while on account of illness. Tom has served faithfully in his present capacity for twenty-two years. We did not hear Tom's bunch of roosters crowing through the telephone once while he was away. Guess they were too considerate, or maybe "Hutch" "shooed" them away.

J. B. Howe, agent at Oneida Junction, was away for several days on a business trip. E. E. Edwards acting as relief.

Lawrence Dove, Joe Barnoske and Curtis Marchant enjoyed their vacation with some friends at Camp Paradise, near Lainsville, on the old Mississippi.

News from Marion Roundhouse.

Ed. Griffiths.

L. Cogswell, private secretary to Storekeeper George Titus at Marion roundhouse, takes a thirty days' vacation and trip to the coast the coming month.

Machinist W. G. Buck is back on the job again after two weeks off with a sprained back.

Kenneth Humble, machinist helper, is back from a two weeks' sightseeing trip to Denver.

Jens Cook, blacksmith helper, is on the sick list.

Night Roundhouse Foreman M. Mullen at Marion roundhouse is taking his annual two weeks' vacation. We are all guessing what Matt will do these two weeks. The odds are that he will stay in bed nights. Engine Inspector Ed Smith is relieving Matt.

Machinist Art Law had the misfortune to burn the side of his face last week. Nothing serious and we are all of the opinion that it will not spoil his good looks.

Machinist Helper Weare Lake is some band artist. You should see him blow the big horn

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in the Marion Cornet Band. Weare only weighs about 300 pounds.

Otto Bensch, the popular blacksmith at Marion roundhouse, is talking of going to Germany to join the army.

Engineer Geo. Shaffer is trying to get up a company of engineers and brakemen to go to Germany. He says they make good soldiers. The engineers never look back and the brakemen never will run.

Marion roundhouse has lost several of its foreign laborers, going back to the old country to join the armies.

Boilermaker foreman Fred Welter at Marion roundhouse has been threatening to take a layoff. We don't believe he will do it.

Lloyd Stobough, the call boy at Marion roundhouse, has started something new again. He imported several cases of pop to make what he says is lemonade, and is peddling it to the boys. It takes like hot cakes these hot days.

These are busy days at Marion roundhouse.

I suppose we will have to close down at Marion roundhouse the week starting August 18 on account of the Marion Interstate fair starting on that date. All the boys will be there. I don't suppose we will see anything of Machinist Apprentice Earl Hopp all week.

Machinist Helper Frank Zuhke has been enjoying these hot days making trips to Cedar Rapids with his auto. We all wonder what the attraction is.

Machinist John Sebring is a new name on the Marion roundhouse payroll.

Machinist John Law of the machine shop is still on the job lining up the apprentices.

Engine Dispatcher Charles Long, who has been in the service for 33 years, says that the cinders are getting to hurt his feet.

Notes of Lines Under Construction.

Florence Morden.

The new passenger station at Lewistown has now been opened to the public and the offices have all been established in their new quarters.

Special train service was put on for the Great Falls Jubilee August 10 to 15. A great many people took this opportunity to ride over the new railroad. It is expected the line will be completed and turned over to regular operation Sept. 1st.

Friday evening, August 7th, the Interstate News Company tendered a banquet to the division office employees. The tables were placed in one of the waiting rooms of the new station and an excellent menu was served.

Five new agencies have been opened with the following agents:

Square Butte.....W. B. Bradley
Danvers.....J. R. Weatherly
Coffee Creek.....D. Flock
Arrow Creek.....Geo. Redding
Shonkin.....P. J. Reed

Trainmaster A. C. Bowen made a short visit to headquarters from his summer home at Montavue.

Hugh Kent, extra gang timekeeper at Falls Yard, has returned to Missoula to continue his studies at the university.

Mr. Charles R. Hansen, labor agent, has returned from a trip to Minneapolis and Chicago.

Des Moines Division Notes.

Libbie A. Garber.

The offices of Superintendent R. P. Edson have been moved across the hall, on the north side of the Union Station to rooms formerly occupied by the Traffic Department.

The wife of brakeman J. M. Kiger, accompanied by their son, Raymond, and daughter, Irma, have gone to visit at Bussey, Iowa.

Conductor W. H. Hayden has been granted a sixty days' leave of absence and with his wife is spending the same at their cottage at Spirit Lake. He is relieved by Conductor J. S. Flynn.

Miss Joyce and Master Willard Hakes, who have been visiting their father, relief agent at Storm Lake, Iowa returned recently to their home at Rock Valley.

A new 18 by 36 foot depot has been ordered for Knoke, Iowa.

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Locomotive and Motive Power Department
Engineers' and Firemen's Handbook
Locomotive Appliances
Electricity Applied to Railways
Air Brake—Construction and Working
Operating Trains
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

Locomotive Appliances
Shops and Shop Practice, Vol. I.
Shops and Shop Practice, Vol. II.
Air Brake—Construction and Working
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

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Cropley Phillips Company

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**Accident Insurance
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If Not, Why Not?

**The Travelers
Insurance Company**

Ticket Department

Hartford, Connecticut

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THE RAILWAY MEN'S BANK

Depository for the

Chicago, Milwaukee & St. Paul
Northern Pacific Great Northern
Idaho & Washington Northern
Chicago, Burlington & Quincy
Washington Water Power Co.

We Pay 4 Per Cent on Savings Deposits

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Capital \$100,000 Surplus \$250,000

Interests: 4% in Savings Department
5% on Time Certificates

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We pay 4% interest on saving accounts.
We also offer our services in making investments which bear a higher rate of interest.

UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000
Total Assets over - \$4,900,000

JAMES D. HOGE **N. B. SOLNER**
President Cashier

We solicit your Northwest business
We pay 4 per cent on saving accounts

Relief Agent A. W. Hakes has gone to Lytton, Iowa, to run that station while Regular Agent W. E. Hunter is taking his vacation.

Mr. C. O. Burkhardt, for fifteen years an engineer on the Des Moines Division, died August 12 at his home, Des Moines, after an illness of but two months. He is survived by his wife, daughter, Mrs. F. Duessendschon, and son, Linn.

Mrs. J. R. McLucas, mother of Engineers Ed. and Verne McLucas, died August 12 at her home, Des Moines. Our deepest sympathy is extended to the boys.

Train Baggage man L. E. Bates spent a few days visiting with his parents at Stuart, Iowa. Train Dispatcher F. M. Cook has returned from a two weeks' vacation, visiting his brother at Roy, Mont.

Misses Bessie and Althea McGrath, daughters of Conductor N. McGrath, returned from a three weeks' trip, visiting friends at Kosuth, North Platte and Cheyenne.

Mr. J. F. Kane, traveling freight and passenger agent of this company, covering territory on foreign lines in Iowa, with offices at Des Moines, accompanied by his wife and son, Bernard, started on their vacation August 15 and hid themselves direct to the lakes surrounding Minocqua, Wis., for a few days' enjoyment. Mr. Kane, other than having an enjoyable time, will no doubt be endowed with a new energy upon return to his duties, as the lakes on this company's lines are of the best for all kinds of sport and recreation. Here's hoping they will have a time that will long be remembered and cherished by them as one of their greatest pleasures.

The wife of Brakeman A. R. Reynolds is visiting her uncle and aunt, Mr. and Mrs. McMullen, at Amoret, Mo. Mr. Reynolds accompanied her as far as Kansas City.

Mrs. R. P. Edson and daughter, Ruth, are enjoying a trip in the West. During that time they will visit Mrs. Williamson, who is a daughter of Superintendent and Mrs. Edson, living at Shelby, Mont. We hope their trip will be pleasant and enjoyable.

Mrs. F. M. Cook, wife of the train dispatcher at Des Moines, with her son, Vane, is contemplating a trip to Denver and Grand Junction, Colo.

The wife of Engineer Thomas R. Griffith is visiting with friends at Omaha and relatives at Ansley and Broken Bow, Neb. She expects to be gone about a month. Quite a long time for Tom to be baching.

Conductor A. O'Loughlin and wife recently returned from a trip to Chillicothe, Mo.

Conductors C. V. Shannon and C. C. Skinner and wives are enjoying their vacation at Long Beach, Cal.

Engineer F. H. Huntington is spending a short vacation in the northern part of Minnesota.

Mr. C. M. Thomas, chief clerk to Division Freight and Passenger Agent C. E. Hilliker, Des Moines, Iowa, has been promoted to freight solicitor, with offices at Des Moines. Mr. Thomas is succeeded by Mr. H. D. Row, formerly rate clerk with the Des Moines Union Railway.

We all wish Brakeman W. E. Raaz good luck in his promotion as conductor August 6.

Engineer Joseph Bodenberger is suffering from a painful accident to his left eye caused by a cinder lodging in the pupil while on a gravel train between Coon Rapids and Herndon, Iowa. On removing the cinder his eye became infected and it was thought for a while he would possibly lose the sight. The infection has been overcome and Mr. Bodenberger is now on the road to recovery. It is sincerely hoped by all of his co-workers that he will soon be able to resume his duties.

Company Attorney O. M. Brockett, with his wife and son, Ralph, have returned from an outing at Spar Island and Cass Lake, Minn.

Mr. A. F. Larson, agent at Grimes, Iowa, is relieving the dispatchers at Des Moines while they are taking their annual vacations. Mr. G. R. Wescott is relieving Mr. Larson during his absence from the station.

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**Tacoma Tide Flats.
Kratchmer and Miller.**

Mr. J. T. Kelly, SK., Deer Lodge, Mont., called on us during the past month. This was Mr. Kelly's first visit to the Puget Sound country and he was very favorably impressed with it.

Mr. A. J. Kroha spent a few days east of the mountains during the past month. He reported very hot weather and was glad to get back home.

Charles Wescott, machine shop foreman, started for the seat of war in his trusty Ford but upon arriving at Puyallup and finding that country neutral he decided to stay there. From all reports he is going to stay until the war is over.

Walter Johnson, foreman, and S. M. Berg, stenographer in the Store Department, are spending their vacations visiting eastern cities.

Mr. and Mrs. Otto Shuetze left August 14 for a visit to Milwaukee. While there Mr. Shuetze will attend the convention of Railroad Blacksmith Foremen.

Mr. Harvey Snyder, chief clerk to the district master mechanic, returned Sunday, August 9, bringing with him a wife. We all wish them a long, happy and prosperous married life.

Pat. Tanzy and Rube Green, machinists in the shops, were the feature attractions at the Nereides Baths on Sunday, July 26. All who witnessed their performance spoke very highly of it. Mr. Tanzy's high dives were exceptionally well executed.

Miss Edith Israelson of the telephone office has been off for the past month on account of the illness of her mother, who is in St. Joseph's Hospital.

Fred Pohl, formerly of the Time Department, has been working temporarily in the Secretary of State's office at Olympia.

Messrs. Eccles, Miller and Leib, from the superintendent's office; Norris, from the general master mechanic's office, and Pyette, from the Store Department, attended a conference in Seattle to discuss Interstate Commerce Commission classification of accounts, which went into effect July 1. The conference was presided over by Mr. J. Welch, assistant general auditor.

Miss Enola LaMarr, stenographer in the general foreman's office, spent her vacation visiting at Chicago, Denver and Milwaukee. She was relieved by Mr. Harry Johnson of the Store Department.

Messrs. Berg and Mason of the Store Department spent Sunday, August 16, fishing on the T. E. Railway. They report a very good catch. "This is only the report and we do not know what they caught."

Scraps from the West End.

C. E. Pike and J. H. Ginot, Jr.

Mr. A. P. Chapman, Jr., General Agent Passenger Department, Seattle, spent two weeks the early part of August on a combined pleasure and business trip in Chicago, Milwaukee & St. Paul.

E. A. Lalk, Commercial Agent at Aberdeen, Wash., recently became the proud possessor of an automobile, which his friends have named "Bucking Betty." Sam Wilson, Assistant General Freight Agent, Seattle, says it's got all the bronchos in America "backed off the board" as a "bucker," but Sam is a trifle prejudiced—Lalk took Sam out recently for a twenty-mile spin in the country and they had to walk back.

Very substantial increases in ticket sales were shown at Spokane city office, Seattle depot, Victoria, Anacortes and Olympia for July, 1914, over same month last year. Good work. Keep it up.

District Freight and Passenger Agent Garrison and Mrs. Garrison recently spent a "week end" fishing at Lake Kachess. Ed says he caught something over two hundred trout in two days, weighing from eight to thirty pounds apiece. Mrs. Garrison, however, has tipped off some of his friends that there have been occasions when she was not real sure that Ed was telling the truth.



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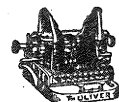
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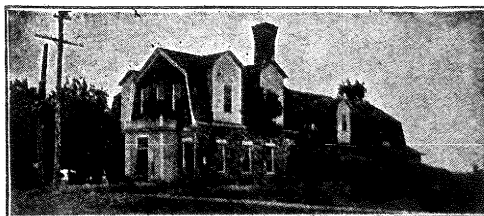
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Charley Trott, City Passenger Agent, Aberdeen, Wash., visited the general offices at Seattle the latter part of August. Charley says he is very modest, however, and would prefer that we do not say anything about him in the Magazine.

Mr. E. E. Sullivan of the Freight Claim Department is spending his vacation in Chicago, and J. N. Holmes, who has purchased a new Maxwell, states if Sully had only remained in Seattle, he could have shown him a far better time in the new auto than he could possibly have in old "Chi."

Mr. W. J. Santerre of the Engineering Department spent his vacation in northeastern Montana. Bill says the next time he spends his vacation away from Puget Sound he hopes some one will do the "sunrise shooting stunt" on him.

We are happy to state that Mr. Eugene Webster, rate clerk of the General Passenger Office, is once more at his desk in the General Office in Seattle. He spent the best of the year back in St. Paul on the reissue of the Pacific Northwest Joint Tariffs E and W, and the Montana Sheet. He returns with the vow that none of us were as happy to see him as he was to see us and to get away from the—our vocabulary is too limited to express what Gene says about the weather back there.

We don't believe the record of births will equal last month's, but then we've got a few. Harry Merrill of the Purchasing Department is the proud father of a 9½-pound boy. F. K. Swan came down the morning of July 19th and one couldn't pass F. K. in the halls, and his chair had to be enlarged. The stork brought him a splendid baby boy on the 18th. On the 12th of August Vance N. Pease of the Seattle City Ticket Office had a caller named Dr. Stork, who left a baby for Mr. and Mrs. Vance. The boys at the City Ticket Office stated that Vance wouldn't speak to any of them all the next day.

Miss Path of the General Superintendent's Office spent her vacation in Portland and the Puget Sound country and Percy "Fisherman"

Turner of that office spent his vacation engaged in his beloved sport. Almost any time while he was away if one took an early morning interurban train to Everett they would find Percy at one of the many little lakes with rod and reel. Strange to relate, not a fish was sent in to his fellow workers, nor did he have any explanations to offer as to whether or not the "big ones got away."

Mr. C. H. Winter of the Car Service Department spent his vacation in and around Seattle. Most of it was spent in showing that most wonderful creature in the world, a good time—something that so many of us never have the opportunity of doing and that is showing our mother a good time.

Chester H. Biggs of the Freight Claim Department, as noted in last month's Magazine, returned from his strenuous military life in fine shape and hadn't been back more than two or three days when he fell and wrenched his knee cap. Understand he was engaged in a little boxing bout. Wonder if he was trying the French method of boxing and the other fellow kicked him.

Another curious accident happened to "Billy" Grinnan of the G. P. O. He went out to a little picnic supper with his brother and family, and it was Billy's duty to attend to the coffee. As he started to remove the lid of the bucket in which it was boiling the coffee exploded. The boiling coffee was thrown over his face, but fortunately he was not severely burned and was back at work in three or four days. His brother's quick action and presence of mind in smearing him up with grease from the auto saved the day.

J. W. Fry and O. O. Mercer of the Telegraph Department are resting up. Mr. Mercer spent some time on his five-acre ranch and now he can tell more about chickens and hens than Lawrence West and Mr. Barth together.

Mr. G. F. West returned the latter part of July from a trip over the lines, especially the Northern Montana division. He was looking after the distribution of work equipment.

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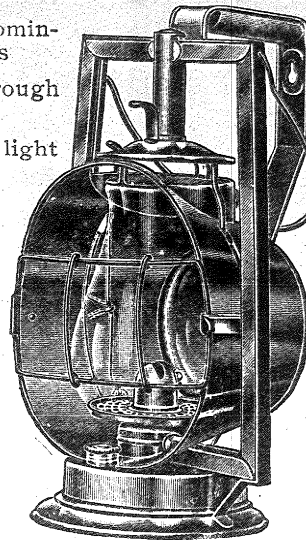
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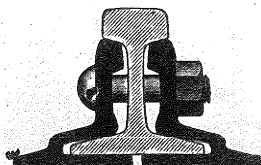


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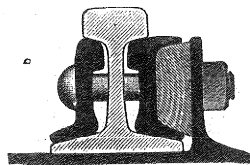
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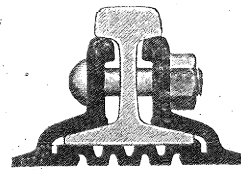
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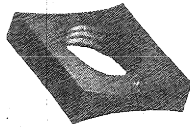
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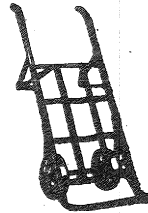
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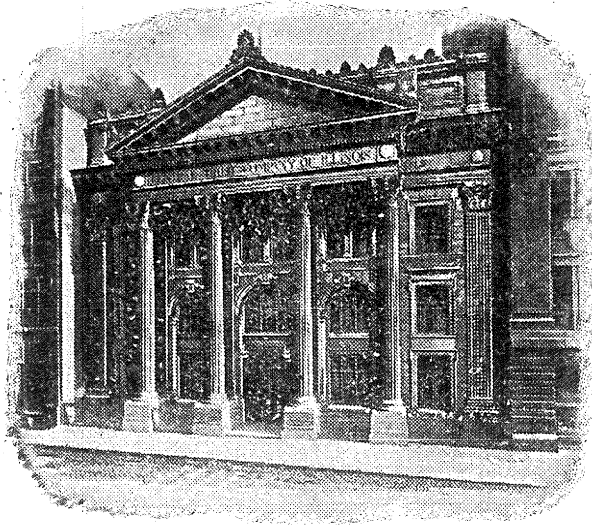
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