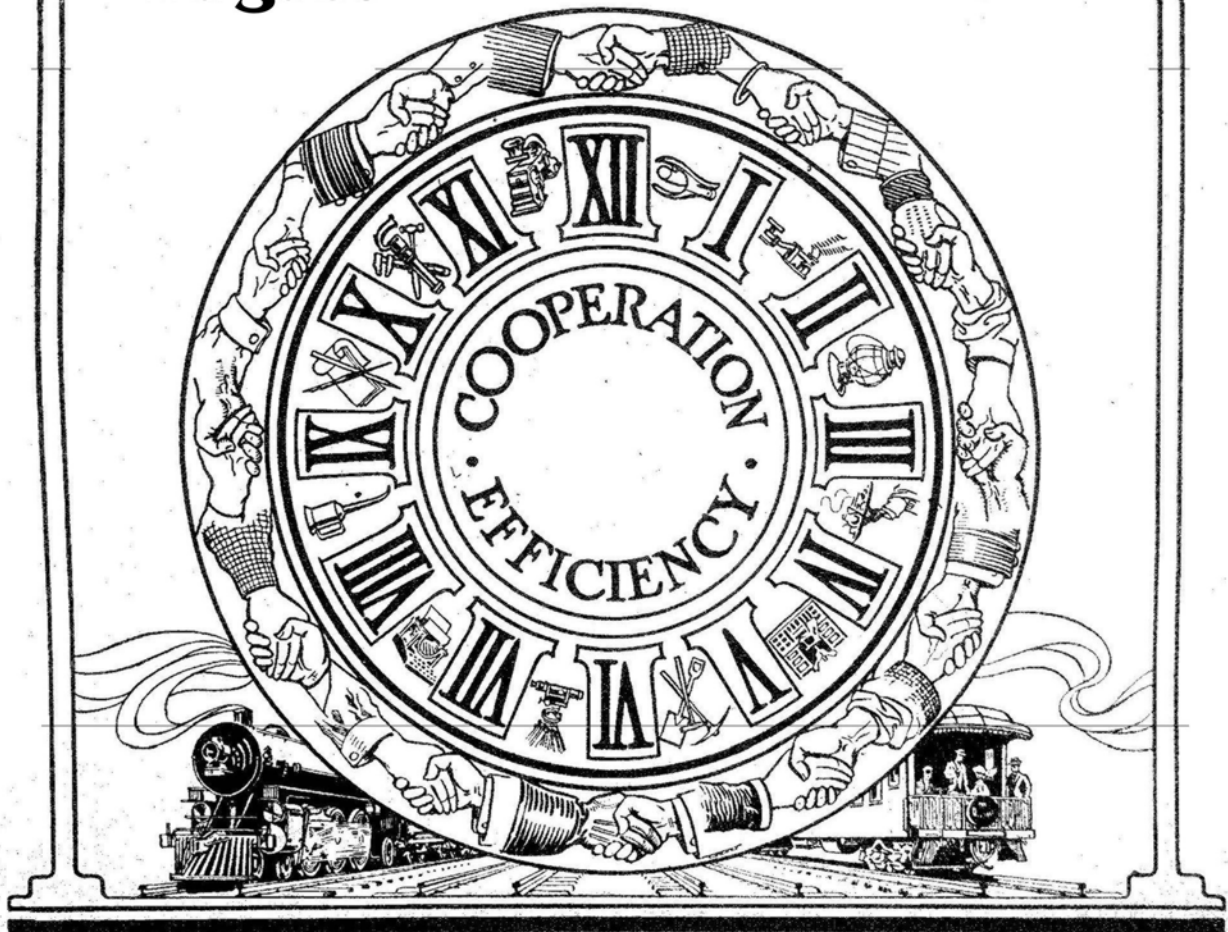


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

**August**

**1917**



VOLUME 5

No. 5

# Sugar 5c a Pound

One of our leaders. We save you money on Groceries—catalogue free with trial order. The requests for catalogues are enormous and hundreds of thousands of dollars are lost annually by mail order concerns in sending out catalogues to places where no benefit is ever derived. To avoid all this **unnecessary** expense and be in a position to sell our goods at the lowest possible price, we have decided on the following plan: We will only send our Bargain Grocery Catalogue to such people who can prove to us that they are really interested in saving money on groceries. We quote herewith a few of the bargains listed and which are sold in different parts of our catalogue:

**FLOUR-\$10.36** Per Barrel **SUGAR-\$5.00** Per 100 Lbs.

(One of Our Leaders)

Our Best Flour.....\$10.36.....per barrel  
 " " " ..... 5.18.....per half barrel  
 " " " ..... 2.59 ..per 49-pound sack  
 " " " ..... 1.30 per 24½-pound sack

(One of Our Leaders)

Our Best Granulated Sugar. ...\$5.00 per 100 lbs.  
 " " " ..... 2.50 per 50 lbs.  
 " " " ..... 1.25 per 25 lbs.  
 " " " ..... .50 per 10 lbs.

## Here Is Our Plan

Send us \$1.99 for the following Trial Order and we will then know that you mean business and we will include with your order our Bargain Grocery Catalogue in which you will find big grocery bargains.

## Trial Order BS

|                                         | (Estimated) Retail Price   | Our Price               |
|-----------------------------------------|----------------------------|-------------------------|
| 5 pounds Our Best Granulated Sugar..... | 50 cents                   | 25 cents                |
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| 1 pound Guaranteed Baking Powder.....   | 50 cents                   | 39 cents                |
| ¼ pound Black Pepper(Ground)            | 25 cents                   | 15 cents                |
| ¼ pound Cinnamon(Ground).....           | 25 cents                   | 15 cents                |
| ¼ pound Ginger (Ground).....            | 25 cents                   | 15 cents                |
| ¼ pound Mustard (Ground).....           | 25 cents                   | 15 cents                |
| 2 bars Kirk's White Flake Soap          | 16 cents                   | 9 cents                 |
| 2 packages Uneeda Biscuits.....         | 16 cents                   | 8 cents                 |
| 1 bar Fels Naptha Soap.....             | 5 cents                    | 3 cents                 |
| 1 pound Breakfast Cocoa.....            | 60 cents                   | 39 cents                |
| 3 packages Washing Powder.....          | 15 cents                   | 9 cents                 |
| 1 Catalogue Free                        | Retail Price <b>\$3.22</b> | Our Price <b>\$1.99</b> |

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# Cole-Conrad Co.

Department BS

2214 Ogden Ave., Chicago, Ill.

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 Quaker Oats, 6 large packages.....35 cents

AND OTHER BIG BARGAINS

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We sell the trial order complete only and no part of same. Nor do we sell any article mentioned in this advertisement separately.

Rush your trial order at once, and get our catalogue and commence saving big money on all your groceries.

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City..... State.....

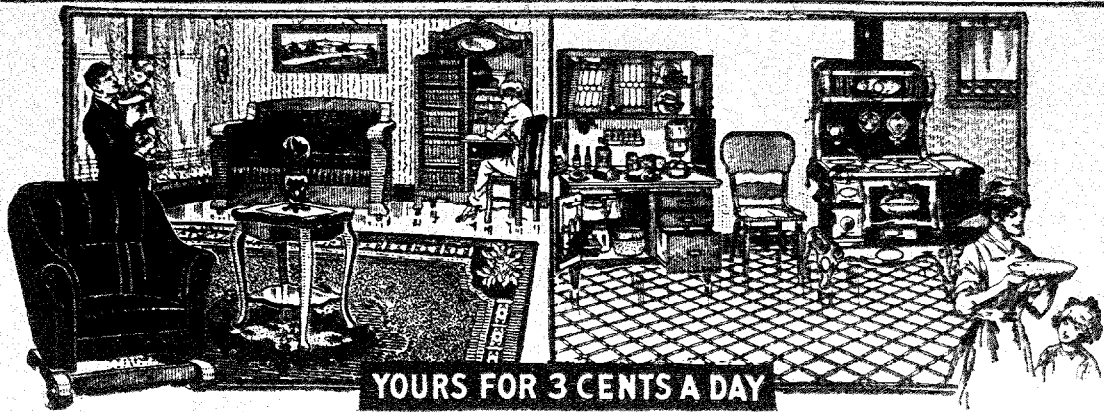
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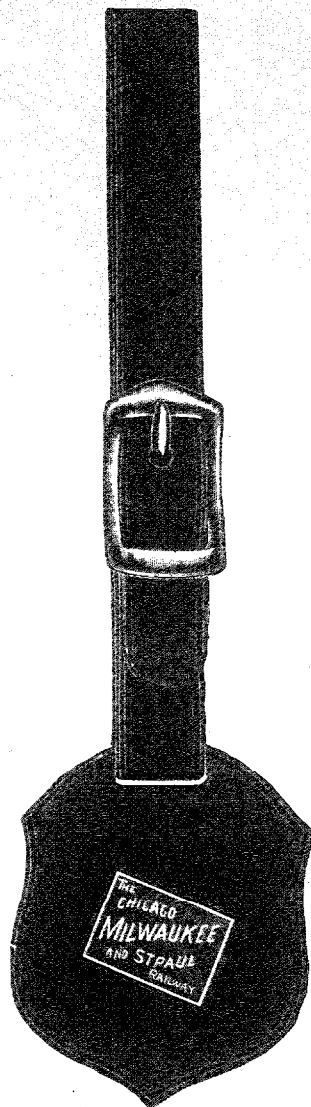
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Solid Gold Button, Screw Back \$1.25

# 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**  
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VOLUME V

AUGUST, 1917

NUMBER 5

## Maximum Loading of Cars

A committee consisting of Messrs. C. H. Dietrich, chairman; J. T. Conley, G. E. Simpson, G. L. Whipple, J. L. Brown, E. A. Murphy and C. W. Wilkinson has been appointed, whose duty will be to preach to employees and shippers the gospel of loading freight cars to their fullest capacity,—and to supervise the work at all car-loading points. There is no other way by which the available supply of cars in the country may be made to do the service that is, and is to be required of them, with anywhere near the necessary efficiency, than by loading them to full capacity. If every freight car of every railroad in the United States and Canada could start away from its shipping point loaded to maximum capacity, the car shortage would soon reach a minimum, and shippers would be able to get cars and receive their freight in the ordinary reasonable course of transportation instead of, as now, having to wait extraordinary periods before getting cars to load or receiving their commodities. The railroads likewise could move the additional tonnage at comparatively no extra expense, thereby adding greatly to reducing the steadily advancing costs of operation; while there would moreover be cars enough to go around. However, it patently is not possible to altogether

accomplish such a highly ideal condition, but "constant dropping wears the stone" and continual discussion of the desirability and necessity of heavier loading will result, indeed, already has resulted in great benefits to shipper and railroad alike.

Every employee, whether or not he is directly connected with the business of loading freight cars or soliciting freight to load into the cars, should consider this a war measure and take a hand in this campaign and in that way do a "bit" toward bringing victory and peace to our cause. Much has been written and spoken on this subject—The Railway Age Gazette of June 22d contained a splendid article on the subject, throwing enlightenment in a manner understandable and convincing; the daily papers are also doing much toward forwarding the campaign and our committee will meet with and have talks with employees, which should be listened to with interest and purpose. Nothing can be more important for the welfare of the nation and for the speedy return of our victorious armies from French trenches than an adequate transportation for food, supplies, fuel, etc. These are days when every hour counts, they are days when the railroad man may show his patriotism in a thousand ways—for it is up to him

as much as to the manufacturers to keep the business of the world in equilibrium. The United States is the great new Power in the world conflict, and according as the people line up shoulder to shoulder with no breaks in the ranks, no lagging of the spirit and with the Will to Win, will the tide of victory swing our way. Station agents and their forces, coming in contact with the shipping public, are of course in line to do a great amount of good work with shippers in this manner, but every railroad man (and the women, too), may become potential traffic representatives. If you know a man who ships on the railroad, talk to him, convince him. Get some good reading matter on the subject, so as to be able to talk convincingly, and when you have made a convert of him, he will talk to his friends who ship, and the endless chain is established.

The railway companies of the entire country are a unit, now, in patriotic work, their every effort is bent toward "keeping the arteries of the Nation's life from suffering obstruction," but there are not freight cars or motive power or terminal facilities sufficient in the whole wide land to accomplish these things without the most intensive and co-ordinated operation and the fullest co-operation of all concerned. Every railway employe may properly consider himself a working member of the National Council of Defense, upon whose shoulders falls the burden of this immense responsibility. Remember the slogan: "MAXIMUM LOADING OF CARS." Following is the circular issued by the Committee on Maximum Car Loading:

Chicago, July 6, 1917.

Superintendents, Div. Freight Agents, General Agents, Commercial Agents:

Instructions have been issued from time to time, both written and oral, regarding the urgent necessity for heavier loading of cars as one means of increasing the supply, calling upon all concerned to co-operate to the fullest possible extent with shippers.

The available equipment has not been adequate for some time and the demands to be made upon this company by the government in the present national crisis, which demands

must be met promptly and satisfactorily, will increase the shortage of cars for commercial traffic.

Statistics indicate that in using equipment, shippers make use of only forty-three percent of the carrying and visible capacity of the freight equipment furnished to them. Therefore, it is imperative that some immediate action be taken to improve this condition if the carriers are to perform the service expected of them.

To meet this condition a committee to be known as the Committee on Maximum Car Loading has been appointed consisting of the following officers:

C. H. Dietrich, Chairman.

|               |                 |
|---------------|-----------------|
| J. T. Conley  | J. L. Brown     |
| G. E. Simpson | Z. A. Murphy    |
| G. L. Whipple | C. W. Wilkinson |

The committee will analyze the loading of all cars handled by this company and the chairman will communicate with shippers direct, calling attention to the general situation at this time and requesting their help.

### **The Committee on Public Information.**

The following circular issued by the Committee on Public Information at Washington has been sent out generally in order that the people of this country who "want to know, you know," will have a recognized authority to which they may appeal. In these days of Big Events, it is perfectly proper that the Nation should know what is doing, and the why and wherefore, so if there be any among our employes who are not satisfied with the knowledge they glean from newspapers and other sources, let them appeal to the Committee on Public Information.

To the employes of the C., M. & St. P. Ry.:

In order that the public may be thoroughly informed upon the various activities of the Government during the present crisis, President Wilson has established a Committee on Public Information.

This Committee is composed of the Secretary of War, the Secretary of State, and the Secretary of the Navy, and has as its chairman, Mr. George Creel. Its services are at the call of any who may desire to be informed upon the affairs of the Government, as they relate to the present crisis.

It is peculiarly essential that those in charge of railroad affairs should be well posted upon Government problems, and this is therefore addressed to you with the hope that you will avail yourself whenever you desire of the services of this Committee.

All inquiries should be addressed to L. M. Harris, 8 Jackson Place, Washington, D. C.

## Conservation of Railway Resources

*By A. H. Armstrong,  
Railway and Traction Engineering Department,  
General Electric Company.*

The records of the past winter have strongly emphasized the limitation of our steam railroads and their lack of adequate motive power and rolling stock to take care of abnormal traffic conditions. The result has seriously impaired the earning capacity of railroads and has rendered this form of security less attractive to the investor. Faced with the increasing difficulty of obtaining new capital to meet the demands of a growing traffic, steam road executives have been forced to adopt the hand-to-mouth policy of providing only the motive power, rolling stock, and track facilities absolutely required to meet the daily needs of normal traffic conditions. Any serious disturbance of the normal seasonal traffic movement, such as the congestion on Eastern Lines due to stoppage of foreign shipments by the submarine menace, results in such poor service that it almost reaches demoralization as evidenced by the records of the past few months.

Admitting the necessity for improved railroad conditions and also looking forward to a more favorable attitude by the government, which will attract to this form of investment the enormous new capital that must be expended during the next few years, there remains the all-important question as to how the needed additional facilities can be secured for the least increase in capital charge.

Perhaps the best way of approaching the matter is to gain a full appreciation of the fact that railroading as now undertaken is steam engine railroading, and present practice is built around the capabilities and limitations of the steam engine. Conserving our resources and making our country a self-supporting nation is the work of the immediate future; and not the least of such resources is the vast amount of new capital that has been brought to our shores

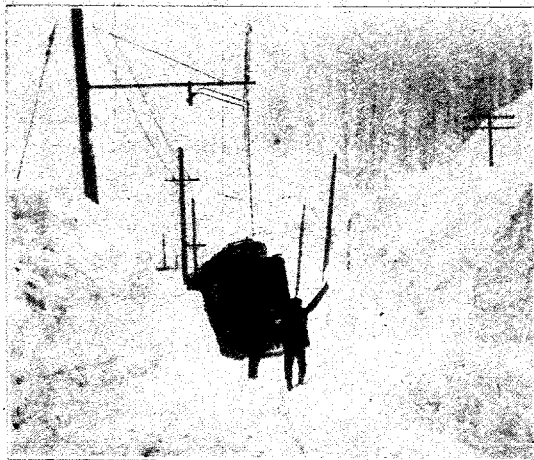
during the past two years, a considerable portion of which it is hoped will be employed in rehabilitating our railroads. If this money is spent in the purchase of more steam engines, cars, and additional tracks, the railroads of the future will still be operated as steam engine railroads and the increased capacity of our lines may have been purchased at an almost prohibitive cost.

During the past decade of constantly increasing commodity prices there has been one conspicuous exception and that is the cost of electricity. Improvements in the efficiency of turbines, the establishment of large power houses with highly developed means of efficiently burning coal, and the economical development of water power in advantageous locations have all contributed to more than offset the increasing cost of manufactured products due to the rise in material and labor. The result is that today electricity is cheaper, is more reliable, and can be obtained over much wider areas than ever before.

The operation of the heaviest freight and passenger trains by electric locomotives has been demonstrated as entirely feasible. The record of reliability, the low cost of maintenance of the electric locomotives, and the flexibility of this new type of motive power to meet the varied conditions of haulage service leave no room to doubt that electricity is destined to play a most important part in the future development of our railroads. Not only can present steam service be easily duplicated as regards the weight and speed of trains hauled, but it has been demonstrated that the electric locomotive is free from many of the restrictions placed upon train operation by the steam engine, and that it makes possible train weights, speeds, economies and improvements in operation thus far unattainable by the steam engine operator.



To those having knowledge of the facts regarding the operation of the electric locomotives on the Milwaukee road, it is plainly evident that the quality of service rendered is far superior to that previously attained or possible with steam engines.



Snow in The Bitter Roots, Winter of 1916-17.

The winter of 1916-17 in Montana was remarkable for its unusually heavy snows in the Rocky Mountains as well as over the Bitter Root section. The temperature, however, was probably not quite as low as in 1915-16. The service rendered by the new electric locomotives during the first winter of their operation was all the more remarkable when contrasted to the difficulties experienced with steam locomotives at very low temperatures. During the winter just passed it is worthy of mention that snow-plows have scarcely been used in the Belt Mountains, owing to the superior snow-bucking qualities of the electric locomotive. With this type of power there was plenty of go-fast in the engine as long as the juice was on the line, while with the steam the continual plunging of the locomotive into the snow lowers its steaming capacity and eventually reduces it to a point of backing out of the drifts or waiting for more coal.

In this country, with its ample supply of power available from coal or water, the fact of the decreasing cost of electricity is becoming fully appreciated as exemplified by the constant development of huge transmission systems fed from a number of available power sites. A frequency of 60 cycles

is becoming more and more universal, and in a few years it bids fair to become the standard frequency for generating and transmitting power with the possible exception of a few restricted localities where 25 cycles is strongly entrenched. In many instances considerable advantage to the railroad company may result from the purchase of power from an outside company, rather than to assume the burden of first cost and the operation of a separate powerhouse devoted solely to supplying the railroad load. The economical generation and distribution of electricity is a highly specialized business in itself and when conducted on a large scale and supplying a diversified load makes possible great reliability and low price for power. Whether power is purchased outside or produced in a railroad powerhouse, it is entirely proper, however, to view the possible electrification of our steam roads from the standpoint of power generation and distribution at high-voltage three-phase 60 cycles, and a type of locomotive should be adopted that will best meet the severe requirements of diversified haulage and also permit of economical distribution and conversion of power derived from a 60-cycle source.

The flexibility of the 60-cycle of distribution is due the fact that the power can be used with equal facility for electric lighting, industrial power or for railway work and this is in contrast to the 25-cycle system of distribution in which the frequency is so low that it cannot be used for incandescent lighting and therefore requires considerable transforming apparatus to be utilized. By 60-cycle and 25-cycle frequency is meant the number of alternations of electric current per second. The frequency of 60 cycles per second is so rapid that it cannot be perceived by looking at the filament of an incandescent lamp whereas 25 cycles is distinctly visible to the naked eye. In fact, the pulsations are so evident as to be undesirable for this class of service. The use of two frequencies as is the practice in many of the districts east of the Mississippi is comparable to the use of two-track gauges in that equipment for use on the two frequencies is not interchangeable. Fortunately



"The End of the Road"—Where a Rotary Has Just Backed Out of a Slide

ly, the districts west of the Mississippi have for the most part adopted 60 cycles as a uniform frequency and for this reason they are able to utilize their electric power to the fullest extent.

In even this land of apparently unlimited supply of coal the tremendous waste of fuel inherent in steam engine operation cannot much longer go unchallenged. It is food for serious thought to know that **one-third** of the coal now consumed on a steam engine will move the same tonnage by electric locomotives if burned in a large modern power-house suitably located with regard to condensing facilities. Local conditions may also be such as to permit of the advantageous combination of ample condensing water available at the mines, thus eliminating any charge for coal haulage and permitting the use of a low and cheap grade of fuel having only a local short-haul market. Aside from the low power rate which is made possible by such favorable local conditions, there is the universal benefit to the railroad of relief from the necessity of hauling its own coal which on mountain grade divisions may readily reach 8 or 10 per cent of the total ton miles hauled behind the engine as represented in coal and carriers.

We are so much accustomed to consider the tender as a necessary part of the steam engine that it is not until the coming of a type of motive power like the electric locomotive that it is rea-

lized just how great a part of the operating expense is incurred in hauling this non-revenue company tonnage. Just by the introduction of the electric locomotive a 10 per cent reduction in total gross ton miles hauled is effected on heavy grade divisions, or what is more to the point, an increase of 10 per cent in revenue ton-miles with no increase in the previous cost of operation.

In addition, the electric locomotive provides much needed track relief on mountain grade divisions due to its higher speed, both up and down grade, greater number of cars that can be hauled with safety, and the elimination of stops now necessary with steam engines to take on water, test air brakes, and the delays of a general nature incident to the necessities of steam motive power.

It is a conservative statement to make that the substitution of the electric locomotive for the steam engine will result in doubling the daily tonnage capacity of a mountain grade division with no addition to the previous track facilities and will, in addition, release a large amount of rolling stock



The Head End of a Motor After Bucking a Slide.

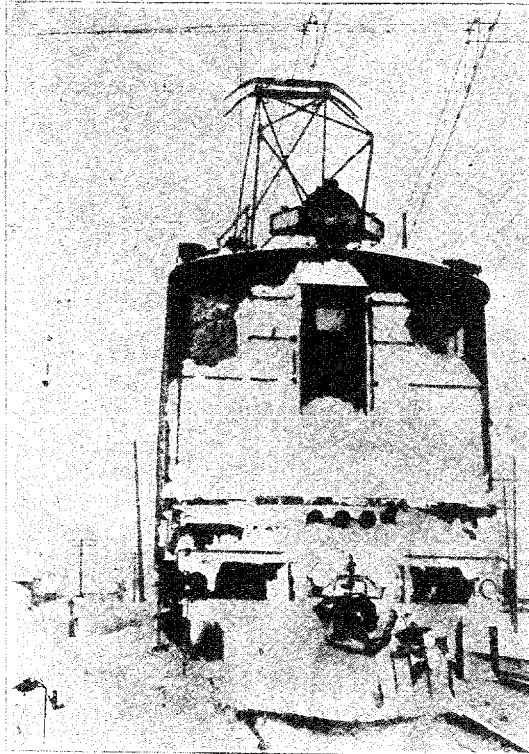
by reason of the considerable reduction in running time effected. Under favorable local conditions, therefore, electrification may provide the needed improvements on certain railroad divisions with a lesser expenditure of new capital than would be required to purchase the same results by adding more steam engines and tracks. And finally, electrification effects economies over

steam operation which offer an attractive direct return upon the investment and which is additional to the benefits resulting from future increased tonnage movement.

America is indeed fortunate in being provided liberally with vast resources. Imagine the predicament of having no coal deposits within our borders and being dependent upon outside sources

thus opening up wide possibilities in providing cheap power for railway purposes already extending, in some instances, over several divisions.

Electric power development and railway electrification, therefore, appear to be most closely related and full appreciation of this fact may do much to lead to a better understanding of the economic and operating advantages of the high-voltage direct-current motor for all classes of traction service.



No Need of Rotaries in the Belt Mountains Now.

for such a vital necessity. But that is just the case with Italy, and the world war has most convincingly brought home to her the absolute necessity of making proper provision for power under her own control. Fortunately, there is an abundance of water power available and it is quite probable that after the war Italy will attempt to make itself independent of foreign fuel supply, as far as possible, by developing the fullest extent its own natural advantages of hydraulic power.

The matter of cheap reliable power is vital to the success of railway electrification from both an economic and operating standpoint. The general adoption of 60 cycle distribution in this country makes it possible to interconnect adjoining transmission systems,

## MAXIMUM LOADING OF CARS

### The Old-Timer.

E. W. D.

Say, youngster, let a fellow in—thanks, you are very kind;  
I'll not disturb you, I'm ag'in intrudin' where I find  
I'm in the way—O no, I vow, just dropped in for a call—  
I used to be a railroad—how?—d'you think I'm talkin' small?  
As I recall 't was years ago, seems I was quite a lad;  
My hair is white, but then like tow curled under, quite a fad!

"The Milwaukee," we named it, suggested by the city—there.  
Mushrat houses then, solid blocks now.  
Remember when we picked plums on the bluffs—all carted down years ago  
To fill where the cat-tails grew.  
Remember Kilbourn town, named for leading citizen?  
Did you see the first spike driven? 'Course you did!  
And how we worked west out through the hills toward La Crosse?  
Recall the old stations and sidings?  
Clipmocken, Slinger, Germantown—had to call it that!  
Haven't forgotten the old boys who worked the paper machines  
And bought wood for the company, have you? Surely not!  
Bellows at Hartford, Shape at Richfield, John Boyle at Woodland.  
Always in his shirt sleeves.  
Jillson at Beaver Dam, McCollough at Fox Lake, William Owen at Cambria.  
Converse at Randolph, Hancock at Tonawanda—good stayer yet!  
I thought so. Yes, there was Deacon Chandler at Sparta, Case at Portage.  
Then the old cons—class by themselves.  
D. A. and Q. C. Olin, Greeley, just out the handbox—Frank Lyman,  
Greenleaf, "Peddler," Reynolds, "Old R" on the way freight.  
Johnny Gerber, Phillips, Muns Wilson, Boardman, Cadwell on the wood train.  
Knew all of 'em, didn't you? Bet!

And the men at the throttle, who shook the trains up over the low joints.

Lyle Mead and a dozen others. Jimmy Carroll on a shimmering machine with "Walter McQueen" in artistic style on her cab.

In another branch was Hatfield, who handed us "Wild Cat" money—

When he had it!

Carpenter, who knew all about tickets; D. W. Keyes and Hub Atkins also.

Did you notice that familiar signature in a recent number of our magazine?

He could sling ink—D. W. could!

And the Collins', J. M. Kimball, Kitridge, Billy Cosgrave, with

"Thumb on the plumber-block!"

Ever drop in and see Weller at "A. U." and watch Tommy Tyrrell send press

To "Brick" Pomeroy's La Crosse Democrat? Great times, eh?

Were you at the opening of the "Fox House" at Portage 'long in '60 or '61?

(Wonder where the girl is who waltzed with me that night!)

Seems somehow sort o' dim—may be I missed something—

Dreaming? So I was! Reminiscing—must a been!

Suppose you think we didn't know much of the traffic art;

I won't dispute ye, have it so, and yet we did our part.

I see you smile, but don't despise the work we did of old:

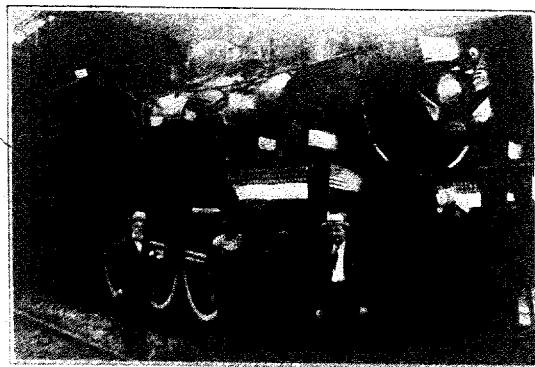
You quite forget, as I surmise—in fact, I've been so told—

That we old codgers formed and framed the rules that you're indictin'.

There's nothing you have found or named but we first let daylight in!

So while you occupy the chair, of which you're only renters,

Just credit us a little share—we were the sole inventors!



Engineer John Dido of the Kansas City Division never allows an opportunity escape for advertising the Milwaukee. On the 4th of July his engine pulling the Southwest Limited out of Kansas City was the most observed of all in the big Union Station. White lead striped the drivers, red, white and blue bunting outlined the long boiler and the American and the French flag gaily waved to a train of troops as they saluted and gave three cheers for the Milwaukee.

## The Traveling Passenger Agent

H. A. Roemer, T. P. A., Philadelphia, Pa.

The Passenger Traffic Department of a railroad may be likened to a vast net whose meshes are spread out in all directions in an effort to draw all the available traffic to its various gateways for movement over its lines.

Following out this line of thought, we could compare the Traveling Passenger Agent to one or more of the meshes of the vast net, his efforts in the solicitation of passenger business in the territory assigned him assisting materially in the work done by the net as a whole.

The Traveling Passenger Agent has been an important factor in the railroad world for many years, but the T. P. A. of today, and his methods of working, are very different as compared with his brother of several decades or more ago, and with his methods, from all I have been able to learn through association with older men, who in earlier days followed this line of endeavor, the work of the old time Traveling Passenger Agent was largely of an advertising nature. He would start out from his headquarters with a supply of half and quarter sheet cards, a hammer and a supply of tacks, and it would be his business to personally place the cards, as conspicuously as possible, on the bulletin boards supplied in those days at all stations in his territory. It was, in many instances, a negligible matter whether or not the card of a competitor was covered up by him in his effort to secure the most advantageous space. Conversely, upon the activity of his competitor depended the fact as to whether or not the card so placed remained long uncovered.

The present day Traveling Passenger Agent is, to my mind, the logical outcome of the new conditions of passenger solicitation, and it is of the one located in foreign territory, i. e., in territory off the line of the road employing him, that I wish to speak. Unlike his predecessor of other days, he does not travel his territory with a supply of half and quarter sheet cards. The advertising of the modern railroad is taken care of through a department specially maintained for that purpose.

and the public is reached through the medium of the newspapers and magazines.

In place of the advertising cards, he carries with him the names and addresses of people in his territory who have written in answer to these advertisements, requesting travel information, the object being to make personal calls and explain the service of his road in detail.

It is his business to become personally acquainted with all the ticket agents of the various railroads in his territory who sell foreign tickets, and to make himself as useful as possible in the matter of imparting information regarding ticketing arrangements over his line, train service, etc. It is also important that he keep agents posted on all matters pertaining to changes in rates, schedules, etc. The standing of the Traveling Passenger Agent with the initial line ticket agents is one of the most important factors in his usefulness to the railroad which he represents, as, in a great many cases (especially in smaller communities) the local ticket agent practically controls routing of the business from his station. The reason for this is that his patrons generally know him personally and place dependence on his judgment.

In addition to the individual solicitation, and his work among the ticket agents, the Traveling Passenger Agent is also responsible for all organized business moving from his territory. In the case of a large organization arranging for a special car, or special train, for the purpose of attending some convention, a transportation committee is generally appointed a long time in advance of the movement, and it is through this committee that the Traveling Passenger Agent must work in his effort to secure a haul for his company. Bearing in mind the fact that all roads are on a parity so far as rates are concerned, and that his competitors are working just as hard with the committee, it will be appreciated that he has his work "cut out" for him. Very often there are seemingly small factors, such as might pertain to train service, or dining car service, or location of parking space for the special car or train in the convention city, that finally prove de-

ciding ones. Very often, too, other things being equal, the friendships that one Traveling Passenger Agent has been able to make in a particular city, can be used to his advantage with the committee. However, one thing may be said of the Traveling Passenger Agent—until the business has finally been arranged for, he never gives up hope, but is always trying to find some point of advantage, no matter how small, through which he can gain a point over his competitor, with the committee.

The solicitation of convention business brings with it many complex problems, which are made even more so through the fact that the representative is away from his headquarters and must often act on the spur of the moment. It naturally follows that to be successful in his work, and of the greatest degree of usefulness to his company (which is the same thing), he must keep himself thoroughly informed concerning his railroad. In the highly competitive business world of today it is very often the small and seemingly unimportant matters that prove to be deciding factors.

In short, the Traveling Passenger Agent becomes a sort of "walking bureau of information" concerning matters that pertain to travel. And as a rule he is a very good student of human nature, very versatile, and at the same time, a diplomat.

In making his rounds he is very often called upon to solicit business of a highly divergent character, Fraternal organizations of all kinds, trades unions, religious organizations, bankers and insurance associations, as well as a multitude of other societies, hold their national conventions, from time to time, in territory traversed by or reached by his lines, to say nothing of parties that may be organized in the interests of a prize fight, an opera or other amusement features. It will, I think, immediately become apparent to the reader, how and why a successful Traveling Passenger Agent must of necessity be a good judge of human nature, and be versatile and diplomatic. All these committees must be met on their common level—he must become as per-



sonally acquainted with them as possible, in order to instil in them the same confidence in his railroad that he feels himself. He always keeps this motto before him: "Believe in your company and believe in your service for without confidence in your service it is impossible to convince the prospective passenger."

This also holds true in regard to ticket agents. The types among them differ just as they do in other walks of life, and the Traveling Passenger Agent must be able to enter into their lives, to some extent at least, and know enough about their various hobbies to do at least some "riding" with them. Billiards, bowling, discussions biblical, political, farming, poultry raising, or other up-to-date subjects are continually coming within the province of the Traveling Passenger Agent in his relations with the ticket agents. In other word, he must, as quickly as possible, become one of them.

The modern railroad spends large quantities of money in advertising, not only in newspapers and magazines, but also through the medium of attractively illustrated booklets, and time table folders. The Traveling Passenger Agent is entrusted with the proper distribution of this matter.

In summing up, we find that he is a traveling salesman, differing in the main from the traveling salesman in commercial lines in that he does not carry samples but sells, through the initial line ticket agents, transportation and service over his road.

He is a born optimist, he never loses hope of securing a movement until it has been definitely closed, and even then he is sometimes able to upset the arrangements in his favor.

This optimism applies to him also so far as his future is concerned. The hope seems to be eternal in the breast of every Traveling Passenger Agent that he is a potential General Passenger Agent, or Passenger Traffic Manager, and that at some future date, instead of being merely one of the meshes in the vast traffic net, he will grow to be the power that guides the net and tabulates the results of the work of the various meshes.

In closing, I desire to say that having been requested to write on this subject for the Magazine, I have endeavored to give an outline of the work of the Traveling Passenger Agent as I see it and know it from personal experience, and from association with other men in the same line of endeavor. Of course, there are a great many other points about the work, but they are too numerous to mention here.

## MAXIMUM LOADING OF CARS

### SLIPPERY SLIM'S LAST SLIP, Or the Fateful Banana Peel.

G. McEdwards.

*This is a little narrative of one of the greatest slippers of modern times. His last slip proved disastrous—for he slipped into the clutches of the law. It was through the diligence and the watchfulness of an official of the Chicago, Milwaukee & St. Paul Railway that his slippery career was brought to a standstill, but not until he had profited by his seemingly unsteady feet from a half dozen other railways.*

One cold day last spring a man stumbled on his crutches into the office of Oscar D. Aeppli, general claim adjuster for the road. He was helped to a chair in Mr. Aeppli's office and there began his story of weeks of pain and helplessness and doctors' bills. It was a tale well told.

Introducing himself as C. H. Conden, he said that some weeks previous he had stepped off a Milwaukee train at Granville, Wis. His foot struck a banana peel at the bottom of the step, and he slipped and fell, injuring his spine.

"I have been paralyzed since that time," said Conden. "The injury has affected both legs. I have spent quite a little money in doctors' bills, and I believe I am entitled to something from the railroad. A suitable understanding would be better for both of us than a law suit."

Mr. Aeppli sent the man to Washington Boulevard Hospital. There he was given medical attention and while his case was something of a puzzle to the medical men, he did not flinch when they applied an electrical test and stuck pins into his feet.

A day or two later, he returned to Mr. Aeppli's office and told the claim adjuster that he was going to Minneapolis. Mr. Aeppli instinctively scented something wrong with the story and as the crippled Conden left the office, hobbling away on his crutches, he sent a "shadow" to watch him.

Conden painfully picked his way to a street car. With infinite care he conquered the steps to the platform and paid his fare. But when he got inside, he put his crutches

under his arm and unconcernedly strolled to a seat forward. And the "shadow" was close behind.

Mr. Aepli had notified the railway's medical authorities at Minneapolis to look out for Conden and examine him. But the man got off at St. Paul. Some days later he wrote under the name of P. H. Konzen, claiming to be the attorney for Conden. He said he would start suit at once if the railroad did not settle with him for his injuries.

In the meantime, Mr. Aepli had been looking up the record of the man with the crutches. It seems that he had prosecuted claims under the name of Konzen, his own name, and C. H. Conden, and Joe Martin.

It was found that he had collected from the Great Northern Railroad following a fanciful accident at Sioux City, Iowa, in June, 1914. It was a banana peel then, he claimed, which caused him to fall and paralyzed his legs.

In January, 1917, the Omaha Railroad Company settled with him for a supposed injury at Stillwater, Minn. Last May the Northern Pacific Railroad settled his claim when he said he had fallen on a banana peel at Taylor Falls, Minn. All of these claims were prosecuted under the name of P. H. Konzen and Martin.

As Conden, he claimed to have been injured at Granville, February 26th, a month before the alleged Taylor Falls accident. On May 3, under the name of Joe Martin, he claimed to have been injured on the Minneapolis & St. Louis Railroad at Mason City, Iowa. The railroad's physicians believed him to be a faker, but the road settled with him and then began to watch his activities.

He left the hospital on crutches very much crippled. In a few minutes he was seen coming out of an alley without his crutches, and walking as well as ever. He was arrested and is in jail under \$2,500 bonds.

The matter was taken up with the federal authorities who issued a warrant charging him with attempting to obtain money under false pretenses. That was because of his letter to the Milwaukee Railway. When the Minneapolis and St. Louis road gets through with him, he will have to answer to the government on the charge of using the mails for the purpose of fraud.

"Millions for defense but not a cent for tribute," said Mr. Aepli. "We shall prosecute this man. He is 'in bad.' Our department endeavors to be fair with those who come to it and we hope to give justice to this imposter."

## The Cancer Which Afflicts Railroads

The following excerpts from an address by Mr. I. L. Lee before the People's Institute in New York, are of direct and vital interest to railway employees as well as to the public generally. Who, if not the employee, is most concerned in the prosperity of his railroad—looking at it from a perfectly selfish viewpoint. Who should be more concerned than the employee, looking at it from the broader plane of the general welfare of the Nation. If we would prosper ourselves, the company which employs us must prosper. If we would be a thoroughly coordinated and a great and powerful people, the railroads must prosper, must expand, must extend and must develop, intensively, all the resources of the country. To do this, they must be regulated, their interests conserved and their expansion encouraged by a broad, enlightened, constructive policy. Mr. Lee says:

A prominent and conservative railroad executive said to me a few days ago. "The railroads are moving straight toward bankruptcy."

He didn't mean that there were no exceptions. But he did mean that the ravages of a deadly disease were manifesting themselves, cancer-like, in this business so vital to the welfare of the country.

If the railroads suffer the public service suffers; and unless the trouble is remedied that suffering will become progressive.

Conditions cannot remain as they are. The public cannot endure a lack of adequate railroad facilities. No more important domestic problem now confronts this nation than how to secure—and secure promptly—the increased railroad facilities which are so vitally needed.

Some railroad officers have been criticised here and there for pointing out that certain statistical indications of "prosperity" were wholly superficial and deceptive. Indeed, it has been said in many quarters, some of them very influential, that the jeremiads of railroad officers have injured railroad credit.

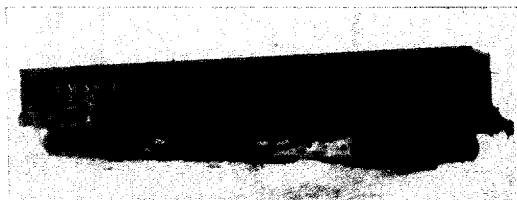
But this has been the dilemma the railroad officer has faced:

Knowing conditions to be unsound, which should he do—tell the public the truth as he saw it, even if that truth were unpleasant, or allow the world to remain blindly ignorant of the existence of the cancer which he knew was eating at the vitals of the railroad business?

In the presence of such a choice, no straight-forward man could hesitate.

\* \* \*

And is it true that a cancer is eating at



Type of New Coal Cars Now Building at Milwaukee Shops

the very heart of the transportation service of the United States?

What is a cancer? It is a malignant growth entirely foreign to the body, which first saps the vitality, and unless removed before it is too late, takes the life itself of the victim.

The cancer which is the cause of so much present distress, not alone to the railroads but to the public they serve, is a **theory** of regulation which forces the railroad business to attempt to run counter to laws of economics which are as inexorable as the physiological laws which control the human body.

What are those laws?

First and foremost, that if railroad expenses are increased, provision must be made to pay the bill.

A constructive scheme of regulation which, while fully protecting both the public and the railroads, would be like ozone filling the lungs with snap and vigor and an impulse to action. It would attract private capital; it would assure to the public an adequate supply of railroad service.

But the kind of regulation which proceeds upon the theory that its chief function is to punish and restrict, which makes it impossible for the railroads to respond to the business needs of the time; a plan of regulation which, while holding rates rigid leaves the railroad business subject to constantly increasing costs; a plan which in effect does not provide that the public shall pay for what it gets, is a growth, a political excrescence if you will, which is as dangerous to the business body as a malignant tumor is to the human body.

Either that growth must be removed and removed completely, or the railroad patient will die, and the public—whose servant that patient is—will suffer.

\* \* \*

How is this cancer manifesting itself? What are its symptoms?

You have heard a good deal of the prosperity of railroads in 1916. But business men know that if one year's profits only offset the losses of previous years, and the prospect just ahead is for further losses, they are not making headway.

Railroads will, on July 1st, 1917, have been regulated, under laws with "teeth," for ten full fiscal years.

What has happened during that period?

From July 1, 1907, to July 1, 1916, the investment of money in the physical property of all American railroads increased about \$5,000,000,000, an increase in nine years of about thirty-nine per cent.

The net income from operation of all railroads in 1907 alone, before the vast investment began to be made, was about \$760,000,000.

In the years which have followed, the railroads have been rendering an increasing service with the increased facilities, but their revenues have in five out of the nine years been less than in 1907.

For the whole nine-year period to July 1, 1916, the aggregate increased net operating

income was only about \$160,000,000 over 1907 alone.

What is the immediate prospect?

The present fiscal year promises to show such reductions from the favorable returns of last year that even that increase of \$160,000,000 will be **wiped out**. The whole ten years' operation will show no return upon the vastly increased investment.

The cancer is more malignant in its effects now than ever before. Expenses are increasing by leaps and bounds, but rates stay fixed. Now and then some slight relief is haltingly given, but up to the present time there has been an absolute failure on the part of the regulating bodies to recognize the vital, fundamental principles involved, and upon whose recognition depends absolutely the safety and the future of the railroad business.

\* \* \*

The rate received by the railroads of this country last year for each ton of freight carried one mile was almost exactly seven-tenths of one cent—the lowest average freight rate in the history of American railroading.

These are not pleasant facts, but it would be a mistake to ignore them. They are symptoms of cancer—something eating away at the vitals of the railroad business.

And these facts are of profound importance to the shippers as well as to railway companies of this country. We are having a very real experience with what it means to be short of facilities. Let me show you how intimately the normal processes of our national life are dependent upon adequate railroad facilities.

To relieve the car congestion and place the railroad facilities of the country as nearly as might be at the disposal of the country at large, the American Railway Association appointed a Committee on Car Service. It established offices in Washington to be in close co-operation with the Interstate Commerce Commission.

To that Committee the shippers have come with their difficulties, and their present difficulties throw a great light upon the meaning of all that I have been saying.

Representatives of the Chicago Board of Trade for example, headed by the president of that body, have appeared and said that they were flat on their backs, that they could not get cars to move their grain East and that as a result elevators were being forced to close.

Tin-plate manufacturers came and said if they did not get cars at once to haul to California and to the Pacific Coast for shipment to Alaska the tin necessary for use in canning, the salmon crop would be lost, and the fruit crop that is ordinarily canned would become valueless upon the growers' hands.

Fertilizers interests have begged for action that would insure their getting enough cars to handle the fertilizer shipments in time to get it to the farmers for their spring planting.

Shippers who ordinarily require a specific

type of car now say, "Give me any kind of car and I will myself spend enough money fitting it up so I can ship my goods in it."

\* \* \*

The one thing that has stood out through all these meetings and efforts is that the railroads are literally swamped with business which they haven't the facilities to take care of.

The fundamental fact is that the railroads have become weakened and impoverished in health by that cancerous scheme of regulation to which I have referred.

If a man were suffering from a cancer, you would not expect him to be able constantly to assume greater burdens. If he did it would but hasten the end.

The cure for cancer in the human body is to remove the tumor—to resort to the knife—and allow healthy tissue to develop. Nothing else can save the patient.

The one supreme and vital need of the railroads and of the country today is to replace this cancerous growth—this unsound scheme of regulation, this outgrowth of a period of transition from unregulated private ownership to government control, with a principle of regulation which is sound, healthy and constructive. It will then be possible to get all the private capital needed to supply railroad facilities.

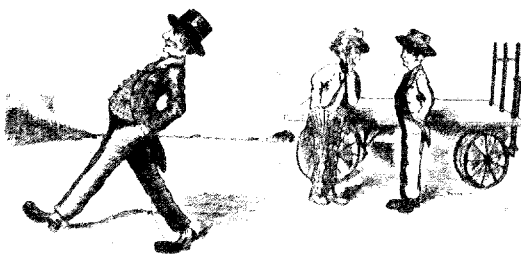
We have had enough of political regulation—regulation that is merely punitive and based upon indignation for past wrongs. Such wrongs ought not to have been committed. They must be prevented in the future.

But the one thing now necessary is to look facts in the face as they are. Our country is confronted by problems such as it has never known. Is it not a time to look forward, to help, to construct?

That is the need of the hour. It is a time to stop crying and cursing over the past; it is a time to see what is needed now, and to take practical steps to provide it.

The prosperity, indeed the safety of the country may depend upon adequate railroad facilities. Let us take practical steps to secure them.

## MAXIMUM LOADING OF CARS



Bear Shack: "Look at Jake, he's all swelled up since he got that letter of Special Commendation."

Engineer: "That's right, he is. I wish I could get one of them, too."

## Comfort Fund for Company D.

A movement has been started among employees of the Milwaukee to provide a Comfort Fund for the boys of Company D. This fund is for the purpose of furnishing little "extras" in the way of comforts and luxuries not provided by Uncle Sam. These will include, perhaps, a few "specials" on the holiday tables, entertainments and the like; all by way of having the boys who are operating military railways "somewhere in France" know that those operating the good old Milwaukee, at home, have not forgotten the absent ones. And when the "extras" are served, or special features of entertainment come along, it is certain that a great cheer will go up and a great thankfulness for the remembrance quite as much as for the actual comfort and enjoyment thus supplied.

It is planned to solicit a contribution of ten cents from each and every employee, the same to be paid to the Magazine correspondent in the district where employees are stationed or are living. This small amount will not work any hardship, and will help to swell the fund to a proportion that will be worthy of our great army of employees.

The following circular letter has been sent out, and request has been made that the same be placed on bulletin boards in order that it may reach everyone in the employ of the company. Wherever there is no Magazine correspondent, employees should designate a sub-treasurer of their own, and the money collected by them sent to Mr. Larson, the treasurer.

Marion, Iowa, June 30, 1917.

To the Employees of the Chicago, Milwaukee & St. Paul Railway Company:

The employees of one of the lines, operating in the territory of the Chicago, Milwaukee and St. Paul Railway, upon which a railway military company was recruited, have contributed to a fund, created for the purpose of providing a little entertainment for its members upon occasions warranting the celebration of a holiday or perhaps of an achievement and also for providing some few delicacies or possibly some luxuries to those unfortunates who may be confined in hospitals as a result of either sickness or injuries.

A suggestion has been made that the employees of the Chicago, Milwaukee and St. Paul Railway create a fund for the benefit of the members of Company D of the Railway Regiment, which is the company recruited on the Milwaukee Railway and composed of its employees, such contributions to be limited to the maximum of ten cents.

Undoubtedly many of those left behind are unable to fully appreciate the meaning of "Army Rations" nor the hum-drum camp life of the boys who are serving their, our and your country and flag, and the judicious expenditure of such a fund will go a long ways and do much toward the comfort and entertainment of our boys, in whom we take so much pride.

In order to get this movement started and carried to a successful conclusion, it is planned to perfect the following organization:

B. F. Hoehn, Trainmaster, Marion, Iowa, Chairman.

J. L. Franz, Chief Clerk, Marion, Iowa, Secretary.

M. J. Larson, Asst. Gen. Mgr.'s Office, Treasurer.

All Magazine Correspondents, Sub-Treasurers. Each employee, regardless of capacity or department, is urgently solicited to contribute ten cents and either hand or remit to the active Magazine correspondents of their respective division or department, who will list the contributions in duplicate, showing date and from whom received.



The Magazine correspondents (sub-treasurers) will at the end of thirty days, or less, if desired, remit their collections to M. J. Larson, Room 1234, Railway Exchange Building, Chicago, the remittances to be accompanied by one copy of the contribution lists.

The treasurer will acknowledge receipt of all remittances and deposit same in a bank and when the entire fund has been assembled, will secure a draft in favor of Captain Alexander Young, of Company D of the Third Engineers, National Army, U. S. (our Railway Regiment) and turn same over to the chairman, who, jointly with the secretary, will forward it to Major Whiting, accompanied by a request for an acknowledgment by Captain Young.

It is hoped that some one on each operating division and in each department will interest themselves sufficiently in this movement to insure making it a **grand success and worthy of the employees of the Chicago, Milwaukee and St. Paul Railway Company.** B. F. Hoehn.

Many of the Magazine correspondents have already reported much success and great enthusiasm among all who have heard of the movement. Miss Eckman of the Iowa (west) Division, with her usual efficiency, has already collected a good round sum. She reports that the newspapers of Perry took the matter up, giving it publicity, and that many Perry citizens asked to be allowed to join the contributors. This being, however, a family affair, their kindness had to be declined, although the gratitude and thanks of the committee in charge are extended.

#### Fred Hicks Honored.

G. McEdward.

"Cast thy bread upon the waters: for thou shalt find it after many days."—Ecclesiastes 11:1.

Three years ago, when the Union Pacific Railroad ticket agents made their trip to Yellowstone National Park, it was left to Fred N. Hicks of Cal N. Souther's office to "show 'em" Chicago. Just how much of the Windy City was covered with Fred at the helm is not of vital import, but this story would not now be occupying space in the "Milwaukee Railway System Employees' Magazine" if Fred had fallen down on the job.

The ticket agents from all the principal cities of the United States visited Yellowstone, swung round the Golden West and returned to their offices refreshed in mind and body and with pleasant memories of their short stay in Chicago.

"When the New England Association—U. P.—1914—Y. P.—held their annual dinner on June 18 at the Boston City Club, it was the desire of all to ask you to have a notice of it put in your Magazine to let the boys of the C. M. & St. P. Ry. know that the ticket agents of New England have not forgotten the many courtesies extended to us when we took that delightful trip to Yellowstone Park as their guests in 1914. At the Grand Canyon Hotel we formed this association, and it has been very much alive ever since. We had as guests at this dinner Mr. William Massey, New England agent of the U. P. R. R., and Mr. Fred N. Hicks of the C. M. & St. P. Ry., and both were made honorary members. In September we anticipate taking the wives with us for a week-end trip and much enthusiasm is shown at the prospects.

"With all good wishes to Mr. George B. Haynes, general passenger agent, and those responsible for our good time, I am very truly yours,

"Frederick B. Dearborn, Secretary."

At the annual meeting of the U. P.—1914—Y. P.—Willis Bixby, ticket agent at South Station, Boston, was elected president. F. B. Dearborn was re-elected secretary and treasurer.

"I am indeed pleased to be an honorary member of the New England Association—U. P.—1914—Y. P.—, was the way Hicks expressed himself. "I did so little for them during their short stay in Chicago, and the time passed so pleasantly and quickly that they were gone before I knew it. They were as fine a bunch of fellows as I ever met, and I shall always remember the few pleasant hours we spent together in Chicago, when they were headed for that great playground out West."

#### Shop Flag at Deer Lodge.

Not to be outdone in patriotic sentiment and friendly feeling, the Japanese colony at Deer Lodge presented a 12x20 foot flag to the shop employees, to be raised at the Deer Lodge Shops. The presentation and raising took place May 23rd, with appropriate ceremonies, speeches and music.

The state penitentiary band furnished the musical program, stationed on the roof of the prison, a short distance from the shops. O. C. Stern made a brief address of presentation, and introduced District Master Mechanic Ed Sears, who presided. After paying the Japanese colony a high compliment and thanking them for their loyalty, Mr. Sears introduced the speaker of the day—former County Attorney Simon P. Wilson. Mr. Wilson spoke eloquently and paid high tribute to members of the G. A. R., who were present. Reverting to the present crisis, he said:

"The nation today is involved in the greatest war the world has ever known, and when it is over Old Glory will be respected on the high seas. The military strength, the financial strength and the spirit of Americanism will be put to a test. There is need for all of us to participate in the great patriotic movement sweeping over the land. Men who guide the affairs of the nation today are great men, and are using their greatest energy and efforts in the present conflict, and we must do our part. The Chicago, Milwaukee & St. Paul Railway is one of the great bulwarks of the nation today, and let us not weaken this strength at home or abroad. Let us do our might to place our flag on the highest pinnacle of honor, and do our part at home as great citizens of a great republic."

A male quartette gave several selections, and after the speaking was over, the flag was raised on the pole erected over the store-room building. During the raising, the band played "Star Spangled Banner," and afterward the quartette sang "We'll Never Haul the Old Flag Down."

#### MAXIMUM LOADING OF CARS



The Bridge, Milwaukee Shops, During the Flood.





Major Charles Lewis Whiting, 13th Engineers.

## Tramp, Tramp, Tramp, the Boys Have Marched

On Thursday, the 19th of June, the first two companies of the Thirteenth Engineers (Railway) National Army, (formerly the Third Reserve), left Chicago for an unknown destination "somewhere in France." On the 21st the balance of the regiment, with Company D—"Our Boys"—followed. Smiling, happy and soldierly they stepped off down Michigan avenue to the quickstep of the Regiment Band. To them it is the **great adventure**—to those who are left behind—wife, family and friends, it is the **great sacrifice** demanded by country and yielded tearfully, but uncomplainingly. Our prayers go with them, our best hopes and our bravest thought.

Their departure closes the first chapter of the most remarkable expeditionary idea in the history of the world, and begins another which we are confident will prove the metal, the resourcefulness and efficiency of the American railway operative. The Thirteenth Engineers is one of three railway regiments, five construction regiments and one shop regiment, recruited, all of them directly from the railway and engineering service. Although trained in military tactics and taught the use of the weapons of warfare, these regiments go abroad in the pursuit of their home vocations.

The idea of such an arm of the Federal Service originated a year ago, when the Guard was mobilizing for border duty. At that time S. M. Felton, president of the Great Western Railroad, was appointed consulting engineer and adviser to the chief engineer of the United States Army, and was asked to take charge of detachments of railway men and materials to be collected for

possible operations in Mexico. Mr. Felton's preparations were so rapid, comprehensive and efficient that he and the organization he had built up were selected in the present national emergency, to organize railway regiments for service abroad. The promptness and thoroughness of the work has "transformed the railway contingent from an idea into an accomplished fact in the course of a few weeks." There are two railway regiments besides the one recruited and camped in Chicago; each of the six companies in these regiments is expected to operate approximately one hundred miles of railway just as a division of any American railroad is operated. The duties of the engineering, construction and shop regiments are obviously to locate and build new lines of railroad; and to keep the motive power and equipment in repair.

Municipal Pier, where the Thirteenth has been encamped up to the time of its departure on the 21st of June, was an ideal spot for such business. The huge structure extending out into the lake, substantially built and supplied with every possible requirement of living necessity, gave the men comfortable barracks, hospital quarters, plenty of assembly room, mess hall, kitchen accommodations and drill space. If Chicago weather had been of the usual summer variety, the proximity of Lake Michigan would have been an undeniable luxury. As it was, however, it is to be feared that the somewhat "cooling" blasts that blew across the water and hailing from anywhere far north of the Arctic Circle, were often less enjoyed than exoriated.

Immediately upon the regiment taking up quarters on the pier, the Railroad Y. M. C. A. established a branch for the "boys" and by its efforts gave them much pleasant entertainment; afforded parcel post, express and money-order facilities, laundry service, bath towels and soap at cost, newspapers and magazines. A Victrola and piano were installed and in addition there were many special evenings of entertainment—motion pictures, talks by prominent railroad men and others and musical programs. Saturday nights were "stunt nights," the program being given by the soldiers themselves.

But it wasn't all amusement by any means. From reveille at 5 o'clock in the morning until "taps" at 10 p. m., there were many hours of intensive training, the effect of which was plainly apparent in the fine, soldierly swing of the "boys" on the several parades and inspections of the last two weeks of their camp in Chicago. President Earling witnessed the last inspection and drill at Lincoln Park and was enthusiastic over the splendid bearing and appearance of the boys of Company D.

Now that the armies have begun to move, it is impossible to avoid looking facts square in the face; impossible that we should not begin to realize the seriousness of the situation, a situation involving sacrifice by every man and woman in the country. As railroad men and women, as employees of this company, we owe it to the boys of Company D. and to all our other boys in army, navy and National Guard to spare no effort, stop at no hardship and flinch before no sacrifice, no matter how great, to the end that they may come marching back to us soon, very soon, with banners flying and with victory on their standards.

For every man who goes to the front, five men at home are needed to keep him in food, munitions and supplies. For every man who goes to the front, a railroad man at home must determine to put in his best, his most extraordinary efforts toward keeping the wheels moving, the railroad arteries open and free from obstruction. This necessity is obvious, and patriotism can find no more loyal expression than that every employe of this and of other railroads in this country should line up shoulder to shoulder, in firm, determined **TEAMWORK**—for in this way, and this way alone, can the transportation systems perform the doubled and trebled burdens laid upon them by this terrible war.

The people of this country must be fed, must be clothed and must be kept warm; the factories must be kept running, the mines must be operated and the markets supplied. Munitions, food and supplies must be sent across the seas and the soldiers transported from the interior to the ports, and all unnecessary delay must be eliminated. With the fine patriotism that always has distinguished them in national crises, railway managements of this country have united to operate their lines as nearly as possible as one system in order to get as nearly one hundred per cent efficiency from every mile

of road, every locomotive and every freight and passenger car, **but nothing short of one hundred per cent teamwork on the part of the employees** will carry them successfully through the coming season of big grain movements, through the winter, with all of its attendant hindrances in the matter of low temperatures, snow blockades, etc.; and the extra demands occasioned by the war and its necessities. As fast as possible, coal is being transported to the northwest. Long coal trains, speeding up with all dispatch, are now familiar sights on the rails, but nothing like the quantity which will be required has been placed in storage. Coal must continue to go forward rapidly, while food and foodstuff is no less insistent. Munitions and machinery, iron and copper ore—in short, everything for manufactures and for the needs of the people, the Allies and our own fighting men must suffer no delay in transportation—so that every man who remains at home to operate the railroads and to keep the equipment in condition has a clear-cut patriotic duty, demanding the best he has in him, and satisfied with nothing less. The women, too, of this nation have heavy responsibilities. Upon them depends the conservation and careful use of everything that goes into the home, so that the supply may not fall short. We must send food and supplies over seas for our armies in order that they may not be a burden on the countries they go to assist; and we must, furthermore, send all we can spare to our Allies, so that even with our wonderful, almost boundless resources, the toll will be heavy. Women, too, are being called upon to take their brothers' places in the industrial world, and it surely is a proud day when the ranks of the Armies of Industry may be kept closed by brave women who not only do not shrink from the hardship but gladly volunteer to, in this way, do their bit for their beloved country.

The Magazine is pledged to the cause. All of its effort and influence will be exerted toward helping those who are fighting our battles by spreading far and wide, the gospel of Teamwork, of united action for Efficiency; and by publication of all matters helpful and informing to railroad employes who so strongly represent the Home Defense.

Contributions and suggestions on these subjects from employes will be welcomed by the Magazine.

## MAXIMUM LOADING OF CARS

### Magazine Correspondents Take Notice.

"Pepper" and others, sending anonymous contributions are advised, hereby, that all contributions intended for publication in the Magazine must be signed by the writers, who must also give their addresses and position in the employ of the company. If they do not wish their names to appear, they may sign a nom de plume for publication, but it is positively necessary to register correctly with the editor.

Regular correspondents are also warned against sending in news items contributed to them without proper signature. Nothing anonymous should be accepted.

## Our Honor Roll



T. P. Horton, 1st Lieut., Co. D, 13th Engineers.

### H. and D. Division.

Special Nelson—S. D. Nat. Guard.  
 Leroy M. Nobles—Coast Artillery.  
 M. E. Thorne—U. S. Navy.  
 Wm. Thayer—U. S. Navy.  
 J. J. Matsoff—Marine Corps.  
 Preston G. Nolan—S. D. Nat. Guard.  
 E. P. Parker—Navy.  
 Earl J. Pierce—S. D. Nat. Guard.  
 Robert H. Hopper—S. D. Cavalry.  
 R. L. Phillips—S. D. Cavalry.  
 Frank Bosman—Marine Corps.  
 Lyne Young—S. D. Cavalry.

### Des Moines Division.

E. M. Case—Co. D, 13th Engineers.  
 Joseph A. Pope—Signal Corps.  
 Wm. O. Moody—Co. C, Iowa Engineers.  
 L. J. Voelker—N. D. 1st Regt. Band.  
 Wm. Thiele—S. D. Cavalry.  
 R. C. Silker—Minn. Nat. Guard.  
 E. F. Kurtz—Minn. Nat. Guard.  
 Thos. Cadzow—U. S. Navy.  
 Chas. E. Mitchell—U. S. Navy.  
 A. S. Nash—Canadian Engineers.

### Seattle General Offices.

George M. Rice—Major, 8th Engineers.  
 W. H. Nelson—8th Engineers.  
 H. W. Boetzke—Engineers Reserve.  
 C. C. Uragin—8th Engineers.  
 Kenneth Hauser—8th Engineers.  
 George A. Kendrick—8th Engineers.  
 A. F. Chittenden—8th Engineers.  
 Harry Wurtzbacher—8th Engineers.  
 Thomas R. Breman—Engineers Reserve.  
 C. Harris—Engineers Reserve.  
 E. O. Mercer—Engineers Reserve.  
 N. G. Hills—Engineers Reserve.  
 T. H. Parker—Coast Artillery.  
 Herbert Flagg—Coast Artillery.

### Milwaukee Terminals.

Leon Rogalski—Wis. Nat. Guard.  
 Wallace Bruss—Wis. Nat. Guard.  
 Connie Hanley—Medical Corps.  
 Edward Darius—U. S. Army.  
 W. K. McClure—U. S. Army.  
 C. G. Smith—Eng. Corps, W. N. G.  
 G. W. Lewis—Eng. Corps, W. N. G.  
 L. R. Boettcher—Engineer Corps.  
 W. Lakoski—Wis. Nat. Guard.  
 Cass H. Poole—U. S. Army.

Walter H. Knapp—U. S. Army.  
 Chas. G. Meyer—Engineer Corps.  
 Ray Kaul—Engineer Corps, W. N. G.  
 Chas. Jordan—Wis. Nat. Guard.  
 Edward Samon—Ambulance Corps, W. N. G.  
 Earl Wrasse—Wis. Nat. Guard.  
 Theo. Lange—Wis. Nat. Guard.  
 Chas. Stamiec—Wis. Nat. Guard.  
 Thos. Vovricka—Wis. Nat. Guard.  
 Vernon H. Newcomb—Wis. Nat. Guard.  
 G. F. Carrigan—Wis. Nat. Guard.  
 John Cahill—U. S. Navy.  
 Marcus Blenkinsop—U. S. Navy.  
 James Plumb—Wis. Nat. Guard.  
 Burrell Duncan—Wis. Nat. Guard.  
 Christ Madsen—U. S. Army.  
 Peter Boos—U. S. Army.  
 Henry Jordau—U. S. Navy.  
 Elmer Schubert—Wis. Nat. Guard.  
 Joseph Dryden—Wis. Nat. Guard.

### Iowa Division.

John Vodenick—S. D. Cavalry.  
 Carl Vodenick—Iowa Cavalry.  
 Lewis Hammer—U. S. Navy.  
 Harry Emberling—U. S. Navy.  
 Arthur Horne—Co. D, 13th Engineers.  
 (Bert Robbins, listed last month in Co. D, failed to qualify.)

### Kansas City Terminals.

Don Duval—Ammunition Train, 14th Div.  
 Augustus Hewett—Ammunition Train, 14th Div.  
 W. S. Overstreet—Ammunition Train, 14th Div.

### Superior Division.

R. VanHolten—1st Wis. Field Art.  
 R. Holland—1st Wis. Field Art.  
 J. Holland—1st Wis. Field Art.  
 C. Kohle—1st Wis. Field Art.  
 R. Bolanike—1st Wis. Field Art.  
 L. Hugunin—Wis. Nat. Guard.  
 R. Dwyer—1st Wis. Field Art.  
 O. Moerke—U. S. Army.

Correspondents are urged to send in each month the names of all joining the colors, whether volunteer or by the draft. Employees knowing of names missing from the roll are requested to send them to the nearest correspondent, thus assisting correspondents and the editor in making the roll as complete as possible.

### Kansas City Division.

Frank Gurney—Third Regiment.  
 Clifford Marchant—Third Regiment.  
 Leslie Edmonsten—Third Regiment.  
 Harry Raymond—Light Artillery Battery.  
 Chas. Townsend—Army.  
 Harry Smelser—First Iowa Cavalry.  
 Earl Edwards—First Iowa Cavalry.  
 Fred Gawdy—Army.  
 John Greely—Army.  
 Sylvan Tobin—Navy.  
 W. Madigan—Navy.  
 Frank Ebbert—Army.  
 Chas. Riley—Army.  
 Fred Albertson—Cavalry.  
 Albert Garrity—Navy.  
 Wm. Wilson—Navy Yards.  
 Wm. Woodrow—Army.  
 Ernest Gideon—Army.  
 J. W. Nolan, Jr.—Navy.  
 T. O. Belisle—Army.  
 John Mason—Army.  
 Blayne Culvert—Navy.  
 Earl Ryan—Army.  
 Lawrence England—Army.  
 Oliver Fiedler—Army.  
 H. G. Barnard—Co. D, 13th Engineers.  
 L. M. Guenther—Co. D, 13th Engineers.  
 Orville Elston—Co. D, 13th Engineers.

### Enlistments in Co. D, Milwaukee Shops.

Alexander Young—Captain.  
 Joseph Sladky.  
 Henry Klopff.  
 John New.  
 John Ostermick.  
 E. O. Mansur.  
 Wm. Coughlin.

## I. &amp; M. and S. M. Divisions at Austin.

Olaf B. Damm—Minn. Nat. Guard.  
 Geo. Damm—Minn. Nat. Guard.  
 Archie Simpson—Minn. Nat. Guard.  
 Franklin Hibbs—Minn. Nat. Guard.  
 Carl Laugle—Minn. Nat. Guard.  
 William Wrede—Minn. Nat. Guard.  
 Raymond Burnett—Minn. Nat. Guard.  
 Henry P. Dwyer—Minn. Nat. Guard.  
 Mathias Fleming—Minn. Nat. Guard.  
 Joseph Fisher—Minn. Nat. Guard.  
 Ellsworth Graces—Minn. Nat. Guard.  
 Lenord Jackson—Minn. Nat. Guard.  
 Frank Kriz—Minn. Nat. Guard.  
 Francis B. Kutzner—Minn. Nat. Guard.  
 Herb. Lauffe—Minn. Nat. Guard.  
 Walt. Lauffe—Minn. Nat. Guard.  
 Bert McGae—Minn. Nat. Guard.  
 Ray. Whitte—Minn. Nat. Guard.  
 Carl F. Peters—Minn. Nat. Guard.  
 Oscar Quarsted—Minn. Nat. Guard.  
 Joseph Slezak—Minn. Nat. Guard.  
 Andor Suserud—Minn. Nat. Guard.  
 Alfred Thompson—Minn. Nat. Guard.  
 Mynard Washburn—Minn. Nat. Guard.  
 Fred C. Winn—Minn. Nat. Guard.  
 Geo. Wilson—Minn. Nat. Guard.  
 Peter Pauley—Officers Reserve, U. S. A.  
 John Simon—Minn. Nat. Guard.  
 Ernest Merry—Minn. Nat. Guard.  
 Leo Green Myer—Minn. Nat. Guard.

## To Our Boys In Co. D.

Here's to the boys from the Milwaukee road

Who have set out the empties  
 And picked up the loads.

Who have handled the engines  
 Or kept track in repair.

Or have wired us orders

To meet here and there.

Or have shunted box cars.

From twelve track to one.

And are now going to France

To show how it's done.

Three cheers for "Our Company"

Of the rail way reserve

Who can't get more credit

Than they really deserve.

They were used to "three squares"

And their feathers each night.

But were willing to leave both

For the cause they think right.

For us who can't go

There sure is a work.

It is a plain duty

From which we won't shrink.

We will each donate our dime

Yes, each mother's son.

To help keep "Our Boys" happy

Till the war they have won.

## North La Crosse News.

H. J. Bullock.

Roundhouse Foreman An. Hauser, and Yardmaster Busch spent part of the afternoon and evening of July 10th fishing, the results are sealed and will not be announced until after the fishing season.

It was our pleasure July 9th to meet Eugene Phillip Serrurier, wife and children while enroute to Savanna. Phil. had us in the dark as to his identity a few moments, as we took him for a revenue passenger. We can, however, cheerfully forgive him when we think of his brave protection from the evil designs of a real "Terrible Rudolph" in the days long since passed by.

Switchman George Weber has returned from a visit at Kenosha, Wis.

Chief Yard Clerk P. J. Keaveney has returned after a vacation of a month.

Yard Clerk R. P. Oliver has rented a cottage on French Island and is enjoying a vacation.

Yard Foreman Hick Weber is again in charge of the east yard after attending the Eagles' convention as a delegate at Kenosha, Wis.

Yardmaster James Plumb and wife made us a short visit while enroute to the Elks' convention at Winona.

Freight Agent John Ballman is back on the job after a short vacation spent at Lesterville, S. D.

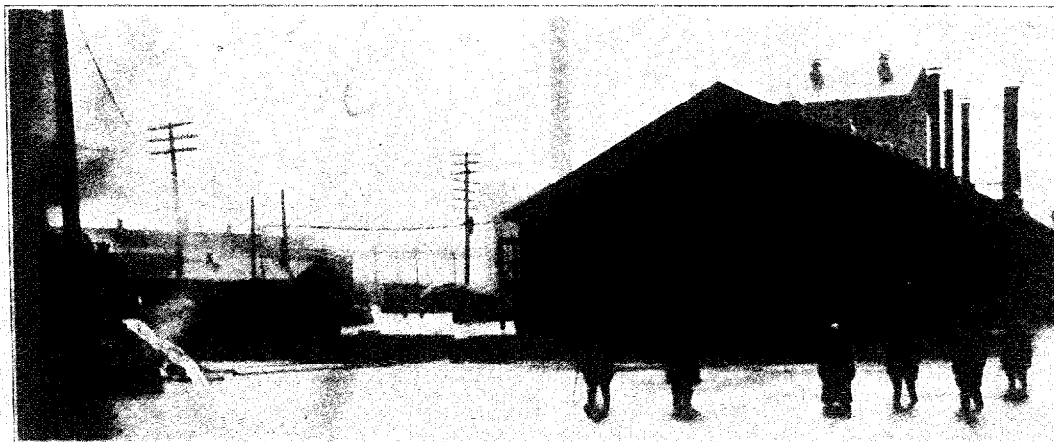
Mrs. F. W. Kruger, wife of Telegrapher F. W. Kruger, has returned from a visit at Mauston.

Brother Veteran E. H. Buffmires' write-up in the July Magazine was very interesting and recalls the days of the old club dances at Camp Douglas in which the writer participated when the "Swamp Angels" came to town with the intention of "starting something." Then, was when Frank wielded the "big stick" of peace, and they all respected him, not for his physical powers alone but because they knew he was right and meant business.

A Loss and Damage meeting was held here July 13 and was attended by about seventy-five officers and employees. Superintendents J. A. Macdonald, W. J. Thiele, J. W. Stapleton and N. P. Thurber, Trainmaster B. H. McNaney and L. T. Johnston, and Chief Train Dispatcher S. C. Sorrensen were present with Mr. Macdonald as chairman.

Interesting and valuable talks and suggestions were made by Messrs. Larson, Deitrich and McNaney. Loss and Damage Inspectors Brock and Berg, Agents L. P. Boyle of Viroqua, Mr. Relihan of Harpers Ferry, Bolting of Portage, Lund, Mabel Degnan of Brownsville, and many others also had a chance to talk. The meeting was very enthusiastic and the get-together spirit dominant all through.

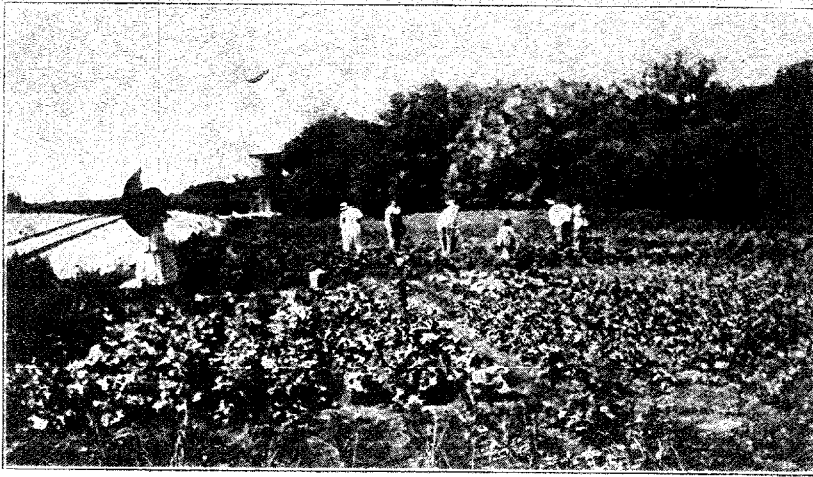
Chief Clerk Theo. Thorsen of the car repair shops, has returned from a visit at Minot, N. D.



For the third time in the history of the Milwaukee Shops, they were under water nearly all day June 23rd after the terrific storm early in the morning of that day. The Menominee River dam up country broke, sending a column of water that tore out the concrete wall at the Johns Manville plant above the Grand avenue viaduct, carrying debris from Pig Ville against

the Blue Mound railroad bridge, which sent the waters over the yard tracks, another blockade at the cut-off trestle turned the stream over the shops and roundhouse, to a depth of two feet. The foundry got but very little of the flood. The first flood was March 20, 1886, the next in the late nineties. Officials and employees performed heroic work in saving the company's property.

## Some Right of Way Gardens



"What will the harvest be?" "Who'll get the prize?"

These are questions that will be answered before many weeks. Everywhere along the line amateur gardeners are at work. Boys in knee breeches, girls in short dresses (big ones, too), grandmothers and grandfathers even are out early and late, hoeing and cultivating—working for

Another letter reads: "My garden was just nicely started, the seed having taken strong root, when a great flock of blackbirds and crows came along. That's all. Lots of work, but no garden and no prize." And so it goes.

The accompanying pictures were taken near Beloit, Wis. Of course, the young women are working for the prize. Will they get it? They



the harvest and the prize. Of course, many are going to be disappointed, for there are only two prizes in each division.

There will be many fortunate ones, too. President Earling's personal award of \$1,500 for amateur gardeners, to be equally divided among those now at work with hoe and rake, will make the next few weeks anxious indeed for hundreds. Some already realize they have no chance. In some instances it was the weather, then, again, insects and birds played havoc and in other cases mischievous boys undid the work of long days and weeks even. Read this letter from a little girl on the Iowa Division:

"I can't help but cry when I think how many hours I put in at work on my garden. Everything was coming along nicely. Then bad boys on their way to their old swimming hole thought it would be great fun to destroy my garden. When they finished there wasn't a thing left. Gee, if I only could catch them. Of course, there's no prize for me."

have planted one and one-half acres of potatoes by hand and feel they are "doing their bit." Reading from left to right they are: Mrs. G. K. Hannaford, Mrs. A. Juuo and Mrs. J. Gilbert. Engineer Hannaford's boys are killing bugs and Hannaford, as you see, is lording it over all—bossing the job.

These pictures are only typical of scenes along many divisions. Fellow citizens of foreign birth are busy, too. Italians, Poles, Czechs, Swedes, Norwegians, Germans and Russians have planted, as far as possible, such vegetables, fruits and flowers as grow in their far-away homes—and a most amazing conglomeration it is. It would take an expert to name and define them.

### MAXIMUM LOADING OF CARS



# Safety First

*A. W. Smallen, General Chairman.*

A Safety First and Claim Prevention Meeting was held at La Crosse, Friday evening, July 13th, in the club rooms of the Commercial Club by Superintendent J. A. McDonald of the La Crosse Division to which he invited the Dubuque, River and Southern Minnesota Division officers and employees.

This joint meeting which was largely attended by representatives from these four Divisions proved to be one of the most interesting meetings that has been held in the interest of Safety First and Claim Prevention for some time.

In addition to the division officers from the four divisions interested, there were present Mr. Larson from the General Manager's office, Mr. C. H. Dietrich, Assistant Freight Claim Agent, Mr. A. E. Halderman, Supt. of the Western Weighing and Inspection Bureau and Traveling Inspectors Berg, Early, Brock and Lenon and about one hundred employees representing all crafts. The discussions of matters pertaining to loss and damage were particularly interesting and instructive, and the agents and trainmen who attended felt well repaid for having made the effort to be present.

An interesting feature of this meeting were the remarks of L. C. Boyle, agent at Viroqua. Mr. Boyle enlarged on the loss and damage question from a local agent's point of view and his suggestions contained meat for thought that was highly appreciated by all present and especially by the younger agents and station employees.

Superintendent McDonald was much pleased at the large attendance from his own division and the assistance and support given by his neighboring division officers and their men.

A Safety First meeting was held in the office of superintendent of terminals, Chicago, Thursday, June 28, 1917, being called to order at 2 o'clock by local chairman, with the following in attendance: A. W. Smallen, W. C. Bush, J. Costello, F. Cusack, C. Lundburg, A. Yappen, W. E. Stockwell, P. L. Rupp, C. Chambers, J. H. Janes, T. Williams, M. Burke, W. A. Lemke, E. C. Summers, E. C. Black.

Meeting was opened with a short talk by chairman in behalf of the members of the committee that has served the past year and who were excused with thanks for their efforts lent in carrying on the Safety First movement in the Chicago Terminals District, and which has resulted in bringing about the excellent showing in this district.

A new committee composed of the following members was appointed who were also addressed by the chairman in regard to carrying on the work as energetically as the outgoing committee:

P. L. Rupp, chairman; J. Grunau, L. E. Smith, A. E. Spenle, A. H. Scharenberg, E. C. Summers, Leo Bond, Jas. Carroll, F. J. Swanson, O. Schumacher, W. A. Lemke, F. S. Black, P. G. Crippen.

After appointing the new committee suggestions were called for as to anything that may have been brought to the attention of the Safety

First committee in the Chicago terminals since our last meeting, and from the remarks of those present very little was offered which indicates that the condition so far as the Chicago terminals are concerned are as good as can be expected.

Interesting talks were made by some of those present. W. C. Bush, assistant superintendent of terminals, spoke of the condition existing in the Division Street District with regard to the dangerous practice of children climbing on moving trains, suggesting that attention be given the matter by the police department with a view of stopping this practice at once, thus avoiding possible injury or death. Mr. Lemke responded with the report that he is aware of the condition and just recently arrested about 15 or 20 of the offenders and will continue in his efforts to break up the practice.

Roadmaster Burke also made a short, interesting talk with reference to what had been done by the employees in the track department in the interest of Safety First.

Mr. Jannes suggested that brake shoe keys be bent at bottom to prevent them from jumping out of brake shoe head, to keep the brake shoes from falling into the tracks and possibly avoiding serious wreck or derailment of cars. The local chairman instructed that this be referred to T. R. Morris, general car foreman, for his opinion.

The meeting was concluded with an address by A. W. Smallen, general chairman, which was very interesting to all present, as Mr. Smallen quoted from some statistics of accidents and injuries happening in various districts on the system which indicate that the Chicago terminals have made some very noticeable strides along the lines of Safety First.

## Obituary.

Old time employee of the Milwaukee were pained to learn of the death at Winona on June 27th of W. P. Cosgrave, formerly assistant superintendent of the C. & M. Division, and one of the first train dispatchers of the La Crosse Division. Mr. Cosgrave issued the first train orders for and was a passenger on the first through train on the Milwaukee, from Chicago to St. Paul. Mr. Cosgrave was 75 years old.

Water Service Foreman Ray E. Wheeler of Kittitas, Wash., died at Providence Hospital, Seattle, following an operation. Mr. Wheeler was a valued and respected employee of this company for ten years and his loss is keenly mourned by a wide circle of friends.

W. R. Morrison, for 36 years employed in the President's office in charge of Insurance and United States Mail matters, died at his home, 626 Fullerton Avenue, Chicago, on July 20th.

He was born in 1849 and entered railway service as a telegraph operator for the Chicago, Michigan & Lake Shore Railroad (now the Pere Marquette) at St. Joe, Michigan, in 1868. Later he was Assistant Treasurer of that road. In 1877, he entered the service of the Wisconsin Valley Railroad as Assistant Treasurer at Tomah, Wisconsin. In 1881, when the property of the Wisconsin Valley Railroad Company was acquired by the Milwaukee, he was transferred to the office of President Alexander Mitchell at Milwaukee, and served this company up to the time of his death.

Besides his widow, he is survived by E. W. Morrison, Superintendent, Rochelle and Southern Division, G. R. Morrison, Superintendent, Illinois Division, and Charles Morrison, General Superintendent of the Sioux City Terminal Railway.

Mr. Morrison was often referred to as, "The Untitled Officer." He was noted for his loyalty to the interests he represented and for the thorough manner in which he discharged the duties of all the positions he held. His genial disposition made him many friends who will mourn his loss both personally and officially.

### Claim Prevention Bureau.

The General Committee on Prevention of Loss and Damage Claims is again confronted with a large increase in our account for May. There was paid during May, 1917, for loss and damage to freight \$138,482.39. This account for May, 1916, amounted to \$80,430.71, indicating an increase in our loss and damage account over last year of \$58,051.68. The ratio of loss and damage to freight revenue for May, 1917, was .019 per cent as compared to a ratio of .012 per cent for May last year.

On account of the increased cost of all commodities handled in addition to the somewhat abnormal conditions prevailing at present, your committee was prepared to meet an increase in the loss and damage account, but there was certainly no member who expected any such enormous increase as is indicated by these figures.

From close observation of the individual claims handled during the month, it is apparent that no one or two causes or commodities is responsible for this unusual increase, but on the contrary, it is a general condition that is difficult to account for. In fact, from the claims received it would appear that there has been a general slackening in the efforts of our freight handling forces to reduce these claims, and if we expect to counteract the steady increase of this account it will require the united efforts of officers and employes alike.

In order to secure a better idea of just what is wrong with our present system of handling freight, this committee would like to receive an expression from every person receiving this bulletin, giving your ideas in brief of the principal causes of claims that come to your observation, and your suggestions as to the remedy needed. The committee will gladly tabulate and act on the information furnished as well as any suggestions you may have to make.

During the month of June there was in excess of 12,000 new loss and damage claims received in this office which is the highest number received in any one month during the past two years, and this is an indication that our loss and damage account is growing instead of being reduced.

The situation is critical enough to warrant each and everyone of us giving the subject his closest attention and this committee appeals to you for every assistance it is possible for you to render. We must not let this account slump back into the condition we found it two years ago. Give us the benefit of your views and then dig in and see what you can do to stop a few claims in your immediate vicinity.

C. H. DIETRICH,

Ass't. Freight Claim Agent.

### Veteran Employes' Association.

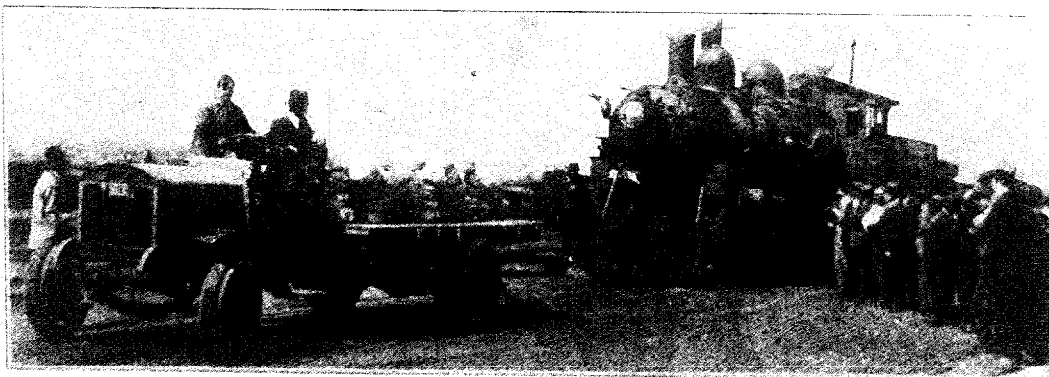
The date for the annual business meeting has been changed to August 18th, to give many the benefit of the Saturday afternoon closing, enabling them to attend.

The cards announcing the meeting and asking for referendum vote on the purchase of an ambulance with the funds that would otherwise have been spent in entertainment at Minneapolis will be mailed to members the last of July, and those who find it inconvenient to attend the business meeting are asked to return their votes as soon as possible.

The Executive Committee do not feel authorized to spend this amount of money without a majority vote of the members of the Association.

On account of the war, there will be no social meeting this year.

CARPENTER KENDALL, Secretary.



The above picture was photographed in Seattle, where a C. M. & St. P. passenger locomotive, with oil and water in the tank, was hauled three blocks on a level, planked track by a five-ton "G. M. C." truck equipped with Goodrich De-mountable Truck Tires.

The locomotive and tank weighed 300,480 pounds, to pull which sixty pounds of steam is required. The truck was loaded with four and one-half tons of cement. The motor stalled on the first pull, but on the second it slowly got

away dragging its huge and stately "tow" with the ease and dignity demanded of the situation. When the truck stopped, no one being in the cab of the locomotive the "iron horse" took occasion to prove that it still was master of motive power, and that it had only submitted to the demonstration of the truck through courtesy, by refusing to stop when the motor did. It pushed the motor a distance of several rods before someone climbed into the cab and set the brake. But, anyway, it was a great demonstration.

## At Home

*Anna M. Scott, Editor*

### Red Cross Work in Every Town and Hamlet.

With Red Cross emissaries everywhere, it seems impossible that any woman, however isolated, should not find a way to do her bit toward the relief of the wounded at the front, the care of the sick and the succor of the helpless through the ravages of the war.

All of the large cities have Red Cross Chapters, for which smaller towns are permitted to organize auxiliaries.

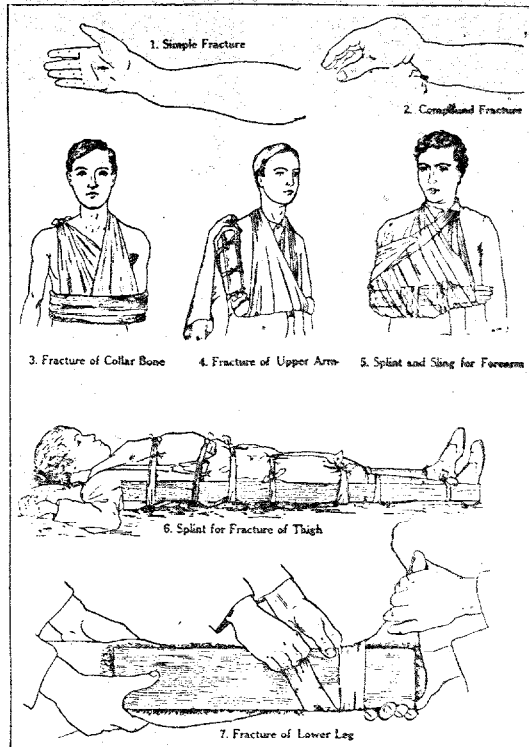
To meet the demands of our country in its distress, the women of a small town near Chicago in the spring organized one of these auxiliaries, a committee waited upon the relief department of the city chapter, got instructions as to the proper mode of procedure and then called a mass-meeting of the citizens. The response was greater than their fondest expectations, having now a membership of over four hundred. Each of these members paid subscriptions varying from one to ten dollars, all of which was turned over to the Chicago Chapter of the Red Cross Society. They then gave several entertainments to raise money to purchase materials for their work. The women meet one afternoon a week in the Town Hall and work with a will on whatever articles are deemed most needful to the sick and injured at the front and base hospitals. "Nightingales" for hospital patients, comfort kits for the "boys" in the trenches, bed socks, scarfs, wristers, bandages, etc. When completed the articles are forwarded to the Chicago Chapter.

Each branch or auxiliary has a president, vice-president, secretary and treasurer, a board of directors, purchasing committee, work committee, membership and home relief committee.

For the information of our women all over the system, who wish to take up such work in connection with the Red Cross, apply to a regular chapter in the nearest city, where you will be instructed how to proceed, given full directions and assistance and advised as to the kind of work most needed. A visit to the chapter headquarters will prove interesting and instructive.

### Making and Application of Splints.

The home First Aider will have more or less occasion to use bandages as the little folk and older members of the family appear with bruises, strains, cuts, burns, etc. Sprains are apt to be serious and should, if possible, have the attention of a doctor. Fractures, also, must have expert care in setting the bone, and in general the best thing for the First Aider to do is to place the patient in a comfortable position with the fractured bone in as nearly the natural place as possible. Do this by gently straightening the limb and comparing the appearance of the



(Reprinted by Permission from Red Cross First Aid Text Book.)

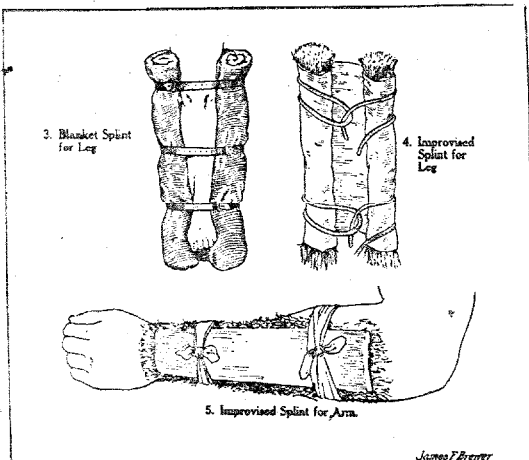
broken bone with the same bone in the opposite limb, and wait for the surgeon. If in order to place the patient in a comfortable position it is necessary to move the broken bone, support the bone firmly with your hands, one on each side of the break. The bone must not be allowed to bend. When a natural pose for the limb is effected, it may be supported by slipping a pillow or a folded coat carefully under it, always being careful that there is no bend. If a more complicated move has to be made, the splint is necessary.

A broken bone, the ends of which do not protrude through the skin, is called a simple fracture: if the ends have gashed through the skin, it is a compound fracture. In the case of the former, the patient suffers severe pain and you have to determine whether or not there is a fracture by running your finger gently along the surface, and by comparing the appearance of the fractured limb with the uninjured side. With the compound fracture, the nature of the injury is at once apparent.

If you suspect a fracture, but are not certain, and the patient must be moved, it is erring on the safe side should you apply a splint and then find that no fracture has occurred. Splints often have to be improvised from something near where the accident has occurred. They may be made from pieces of wood, broom handles, wooden rulers,

umbrellas, canes, spade or pick handles, rolls of wire netting, lathes, rolls of blanket or cloth, pillows with pieces of board outside, heavy cardboard, rifles, swords, bayonets, etc. Also with a broken leg the other leg may be used as a splint.

The object of the splint is to prevent movement of the ends of the fractured bone, and therefore it must be sufficiently rigid to hold the member immovable; and it should also be long enough to prevent any movement at the nearest joints. Preferably splints should be as wide as the limb to which they are applied, as otherwise the bandages which hold them in place will press on the limb and cause pain—perhaps displace the bone again. They must also be padded with some soft material to prevent them rubbing the skin. Often the clothing suffices for padding, and other substances used may be cotton batting, waste, flannel, pieces of cloth, grass, etc. The limb must be carefully watched after the splint is applied, because the swelling caused by the injury is liable to make the splints too tight, cutting off the circulation.



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Now, having reason to believe that your patient has a fracture of the lower leg for instance, and need not be moved before the surgeon sets the bone, secure a pillow or a sack stuffed with hay, straw or the like, or a blanket rolled as in the accompanying illustration to make a trough. Gently lift the leg onto the pillow or into the trough, placing one hand above and the other below the break and hold always in a natural position. But if a move is required, look about for material for splints, using two if procurable. Draw the leg gently into a natural position, and if it does not seem practicable to use the clothing for padding, improvise some from whatever is at hand. Apply on each side of the leg and pass handkerchiefs, strips of cloth or straps around outside the splints to hold them in place. The splints should, if possible, be longer than the leg to prevent movement at the knee joint—and also wider than the leg, if procurable, for the

reason explained above. The accompanying illustrations are excellent examples to follow in practicing the methods of splinting fractures.

The same methods of procedure apply to fractures of the upper and forearm, and to the thigh, except in the latter, you observe, the splint on the outer side reaches from the foot to the armpit, to prevent movement of the hip-joint. The inner splint should extend from crotch to foot. If no inner splint can be obtained, tie legs and thigh together.

It seems almost a necessity that every house mother should know something of how to apply these First Aids, because how often the youngsters meet with disaster in play, and if the elementary steps in First Aid are followed, the sufferer is eased until the doctor comes, and likewise the doctor, with but one pair of hands, is sure to need assistance. If the assistant is not altogether ignorant of the processes, the doctor's work is expedited, and done with less pain to the injured one.

The Red Cross First Aid books are invaluable helps to intelligent home treatment, and one should be in every household.

#### Some New Blouse Ideas.

Blouse designers have come to the relief of women who must economize. You can, now, have a separate skirt with a pretty blouse of crepe, georgette or chiffon, the same color as your skirt, giving a one-piece dress effect at once chic and useful. The self color blouse for the tailor suit still continues in favor, while white and light tones are the thing with all sports skirts. So that these darker blouses may have the requisite summery air, and also be becoming, they are usually lightened with vest and collar of white or contrasting color. Thus a dark blue crepe waist may have a collar and cuffs of white organdy or georgette.

#### Suits for Little Boys.

Good looking suits for little boys are of white mohair, the jacket plaited in groups below a straight yoke, and having patch pockets over the plaits, midway below yoke and belt. Instead of a flat sailor collar or round Eton, the little jacket has a coat collar and narrow lapels, and altogether the garment has a decidedly military effect which greatly appeals to the small boy. Short knee breeches of the white mohair accompany the plaited jacket.

#### How to Use Surplus Vegetables.

The crop of vegetables from home gardens promises to be unusually large. Therefore, home gardeners should lay their plans carefully so that they will be in a position at the proper time to make use of their garden produce, both by consuming and preservation by canning, so that no good food will be wasted. Canning calls for no special skill and for little equipment beyond a wash boiler and jars. Can the product the same day it is picked. Cull stem or seed and clean the fruit by placing it in a strainer and pouring



water over it until it is clean. Pack thoroughly in glass jars or cans until they are full, use the handle of a tablespoon, wooden ladle or table knife for packing purposes. Pour over the fruit boiling water from a kettle, place rubber and caps in position, partially seal if using glass jars. Place in boiler or any other improvised receptacle. After sterilizing remove jacks, seal glass jars, wrap in paper to prevent bleaching and store in a dry, cool place.

#### Preparation of Glasses for Jelly.

Sterilize the glasses, take them from the boiling water, and set them in a shallow baking pan in which there is about two inches of boiling water. Jellies are so rich in sugar that they are protected from bacteria and yeasts, but they must be covered carefully to protect them from mold. The following methods of covering jellies are good. Have discs of thin white paper the size of the top of the glass. When the jelly is set, brush the top over with brandy or alcohol. Dip a disc of paper in the spirits and put it on jelly. If the glasses have covers, put them on. A thick coating of paraffin makes a good cover.

#### Directions for Knitting Helmets.

With No. 3½ celluloid needles cast on 54 stitches, knit plain ten inches for front; slip off on spare needle. Work another piece to correspond five inches for back.

Slip the stitches off both pieces onto 3 No. 11 steel needles, having 36 stitches on each needle, knit 2 purl 2 for 5 inches; bind off 30 stitches across the front very loosely to make the opening for the face; knit 2 purl 2 forward and back for 2½ inches.

Cast on 30 stitches loosely and on three needles knit 2 purl 2 for 2½ inches. Knit one round plain, then narrow by knitting the last two stitches on each needle together, every row, until there are eight stitches left on each needle, then knit 2 stitches together all around, leaving 4 stitches on each needle; then draw a loop of yarn through all 12 stitches with a crochet hook and fasten firmly.

#### Question Box

Communications for this corner should be addressed to Miss Ethel Kapy, care editor of *Employees' Magazine*, Libertyville.

Dimple:—Gingham is quite fashionable this season. A good quality, known as Anderson Gingham costs 60 cents a yard. However, all of the dresses seen in the shops are combined with some other material, generally organdie. One a yellow and white plaid has suspenders over an organdie blouse—a green and white has a loose coat blouse with collar and cuffs of pique and a black patent leather belt—a mauve and white has deep hip pockets and is joined to an organdie blouse with a buttoned belt, the pockets lined with organdie and the bell sleeves finished at the bottom with a plaid band. Three skirt lengths will make the first and third dresses, two and one-half widths for the skirt, the other half width for belt and trimmings. The second dress will take three skirt lengths and two and one-half yards for the coat blouse.

Mary:—It is perfectly correct to wear a wedding veil with an ankle length dress—in fact, these days it is more often done than not. The very smartest summer wedding dresses are made of organdie. One has a full round skirt, trimmed with double ruffles round a pointed tunic, the waist made with a large pointed flared edged with the double ruffles. If possible have the edges of the ruffles piquoted. The Magazine can have it done for you at 15c a yard. Take a bias strip 15 inches wide, divide by basting threads into five 3-inch strips. When hem-stitched and cut apart you will have about seven and one-half yards of ruffling, piquoted on both

sides. A good quality of organdie can be bought for \$1.00 a yard, 40 inches wide. White crepe de chine at \$1.75 to \$2.00 a yard makes a lovely dress, the skirt pleated, the waist a straight piece front and back, 12 inches below the waist, held into the waist line with a two-inch tube, finished at the end with silk crocheted balls. Smaller balls trim the points of the collar. The sleeves are Georgette, sewn into a net lining. If you have an organdie wedding dress, a blue crepe de chine made as the white you would find most serviceable. Three lengths for the skirt and two yards for the waist, three-quarters yard Georgette for the sleeves, Elite pattern 2209. For your third dress why not have a voile, pink or green, trimmed with organdie collar and cuffs. This costs 50c a yard, 36 inches wide. Make the skirt with a four-inch hem and two or three two-inch tucks.

Miss E.—Very attractive and economical summer curtains can be made from Japanese toweling. This can be bought in bolts of ten-yard lengths for 75 cents in a great variety of patterns and colors and has the added attraction of washing beautifully. It can also be used for porch pillows.

A. X.—One of the best tools to use in keeping the garden cultivated is a common hook such as is used for digging potatoes. This device is light and can be used to stir the soil either deeply or merely to break the crust after a hard rain or the hot sun has baked the surface. Moreover it can be used very close to the plants without breaking them off. A potato digger is not expensive and is really much more serviceable than some of the higher priced implements.

#### Good Things to Eat.

Rhubarb Cobbler—Two cups flour sifted with two teaspoons of baking powder and one-half teaspoon salt, rub in two tablespoons butter, beat one egg very light and fill cup with sweet milk. Take one quart of chopped rhubarb sweetened with sugar, put in a pudding dish, cover with crust and bake an hour.

Supper Dainty—Beat the white of one egg stiff, add sugar until hard, one cup nut meats, half cup raisins, stir all well, spread a little on crackers or wafers, place in warm oven to brown on top. Delicious for luncheon or tea.

Banana Salad—Remove one section of skin from each of four bananas. Take out fruit, scrape and cut fruit from one banana in thin slices; fruit from other three bananas in half-inch cubes, marinate cubes with French dressing; refill skins and garnish each with slices of banana; stack around a mound of lettuce leaves.

#### TIME TABLE FOR CANNING VEGETABLES.

Use Table No. 1 and Table No. 2 or Table No. 1 and Table No. 3 together (but not No. 2 and No. 3 together.)

| Name          | Table No. 1<br>For Blanching | Table No. 2                             | Table No. 3                                        |
|---------------|------------------------------|-----------------------------------------|----------------------------------------------------|
|               |                              | Vegetables<br>Time for<br>boiling water | Vegetables<br>in jars.<br>In water-<br>seal canner |
| Asparagus     | 3 to 5 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Beans, Lima   | 3 to 5 min.                  | 1½ to 2 hrs.                            | 1 to 1½ hrs.                                       |
| Beans, String | 3 to 5 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Beets         | 3 to 8 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Cabbage       | 8                            | 1½ hrs.                                 | 1 hr.                                              |
| Carrots       | 5 to 8 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Cauliflower   | 3 to 5 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Celery        | 3 to 5 min.                  | ½ hr.                                   | 1 hr.                                              |
| Corn          | 8 to 10 min.                 | 3 hrs.                                  | 1½ hrs.                                            |
| Dandelion     | 15 to 18 min.                | 1½ hrs.                                 | 1½ hrs.                                            |
| Egg Plant     | 1 to 3 min.                  | 1½ hrs.                                 | 1½ hrs.                                            |
| Kohl Rabi     | 3 to 5 min.                  | 1½ hrs.                                 | 1½ hrs.                                            |
| Onion         | 3 to 5 min.                  | 1½ hrs.                                 | 1½ hrs.                                            |
| Parsnip       | 5 to 8 min.                  | ½ hr.                                   | 1½ hrs.                                            |
| Peas          | 3 to 5 min.                  | 1½ to 2 hrs.                            | 1 to 1½ hrs.                                       |
| Pepper        | 3                            | 1½ hrs.                                 | 1 hr.                                              |
| Pumpkin       | 3 to 5 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Salsify       | 5 to 8 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Spinach       | 15 to 18 min.                | 1½ hrs.                                 | 1 hr.                                              |
| Squash        | 2 to 3 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Sweet Potato  | 5 to 8 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Tomatoes      | Until skins<br>are loose     | 12 to 15 min.                           | 10 min.                                            |
| Turnip        | 5 to 8 min.                  | 1½ hrs.                                 | 1 hr.                                              |
| Swiss Chard   | 15 to 18 min.                | ½ hr.                                   | 1 hr.                                              |



### Motoring on the Milwaukee. Up and Down Hill on the Rocky Mountain Division.

Nora R. Still.

Ahem. Le'me see, now.

I see in the paper a fellow named Gust. J. Papatheodirokownmounturgistimchalakapulos was a subscriber to the Liberty Loan. I'd hate to copy very many orders with that name in it. Glad he doesn't work on this division. He hails from Chicago, so maybe he is a "hum" on Harry Lynch's payroll.

Conductor O'Brien is on 33 and 34, account Conductor Rawls laying off.

Mrs. J. J. Toy, wife of Conductor Toy, has just returned from a short visit to Sheridan, Wyoming.

Mrs. Tommie Lefener and little son, Dick, are visiting at the ranch home of Mrs. Lefener's mother at Loweth. She also expects to visit at White Sulphur Springs before returning home. Her sister, Mrs. Chambers, is keeping house for Tommie during her absence.

Section Foreman Charles Francisco of Loweth was a Spokane visitor over the 4th. He also, with Section Foremen Tony Mosella and Alex Francisco, attended the funeral of the section foreman at Eustis, who was killed by a train while trying to get his car off the track.

"Slim," the side-table man down at Three Forks, is laying off; relieved by Operator Wetherby from Selkirk. His wife is holding down the job at Selkirk during his stay at "FO."

Mr. Peck, all the way from Seattle, from Mr. Beuwkes' office, made Loweth a flying visit first of July. We thought long as he was a tenderfoot we ought to roll him down hill, but decided to wait until next time.

We almost got another water car.

Conductor Vanderwalker and Engineer Muetz made a couple of east end trips lately. Some day we expect to write a real nice poem about the names of the folks on this division. Wish to say in advance, however, that none of the names on the R. M. are anywhere near as bad as the Liberty Bond gentleman at the top of this "column."

Guy Bliss and his bride have returned from their honeymoon and are at home to their friends at Deer Lodge.

Since the Rocky Mountain has swallowed the Missoula Division (Beg your pardon, Peggy), there have been many changes hereabouts. Mr. Murphy is superintendent of both divisions from Harlowton to Avery and the only thing that worries him is keeping track of his Jap.

T. J. Hamilton of Tacoma and W. B. Ennis of Ste Maries are Mr. Murphy's assistants. The superintendent and dispatchers' office will be moved to Deer Lodge as soon as suitable quarters can be obtained, and then "Maggie" will have to talk up.

A new dispatcher on at Three Forks, H. L. Slaght, in place of G. M. Hayden, second trick, who has gone to Miles City as night chief dispatcher there. As our friend over at Butte Yard says—on second thought, however—

Yes, Mr. Raymond, "round about" the whole Milwaukee System, you mean! but I still have them O. K.

Sub-station Operator DeLong of Loweth was a Three Forks visitor the first of the month, and Sub-station Operator Warner of Eustis made a flying call on all of us at Loweth about the same time.

Substation Operator J. W. Ingersoll and wife of Loweth left to spend the Fourth of July in Spokane, and Mrs. Ingersoll was called home to Portland on account of the illness of her sister, who, we regret to say, has since died. The sympathy of all go to Mrs. Ingersoll in her trouble.

I. A. B.: Pardon—on my knees—was the steno his wife?

Engineer Thompson was a Chicago visitor recently, and said "Pinkie" Simms never got so hot firing any Rocky Mountain Division Mallet as he saw him returning from "drill." Pink, you should have seen 'em claw leather over at the Missoula Stampede.

Everybody came through with ten cents for the soldiers, and I'll send it in to them. Oh, yes, sure I will.

Operator Goggin at Butte Yard off a few days, relieved by somebody (I can't find out who it was). George See working second there now.

All the General Electric men a-riding up and

down on the "Electric Division" spilled one day down at the bottom of our hill. Most of the picnic was in the caboose, so nobody was jarred any to speak of. At least, Mr. Cox looked pleasant as ever when I saw him over in Missoula, "and we stood on the bridge as the sun went down," and Peggy can do her worst.

This same train ripped up quite a mile of ties and rail and other road-bed material at the west end of our yard. Seems like this place is just all riled up most of the time. If it isn't Bill Jones, it's Jim Toy, who got a message to reduce, and so he reduced right here. Got everything all picked up, cleaned up and smoothed out again and Toy read his message over again and saw where it should have been Moyne instead of Loweth. Don't blame him, though—he can't read; that is, right off hand "that a way and his own writin', too." (Neither can any of the rest of us.) (Worse than yours, B. N.? Editor).

McDougall and Weaver, not to be outdone (and left out of the Magazine), spilled about twenty of the nicest red box cars around Josephine, in-out-on-top—and under the tunnel, Sixteen Mile Creek and the state of Montana.

The Rocky Mountain always tries to keep in the lime light, and if a pail full of water can raise the Musselshell River so the trains are scared of it, you can leave it to the Rocky Mountain to give them their money's worth when they leave Harlow going west.

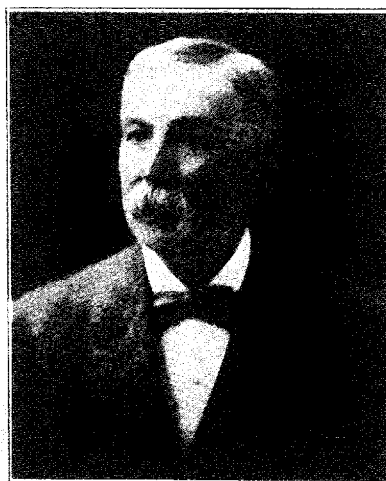
Going over to Peggy's town, an N. P. train said to itself: "I'll show that fellow this time" and he did. After about twenty minutes of plugging along at fifty miles an hour, the motor on 17 happened to get a clinder in its eye, and looking around, saw this other person up ahead. "Oh, just see the smoke ahead," said the motor, and then let itself out like one of those horses in that afternoon squaw race. Some folks we know, who went in on the N. P. got there in time for the show next day.

Saw little Peggy at Missoula, and she is as cute as her name. Saw Herb Loneman and he is very nice looking; and saw J. J. M. and he said just like that—"where is my Jap;" and saw everybody and had an awfully good time, and stamped all over that end of Montana. Also saw Richard Wende, and that was sure a hot one you handed us this time, Peggy. I wouldn't be as mean as that for anything.

I have subscribed for a mill, Guy Sampson, thank you.

From the Editor: "Well, for Heaven's sake, I wonder if there is another page of this?"

From Me: "No, there isn't."



M. M. Vedder.

M. M. Vedder, retired foreman of the cabinet makers' department at Milwaukee Shops is a veteran of the company's service. He is chairman of the building committee of the Wis.-M. L. & B. Society, a society organized for the purpose of assisting employes of the Milwaukee Shops to build or purchase homes of their own. Mr. Vedder is the proud possessor of a diploma from the World's Fair Commission of 1893, for skill in building a model mail car, exhibited at the fair.



## Special Commendation

H. & D. Conductor William Boughton made the following report to Superintendent Melin:

"Between Milan and Appleton No. 63 passed section men and one of them named Robert Johnson told us that there was a brake beam dragging. We stopped and found it near head end on Mil. 500570. It was the rear beam on rear end." Mr. Johnson is entitled to special commendation for this act; it probably prevented what might have been a very serious accident.

H. & D. Conductor T. A. Monroe on train 95, May 21st, discovered UTL car 1124 and UTL car 1488, gasoline, billed from Superior, May 15th, to Ortonville and Milbank, leaking from dome at Appleton. He called the Standard Oil representative at that point to examine the cars. He reported the cars loaded too full, not enough room for expansion. A rain storm came up while the train was at Appleton, reducing the temperature and stopping the leak.

On May 10th, Section Laborer Ole Thompson at Granite Falls, discovered brake beam dragging on car 75802 in train 63. He gave the conductor a signal and train was stopped and repairs made before accident occurred.

The following letter was written by Superintendent Melin on June 29th to W. H. Amundson, agent at Letcher, S. D.:

"We take this means of complimenting you on your good service in saving the depot at Letcher during a fire which burnt the old Hunting elevator and other buildings at your station. We have always realized the fact that a barrel of water standing on the depot platform is a real preventative of fire, if kept in working condition, and we are pleased to know that you had kept this barrel full and it was ready for service when the emergency occurred. There is no question in my mind at all but what the depot would have been destroyed were it not for your personal efforts."

T. M. Division Conductor S. L. Ritchey has received a letter of commendation for strict attention to duty, discovering a broken brake on URT car 3077 passing Rhame in Extra West, Wyman, on May 27th. The timely discovery no doubt prevented a serious derailment.

I. & M. Division Conductor H. N. Warfield has received special commendation for discovering leak in St. P. car 1365, June 18th, and promptly stopping same, preventing loss claim against the company. Mr. Warfield has been given credit in the roster.

Illinois Division Brakeman D. C. Livingston and E. Nimtz have received the following letter of commendation from Trainmaster C. S. Christoffer:

Brakeman Livingston's discovery of broken truck on I. C. 25625 1½ miles west of Leaf River on June 10th and thereby averting a serious accident, is an act that is commendable of the highest order.

The part played by Brakeman Nimtz also is one that is highly commendable. Had he not been where he was, in position to see signal, they would not have been stopped, as it was impossible for Brakeman Livingston to attract the attention of the engineer.

We appreciate acts of this kind and I can assure you that they will be duly considered in the future.

A copy of this has been attached to your personal record and an entry in your favor made on that record.

C. S. CHRISTOFFER.

Rochelle & Southern Engineer L. J. Berry has received a letter of commendation for discovery and prompt report of N. Y. C. C. R. R. crew leaving cars in Lower Yard at Ladd which did not clear more than six inches, which might have resulted in personal injury to anyone on that side of engines or cars.

Such careful consideration is in the interest of Safety First and is highly commendable.

O. B. Mills of Milwaukee Terminals has received special commendation for discovering dragging brake beam on engine 2600, June 21st, at North Milwaukee. The train was stopped and further damage averted.

Iowa Division Conductor J. B. Bryant, who is braking on Conductor Stockton's car on the Middle Division, received a letter of commendation

for the discovery of broken truck under a car in passing train. Credit was also given him in the roster.

On July 10th, a switch engine was derailed in Perry Yard. Machinist Earl Hopp, who was off duty at the time, happened to pass the street where the engine was derailed and seeing the necessity of removing blow-off pipes, overflow pipes and sanders, before the engine was re-railed, went to work at the job without any solicitation. The general foreman was requested to give Mr. Hopp a letter of commendation, thanking him for his prompt offer of assistance. Credit was also given him on his record.

On July 10th, when train 3-70 was passing Dedham, Agent W. H. Campbell discovered a brake beam dragging. He was unable to get a signal to the train crew in time to stop them, so notified the dispatcher, who had the train stopped at Coon Rapids and the brake beam removed. Mr. Campbell was given a letter of commendation and credit in the roster for his close attention to duty.

On July 18th, Signal Maintainer Earnest Hayward at Herndon discovered a brake beam dragging on a car in 4-62, a fast fruit train. He notified the agent and the train was stopped at Jamaica and the brake beam removed. Signal supervisor was notified to give Mr. Hayward a letter of commendation and credit in the roster.

C. F. Johnson, agent, Titus, Iowa, is in receipt of a letter advising him that an entry has been placed to his credit in service roster for his discovery of brake beam down and dragging under train 2-72 while passing Titus, July 12th. His action in signaling trainmen to stop and remove the obstruction may have prevented a possible accident.

Frank McLain, foreman, and Fred B. Jacke, helper, Cohurg Yard, have received special commendation for their prompt action when discovering a car on fire the night of July 14th.

Superintendent Sawyer sends the following letter concerning the courteous treatment of a number of patrons by Peter McGuire, day ticket agent at Mason City Station.

Mason City, Iowa, June 11, 1917.

W. H. Flynn, Agent,  
C. M. & St. P. Ry. Co.,  
Mason City, Iowa.

Dear Sir:—

I wish to compliment through you the young man or boy who sells tickets at your station for his honesty and courtesy to the public. The writer with five or six other K. C.'s purchased tickets to Spencer for train No. 3 on Saturday. I asked the young man in charge of the ticket office to permit one of our members to use the phone. He replied in such a nice, pleasant way, "Anything you ask is granted." In advance of No. 3 pulling out, the young man came out on the platform and advised one of our crowd had failed to take his ticket at the window. This shows his honesty. I do not know who the young man is, but it gives me great pleasure to note such instances.

Yours respectfully,

(Signed) C. O'KEEFE.

Alva Duncan, Dickens, Iowa, has received a letter of thanks and appreciation from Superintendent Sawyer for discovery and prompt report of a broken rail just east of Dickens.

**Paddy, the Hero.**

When P. Morau's special steamed out of Madison, S. D., at the rate of three miles per hour, he little dreamed he would be a hero before he reached Chautauqua Park on Lake Madison. The sturdy little engine was gallantly pushing the train and Paddy was manfully tooting the whistle when he saw two fair fisher-ladies on the railroad bridge. Maybe it was an extraordinary bass, or perhaps they had miscalculated Paddy's speed, but no time was left for argument. Into the green and weedy bass pond they had to fall. But Paddy, the hero, frantically pulled the air and jumped to their rescue. He's very modest about his bravery. "Aw, what's the use of being a hero when you're married."

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**F. M.**

**Thank You, Men of Galewood!**

After the bills for the great flag-raising event at Galewood last month were all in and paid, Chairman Buchanan found he had a tidy sum left in the strong box. He called a council of his associates and it was agreed to donate the sum (\$40.00) to the Little Wanderer's Nursery, whose little inmates had contributed to the joy of the occasion by singing patriotic songs. Their appreciation was expressed in the following letter:

To the Saint Paul Railroad Employees:  
We, The Little Wanderer Association of America, wish to thank you for the courtesy extended to us on the occasion of your "Flag Raising," on June 10, 1917. The pleasure was all ours, and the day will long be remembered by those who were fortunate enough to be present.

The raising of the flag was most beautiful, and you are to be congratulated on the wonderful success of your entertainment.

But the most surprising part of it all, was your kind thoughtfulness in making up the purse of forty dollars (\$40.00) for our nursery.

We did not think of anything like that, we were glad to go and do what we could, it was a pleasure for us to do so, and whenever we can be of assistance in any way, we want you to call on us. We gratefully accept your gift and all we can say is, "We thank you."

Extending to you all a most cordial invitation to visit us at any time convenient to you (except Sunday) we are, most sincerely,

THE LITTLE WANDERER ASSOCIATION.

Josephine Judkins, Manager.

2116 West Chicago Avenue.

Illinois Division Brakeman D. R. London has received special commendation and credit for prompt action in stopping Extra East west of Forreton on July 4th, advising them of a broken rail on eastbound track, one and a quarter miles east of Forreton. Brakeman London's diligence and attention to duty doubtless prevented a serious derailment and is much appreciated.

Bert Ellis of the B. & B. department has received the following from Superintendent Tyler: Green Bay, Wis., July 14, 1917.

Mr. Bert Ellis, Green Bay Shops.

Dear Sir:

My attention has just been called to the good work you did on the night of July 4th, at the time No. 65

was derailed on the Fox River Bridge at Green Bay.

Of course, I understand you did not have to be there but you were there and did good work during the entire night until train was rerouted and bridge put in safe condition.

I want to extend to you my sincere thanks and appreciation of the interest you took on this occasion.

Yours very truly,

W. E. TYLER.

**River Division Items.**

H. D. Witte.

L. T. Johnston, T. M., made a business trip to Wabasha, July 14th.

Mr. and Mrs. L. C. Tackberry of Frontenac were callers at Wabasha, Sunday, July 15th.

William Curtis, warehouse man at Wabasha, had the misfortune to bruise his leg quite badly.

Conductor A. P. Buckner and wife of Minneapolis called Sunday upon James Dolan, who is ill at St. Joseph Hospital.

J. J. Lager, first trick operator at Red Wing, is spending a few weeks' vacation on the old home farm in Pepin county.

G. V. Blase, traveling engineer, made a business trip over the C. V. Division recently.

J. Fleming, R. H. P., and daughter are spending a few days at Lake Crystal, Minn.

Clyde Mason was appointed agent at Caryville, Wis.

**A Kiss With a Liberty Bond.**

Violet Stroud, granddaughter of H. K. Stroud, pump repairer, River Division, is a very distinguished little lady of nine years. She bears the record of selling \$37,500 of Liberty Bonds in one day, with a premium of one kiss for each sale. She is the daughter of Bert Stroud, captain of the Hastings Division of the Minnesota Naval Militia, and with her mother, father and a staff of bond agents, she stood on a crowded corner at lower Broadway, New York, and carried on the most unique sale of the campaign. She comes of a family of patriots, Grandfather Stroud having "done his bit" with Admiral Farragut, in the Civil War.

**MAXIMUM LOADING OF CARS**

# Relief For Sensitive Feet

Mayor Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

*Mayer*

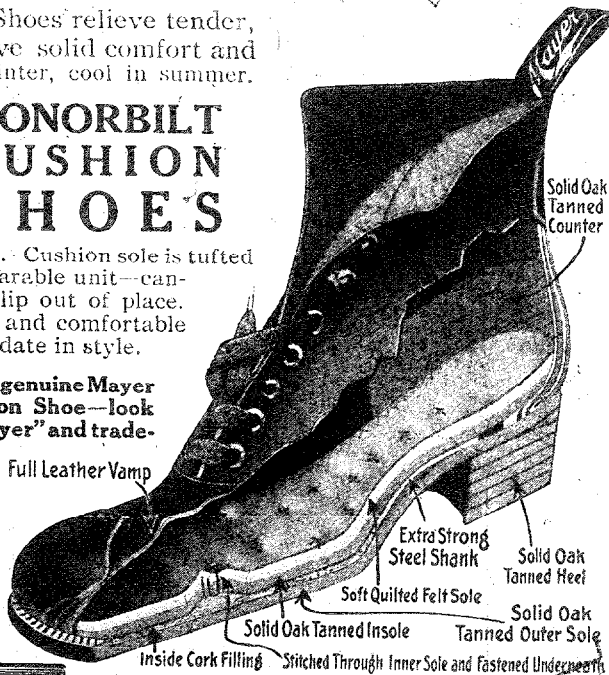
**HONORBILT  
CUSHION  
SHOES**

Note the substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up to date in style.

**CAUTION** Be sure to get the genuine Mayer Honorbilt Cushion Shoe—look for the name "Mayer" and trademark stamped in the sole.

We also make Honorbilt shoes for men, women and children; Martha Washington Comfort Shoes and Dry-Sox wet weather shoes. If your dealer does not carry them, write us and we will see that you are supplied.

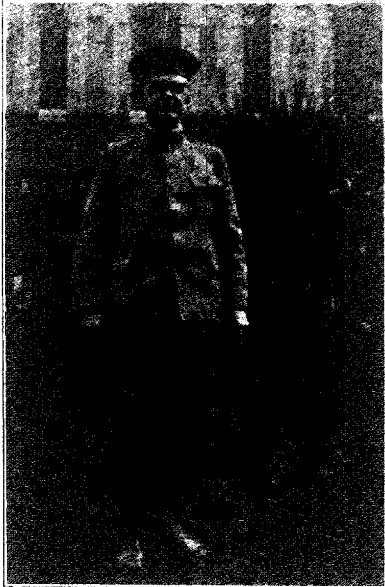
**F. MAYER BOOT & SHOE CO.**  
MILWAUKEE, WISCONSIN





## On The Steel Trail

Scraps From the West End.  
T. A. B.



Major Geo. M. Rice

Above we present for your inspection an official photograph of Major George Marion Rice in full uniform. Major Rice is now with the Eighth Engineers Regiment at American Lake preparatory to leaving for France.

"George" Rice is one of the Puget Sound line "old-timers." He was present during the early days before there was a railroad and helped solve many engineering problems in the construction of the line through the Cascade mountains, as well as various branch lines in Idaho and Washington. Lately he has been giving especial attention to the various barge landings and transfer bridges at different points on the Puget Sound and Willapa Harbor line.

He is peculiarly fitted for the duties he has now assumed, being extremely active and aggressive, well liked by his subordinates and commanding the respect and confidence of his employers. What he starts out to do will be finished, although he himself has been heard to admit that several condemnation proceedings and other such interesting matters in connection with the Everett line construction very nearly "got his goat."

Our very best wishes go with Major Rice and we wish him just enough excitement to make his duties interesting, and a safe return to the land of the Stars and Stripes.

I say, everybody, someone tell me "The Road of the Rhododendron?" Correct, Mr. Molchior, it is the Seattle, Port Angeles and Western, and rightly named, too.

Several weeks ago, some of the General Office employees who had never made the trip over this line, decided all at once to do so, and rushed breathlessly into the V. P.'s office en masse, requesting a pass apiece. We were accommodated with three slips of paper and coldly refusing all offers of additional equipment, special steamers, etc., we set sail the following Sunday morning at 8 o'clock, and before the day was over we tried every known method of locomotion, with the exception of submarines and aeroplanes.

It was one of our ideal Washington days; the Sound was as smooth as glass, and the Olympics loomed up ahead of us in snow-capped splendor. Arriving at Port Townsend, we boarded the train

and journeyed on to Joyce. We were a bit alarmed for a while lest something happen to prevent putting our box lunches on the train, but our fears were needless, and we were free to go into raptures over the rhododendrons growing on every side.

At Joyce we climbed into a 9-passenger Ford and jogged along "gasolinely" (new word—apologies to Funk & Wagnalls) to Lake Crescent the lake of the sky-blue waters. Here several of us indulged in a boat ride and explored regions across the lake.

On the way home, thanks to the conductor and engineer, we were able to gather some of the beautiful pink blossoms from which the road derives its name.

Chief Clerk Foster extended us the right hand of fellowship at Port Angeles, and taken all together we each and every one voted it "some trip."

All I can hear talked of this month is vacations. On every side most alluring tales of trips taken and sights seen are poured into my ears, and everybody has the most wonderful kodak views. If this was only an illustrated weekly, we could back either Henry Ford or Mr. Hearst right off the map.

Miss Wing of the Purchasing Department traveled through the Yosemite Valley and spent several very profitable evenings in San Francisco. Happy woman!

Miss Jacobs, our telephone artist, spent a few days at the Rose Show in Portland, accompanied by Miss Zurluh of Tacoma. We don't care a bit that F. J. J. K. of Tacoma mentioned this last month.

Miss Ellen Gardner journeyed down to Molokai and took a look at the ocean and then she went to Oregon and took a bite at the cherries. The G. S.'s office acknowledged with deep feeling the fine box of cherries she picked and sent to them. Miss G. says she loves the "Milwaukee," but the farm is the place and while her fingers may be manipulating the Underwood, her spirit is back in Oregon making butter.

Miss Palmer of the Legal Department is contemplating a trip to Victoria and Vancouver, and Miss Crane of the Accounting Department left the other day for Alaska. The ladies seem to have the best of this vacation business. May we not hear from some of the gentlemen?

E. Clemons was a Seattle visitor yesterday. He has bought the house formerly occupied by Superintendent Sawyer at Spokane and announces everyone is happy as "Pete," the feline mascot of the place, has set his seal of approval upon his new home. Those personally acquainted with both Mr. and Mrs. Clemons feel it was a cruel fate that took them away from Seattle.

Gene Webster, formerly of Mr. Hibbard's office, has accepted a position in Tacoma with the Alaska Steamship Co.; and "Bill" Grieman, also formerly of that department, is now with the Southern Pacific. We surely do hate to see all these people leave us, but can only say that our loss is the other fellow's gain.

Two more weddings to the credit of the Engineering Department. They certainly are a great help to me along this line and add the proper hymeneal atmosphere which seems to be lacking in many of the other offices. Chris White, draftsman, took unto himself a wife July 4th, and Ole Johnson, bridge inspector, did likewise at some unknown date. Mr. Reeder says they will run out of material after a while, and we bashfully reminded him that it was his turn next.

Miss Freda Stedman is the name of the young lady you see through the glass doors of the Traffic Department.

And what is there about Snoqualmie Falls to cause so many calamities? Now, we motored up there in a perfectly sober and temperate manner, never driving over 45 miles an hour, and returned without an accident, but some people we hear of drove up there and got stuck in the mud and had to be hauled out by a horse. Imagine, the humiliations! Also a young lady of our acquaintance while motoring up there, in learning to drive a

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car, sprained her ankle. Very mysterious proceedings and we refuse to mention any names.

And now in the words of an erstwhile popular song, "Goodbye, Everybody, Goodbye, Everybody," for while I am not going to get married, I am going on a vacation, and I am going to try every place recommended to me, so I may never come back, but I think I will, so everybody save up the news for me and I will call for it the 14th of August.

Till then, kind friends, adieu.

#### Items From the S. C. & D. Division.

##### Blanche Manley

If items fail to appear on time, or miss altogether, from this division, you may know the cause is my new job on which I am extremely busy, and don't always have time to get all the news going around.

Inspector R. G. Larson is back from Chicago, where he spent quite a while with other inspectors watching the loading of merchandise cars.

Otto Wentz, former helper at Elk Point, went to Hawarden a spell back, where he relieved the operator for a few days.

We pause to wonder what was the matter with Conductor Steffan's eye recently. Looked as though he had mixed up with some one.

Conductor John Weber was off for two round trips. The usual three-car train leaving at 1 p. m. was increased to a six-car train during the last week of the "wet" period in South Dakota.

The son of Conductor A. W. Gamel has been in the hospital for an operation for appendicitis.

Brakeman M. Grinberg is laying off at present to try his luck at a new job. They say he is going to build silos.

Conductor F. A. Gardner and wife spent several days at Lake Madison fishing. They didn't tell us what they caught.

Conductors A. H. Green and F. W. Nelson, with their wives, also spent several days at Lake Madison.

Conductor E. Fraser laid off for several trips and made a visit in Rapid City, Mich.

Mrs. W. H. Gardner, wife of Engineer Gardner, made quite an extended trip to Buffalo, N. Y., and Washington, D. C.

Pumper David Nelles and wife of Scotland have gone to Binghamton, N. Y.

Flagman Keane, while going home from his work a while back, was held up and robbed of his watch and what money he had with him, and the robbers then beat him until he could hardly get home.

Flagman Culligan met with a most unfortunate accident when he had both legs cut off by an Omaha switch engine. Mr. Culligan has been in the hospital for some time, but is improving at the present time.

Almost forgot to tell you all about the fishing trip the men in the office took recently. Chief Clerk Mason, Assistant Chief Clerk Burkhead, Clerks Gordon Mason, Harry Walton and Archer Richards went to Lake Madison on Saturday evening and came back Monday morning, and from what they tell they certainly had some time. We know they caught lots of fish because they brought us all some, and they were fine, but if you could hear some of the stories they tell as to how they caught them you would wonder if it all were true.

Conductor McCalmon of Sioux Falls has taken thirty days leave of absence and together with his wife has gone to Davis Junction and Beloit, Wis., visiting.

Zane Jenkins, brakeman, has "went and gone and done it," and brings home a brand new bride from Ottumwa. Looks like a war bride, as he belongs to the guard and expects to be called any time.

J. B. Shoemaker, chief clerk at the Sioux City freight house, has resigned and gone with the Great Northern.

F. G. Campbell, resident engineer, who was in charge of the work at the new terminal at Sioux City, has been transferred to Delmar Junction, and Mr. D. C. Fenstermaker has come to take charge at Sioux City.

Engineers W. H. Post and J. J. Barels and Conductor C. R. Tilton and wife were all at Lake Madison fishing.

Milton De Gubert, demurrage clerk at the Sioux City freight house, has resigned to join the army.

H. W. Apted, brakeman, who joined the Railroad Regiment, was home on a 48-hour furlough. He was looking fine, and we say will make some soldier.

Mrs. A. H. Green and daughter have been visiting in St. Louis.

Brakeman A. J. Porter and his new wife have gone on an extended wedding trip to the west coast by the Milwaukee and expect to return via the southern route. Congratulations.

Engineer N. J. Barbarus has moved to Chicago, taking six months leave in which to try out a new business venture. Here's luck.

Sleeping car conductors have been taken off on this division and train conductors are handling the work.

Conductor A. E. Shantz is wearing a big smile and says it is a boy.

Conductor L. Bicknell is in Chicago on committee business.

Margaret Conley, daughter of Conductor H. Conley, is home from Chicago, where she has been for a week or so.

J. Rifenbark and wife spent the Fourth in Sioux Falls.

Conductor C. J. Keane and wife have taken a trip to Indianapolis.

Vera Weed, daughter of Conductor F. W. Weed, made a trip to Cherokee, Iowa, recently.

Trainmaster Buford has been a busy man these days handling his circus trains. He spent the Fourth at Sioux Falls with Barnum & Bailey.

E. J. Ressegieu is looking happy these days. We understand he has a new one at his house.

Brakeman H. D. Sherman was married the first of July to Miss Agnes Walker of Vermillion. Much obliged H. D. for the box of candy and many congratulations.

Mrs. J. T. Blackney and daughters Ruth and Ruby took a motor trip recently through Nebraska.

Elsie Brevid, roadmaster's clerk, and Baggage-man George Apted and wife spent Sunday in Chicago with Mr. Apted's son Harry, who belongs to the Railroad Regiment.

#### Iowa Division Items

##### Ruby Eckman

Engineer Peter Anfinson has decided that it is the best policy to own his own home and accordingly has purchased a nice residence property in Perry which will be close to his work.

Machinist Frank Gill of the Perry roundhouse force went to Canada the latter part of June to visit with his parents.

Engineer George Hardy's wife and daughter Irene have gone to Spokane, Wash., to spend a few weeks visiting with relatives and friends.

Train Dispatcher A. J. Elder of the Sioux City force was in Perry the latter part of June. He was on his vacation and came down for a visit with his parents before starting for California.

Agent W. P. Laughlin, of Perry was in Chicago the latter part of June attending the wedding of his brother, A. J. Laughlin.

Mrs. F. E. Oster, wife of the agent at Elwell, was quite seriously ill the latter part of June.

Rollermaker John Barth, who has been working for the Rock Island at Cedar Rapids, has returned to Perry and taken a regular position. Mr. Barth was recently married and has gone to housekeeping in Perry.

F. J. Yerke and wife of Minneapolis visited in Perry the fore part of July. Frank, who is now working a trick on the Soo line, was formerly a dispatcher in the Perry office.

Storekeeper D. T. Davis and wife visited during June with relatives in Indiana.

Gerald Ostrander of the roundhouse foreman's office in Soo City was in Perry the latter part of June to attend the funeral of Harry Laughlin, one of his intimate friends. Harry was the son of Car Inspector William Laughlin and died at the family home after a long illness with tuberculosis.

On June 24th Section Foreman Ted Kuypers, with three or four other section foremen from the western division, were coming to Perry on a motor car. When they struck the interlocking plant at Herndon the car was derailed and Mr. Kuypers and the other men were thrown a considerable distance. Ted received a fractured skull and other injuries which caused his death the following day. The other men were only slightly

injured and were able to return to their homes in the evening.

Mrs. E. E. Clothier, wife of the chief carpenter at Mohrbridge, visited in Perry the latter part of June with her son Elmer.

Mrs. John Clinker and two sons from Mohrbridge, South Dakota, visited in Perry the latter part of June. Mr. Clinker is one of the water supply men at Mohrbridge.

The final wind up of the sale of Liberty Bonds showed that Perry Milwaukee railroad men invested about ten thousand dollars in bonds, which were paid for at the local banks and about two thousand dollars worth which were paid for by deductions from their wages.

The employees at Perry responded heartily to the call for funds for Company D. The first day, two departments at Perry turned in lists which contained the names of all employees. We hope to be able to report next month that each and every employee working out of Perry gave their bit. We know they will if we get a chance to see them.

Miss Gladys Lutze is one of the recent additions to the Car Department force at Perry. Gladys has not yet learned to put in a brass or replace draft timbers but says she is willing to learn if her services are needed there.

Brakeman George Cox and family spent a week in July with their relatives at Manitou, Ill.

Master Kenneth Eye, the young son of Engineer and Mrs. Charles Ott, has developed into quite a fancy dancer. He has been dancing at numerous gatherings at Des Moines, Cedar Rapids and Omaha, and has recently received an offer from a film company to come to California and work for them. The lad is only about seven years of age but is said to have exceptional ability in that line.

Boilermaker William Barth of the Perry force met with a very painful accident the fore part of July when a sledge which his helper was using slipped and struck him, causing a serious injury to his eye.

Harry Brown and Brooks Cross are recent additions to the clerical force at the Perry roundhouse office.

Kenneth Taylor, the eldest son of Conductor O. R. Taylor, was very seriously ill during the latter part of June and the first of July. The lad had a severe attack of appendicitis and it was necessary to perform an operation on him.

Brakeman Edward Davis had the misfortune to severely injure his foot the fore part of July, causing a lay off of about a month.

Iowa Division gardeners were quite proud of the fact that the June 22nd issue of the Railway Age Gazette contained some pictures of right of way gardens. One of the gardens was located near Templeton and was put in by Section Foreman Ted Kuypers, and the other was in Perry and is being tended by Engineer Sanford Lones and Brakeman Gaylord Courtney.

Conductor John Gray, who was off duty for several weeks on account of having neuritis, resumed work on the road the fore part of July.

Train Dispatchers A. J. Krohnke and J. J. Kindig of the Perry office force, have been taking their vacations during July. Mr. Krohnke spent his in Chicago and Mr. Kindig and family were in South Dakota.

Tinsmith C. E. Marshall and family visited with relatives in Dubuque the fore part of July. They went home to show off the new baby.

Engineer John Leaf's wife visited with relatives in Sioux City the latter part of June.

Yardmaster R. O. Wicheal took the last two weeks of June as his annual vacation. The time was spent in Chicago and Perry. Engine Foreman John Curler was in charge of Manilla yard during his absence.

Conductor and Mrs. W. T. Stockton spent the latter part of June visiting with their son Vernon, who has joined the First Colorado Cavalry.

Engineer M. O'Loughlin's wife went to Seattle the latter part of June; she was accompanied by her two nephews, Mat and Barth O'Loughlin, who have been attending school at Marion, and who are now going back to their home in Alaska. The boys' mother met them in Seattle and made the trip home with them. Their father is an engineer in Alaska.

Engineer Lloyd Leonard, who has been on one of the Council Bluffs switch engines for a month, has returned to Perry and resumed work on the road.

On July 7th Mrs. Lon Morgan, wife of Engineer Morgan, died at the family home in Perry after an illness extending over a period of several years. The funeral was largely attended by relatives and friends from Perry and different points in Wisconsin, where the family had made their home. Mrs. Morgan was survived by her husband and one daughter.

Engineer W. H. Ellis and wife of Milwaukee were in Perry the fore part of July to attend the funeral of Mrs. Lon Morgan. Mr. Ellis is one of the oldest engineers working out of Milwaukee and is the first engineer that Engineer Lon Morgan fired for in the early days when they used wood instead of coal. Engineer Frank Morgan, a brother of Lon Morgan, was also called to Perry on the same mission.

Word was received in Perry July 18th of the death of Kneeland Morrison, a train dispatcher for the Rock Island at Cedar Rapids. Kneeland worked for many years in the office at Perry. Death was due to pneumonia.

Boilermaker William Powers, who has been on the sick list for several months, is considerably better and has resumed work at the Perry roundhouse.

F. C. Campbell, a civil engineer from the Valuation Department, has been doing some work on the Western Iowa Division the last month.

Conductor A. J. Fuller and wife, spent a very pleasant ten days visiting with friends at Miles City and other points on the P. S. line. They report having seen a number of railroad men who went from the Iowa Division when the line was extended from Mohrbridge.

Conductor G. T. Burnham's wife and daughter Nellie returned home the fore part of July from a visit with relatives in Terry, Montana.

Operator H. P. Buswell of the Perry yard force spent a couple of weeks of July at Marion, working on forms one and eight for the I. C. C.

Machinist George Fenner of the Manilla force, drove to Perry in his auto the fore part of July and visited with Perry friends. Mr. Fenner formerly worked in the Perry roundhouse.

On July 12th John Lee, section foreman for the Milwaukee at Slater met instant death while returning from his day's work. He in company with his crew were riding to Slater on a motor car, when a long wrench dropped from the motor car and struck a tie. The wrench bounded back and struck Mr. Lee on the leg, throwing him in front of the car and he was run over and instantly killed. Mr. Lee's two sons, who work with him on the section, were with him and witnessed the accident. Mr. Lee had been in the service a long time and was a valued employee. He was very highly respected in the town in which he lived.

Engineer William Caldwell, one of the old time engineers on the Iowa Division, has been quite sick for a number of weeks and has been unable to work.

Roadmaster M. Murphy has received word from his son Allen Murphy, who is an engineer of the Flag Ship Birmingham, to the effect that they have just returned from France, where they accompanied the fleet which took the first company of American soldiers to France. Allen is now in charge of the artificial ice plant on the ship and is very much fascinated with navy life.

Conductor W. J. Fuller spent a few days the middle of July visiting with friends in Chicago and Milwaukee.

Conductor Adolph Schloe and Engineer Charles Swift and family spent a couple of weeks at Channing, Mich., visiting relatives and enjoying the fishing which the streams near there afford.

Mrs. Charles Nath, wife of one of the engineers at Marmouth, N. D., has been visiting with relatives in Perry.

#### Des Moines Division News Items.

##### Lela Burnham.

On June 20th occurred the marriage of Fireman Clyde Anderson to Miss Anna Burner of Rockwell City. They will make their home at Spencer, Iowa, out of which point Clyde is working.

The passenger department is hauling a great number of recruits for the army and navy at this time. The army recruits are being sent to Omaha en route to Ft. Logan, Colo., and the navy recruits are forwarded to Chicago, en route to the naval training station.

# Elec

## A SUBSTITUTE

### Electricity

Cooking in every house possible for modest cottages to give the home a vacation flavor of the ordinary.

This family is unable to for housekeeping mer estate. that they would room adjoining shady trees. How to do the problem, the current came.

A dining table, lumber, covered four equal legs served as legs similar section. Then both tables beneath the cool tree behind a this rural dining wires were strung Mazda lamps.

Beneath the electric outlet provide means for devices for cooling refrigerator and a shelter were storage of but coffee, bread and of food as are.

At breakfast fries or scrambled at her elbow. on a side table. plates are easy food cabinet. warm a quantity toaster, the electric are used. Lunch in a similar manner meats and vegetables.

## Electricity in the Railroad Man's Home

### A SUBSTITUTE FOR THE HOT KITCHEN

#### Electricity Enables One Family to Eat and Cook in the Yard

Cooking in the hot kitchen is the bane of every housewife. Electricity has made it possible for one family of five, living in a modest cottage in an eastern summer resort, to give the housewife and also the hired girl a vacation from the sweltering atmosphere of the ordinary kitchen range.

This family belongs to the middle class and is unable to afford the elaborate facilities for housekeeping found on an expensive summer estate. Its members decided, however, that they would not eat in the hot dining room adjoining the kitchen when there were shady trees and cool breezes out of doors. How to do this without extravagance was the problem, but the ever willing electric current came to the rescue and solved it.

A dining table was constructed of scrap lumber, covered with oilcloth, and nailed to four equal lengths of a tree trunk which served as legs. Chairs were made by sawing similar sections from a large tree trunk. Then both table and chairs were set up beneath the cooling shade of a large hickory tree behind a screen of honeysuckle. Above this rural dining room furniture, covered wires were strung to suspend three 40-watt Mazda lamps for illumination at night.

Beneath the eaves of the kitchen four electric outlet boxes were installed to provide means for attaching electric heating devices for cooking the meals. A tiny refrigerator and a home-made cabinet beneath a shelter were built to allow the convenient storage of butter, eggs, cheese, milk, sugar, coffee, bread and such other staple articles of food as are often necessary in the kitchen.

At breakfast time the housewife boils, fries or scrambles eggs on the electric grill at her elbow. Coffee is made in a percolator on a side table and the other breakfast staples are in easy reach of the refrigerator and food cabinet. In case it is desired to keep warm a quantity of toast made in the electric toaster, the electric grill and miniature oven are used. Luncheon and dinner are prepared in a similar manner with the addition of meats and vegetables cooked in the electric

cooker. Fiber dishes are used and so there is no dishwashing. Since the family has been living in this way it is estimated that an actual saving of between \$10 and \$12 has been made each month. In no one month was the bill for current consumed more than \$15 and the housewife was enabled to do away with the hired girl at \$5 a week and take a vacation herself. The scheme also lends itself admirably to five o'clock teas and is always praised and admired by the invited guests. On a hot night the table is illuminated and used for serving a final dish of ice cream or cold tea before the family retires.

### NEW ELECTRIC RANGES

Cost Per Month Compares Favorable with Gas or Coal at the Regular Cooking Rate Per Kilowatt

The newer types of electric ranges for the home are vastly superior to those brought out when the idea was new a few years ago. Today it is quite possible to do all the family cooking on an electric range, without dirt, ashes, soot, etc., at a regular monthly cost which compares very favorably with coal or gas. Representative menus for four or five persons can be prepared on an electric range of the General Electric type at a total monthly cost of \$5 for electricity, where the regular heating and cooking rate of five cents per kilowatt prevails. But in many places a cheaper rate can be obtained where one intends to do all the cooking by electricity. At a four-cent rate the cost would be \$4 a month and but \$3 a month under a three-cent rate, which is not at all unusual.

Under a five-cent-per-kilowatt rate a breakfast for five persons, consisting of oatmeal, dropped eggs on toast, toast and coffee, can be cooked for three cents. A dinner consisting of pork chops, fried apples, boiled potatoes, French toast, sauce for toast, and coffee, costs six cents. A supper of scrambled ham and eggs, cranberry sauce, biscuit, tea and cake, cost but five cents.

The newer types of electric ranges embody many features of the so-called fireless cooker. These features reduce the cost of current about 40 per cent. Ordinary cooking utensils can be used on the range.

G. J. Bunting, comptroller, and E. A. Murphy, freight auditor, were callers in Des Moines the first week in July. They made a visit to Camp Dodge to see where the new army will be trained.

Arthur Peterson, son of Section Foreman C. A. Peterson, who has been with the Milwaukee for twenty years, will graduate this month from a four-year law course at the University of Chicago. Mrs. Peterson and daughter, Bessie, will attend the graduating exercises, and all who know him wish him success in his chosen profession.

The principal topic of the day on this division is the Conservation of Coal, and good results are apparent. The July Magazine carries an article "Co-operation of All Necessary," by the assistant general manager, which it is hoped every employe has read.

Mrs. John Allison and family of Engineer Allison are visiting relatives at Chicago and other Eastern points.

D. F. & P. A., S. A. Eddy, has been appointed assistant general agent for this company, with offices in New York City. During the short time Mr. Eddy was on this division he made a great many friends, who are sorry to see him leave this community, but very glad to see him advance in the service. As yet his successor has not been announced.

Conductor W. H. Hayden and wife are taking their annual vacation trip visiting in Omaha, Denver and Colorado Springs.

Fireman Paul Black has been quite ill at his home in Moberly, Mo., but it is reported he is improving slowly.

Gene Backman, clerk in the city ticket office, has also been confined to his bed since July 4th, account of a severe attack of inflammatory rheumatism.

On account of the recent change of passenger runs, the crews on No. 35 and No. 36, heretofore running between Des Moines and Spirit Lake, now run between Des Moines and Storm Lake. Conductor Wm. J. Caskey, who formerly held the Storm Lake passenger run, is now holding one of the above runs, and Conductor P. A. Gifford has been assigned to the run between Spirit Lake and Rockwell City.

Engineer Lloyd Nunn has been enjoying a two weeks' fishing trip at Lake Okoboji.

Assistant General Freight Agent J. G. Love of Chicago has been in Des Moines the past few days on business.

The U. S. Government has selected Des Moines as a cantonment site, and 45,000 soldiers will be trained here. The camp is located about eleven miles northwest of the city, and about 400 buildings are now being erected. It is expected to have the camp ready by September 1st. Track connections have been made with the interurban railway at Granger for the hauling of freight and passengers by this company to the camp.

Engineer W. D. Chase has been laying off for a couple of weeks visiting with his mother and sister, who are here from Winslow, Arizona. He accompanied them on a trip to LaCrosse, Wis., where they will visit relatives. Bill says, "That's my state."

Travel to the lakes is exceptionally heavy just now. All hotels there are reporting a big business, and fish are biting in the usual manner.

Britt Stuber, fireman, says his garden on the right-of-way is coming along fine, and he stands some chance of winning the prize.

The force in this office were made "desolate" by my absence from duty while I was in K. C., Saturday, July 21st.

I have joined the M. N. Gs, so you'll see me at the celebration.

#### Prairie Breezes From the H. & D.

C. R. Craft.

Conductor "Billy" Foster is back at work again after having spent the past month visiting relatives and friends in Michigan.

Joe Stennes, timekeeper, was a recent over-Sunday visitor at Montevideo.

F. S. Bauder, first trick dispatcher on the West H. & D., is spending a two weeks' vacation enjoying the beautiful scenery and the excellent fishing in the Badger state. Operator M. P. Ayars is relieving him.

Conductor "Dad" Clemons recently returned from a very pleasant month's vacation spent in sunny California.

Kidder Walker is working the operator's key in the dispatchers' office at Aberdeen while Operator Ayars is working a dispatcher's trick.

The little six-year-old son of Conductor Fred DeLaney had the misfortune of getting run over by an auto and is reported as being in a very serious condition.

The boys in the local freight office pulled off a very successful fishing trip at Lake Minnetonka, Aberdeen's famous pleasure resort, Wylie Park. Only bullheads are allowed to be caught, the park board not permitting fishing for bass as yet, although it is expected they will grant this privilege next year, as the lake is becoming well stocked with the gamy tribe and some great sport is anticipated in another season.

Conductor J. J. Barndt was laid up for a couple days due to straining his back while at Mellette on No. 101 recently.

F. T. Buechler, first trick dispatcher on the Middle Division, spent a very pleasant vacation of about three weeks' duration on an auto trip to Cable and Hayward, Wis. He was accompanied by Mrs. Buechler and Mr. and Mrs. V. H. Mankey of Aberdeen. Fishing, boating, and bathing occupied the greater part of their time.

W. C. Westfall, general yard master, Aberdeen, has been appointed as general yard master at Milwaukee. E. H. Soike, former assistant yard-master, being promoted to general yardmaster at Aberdeen.

A. H. Blomgren, agent at Roscoe, was recently called to Iowa account of the very sudden death of his mother.

Donald Paul was recently appointed as agent at Hague, N. D.

Agent M. J. Pfeiffer of James has been taking a short vacation, being relieved by J. R. Weber.

Chief Dispatcher Harry Gibson and Dispatcher "Ted" Buechler spent a couple days at Big Stone Lake recently on a little fishing trip.

Local Agent R. C. Donchower spent several days recently visiting at Richmond, Minn.

S. L. Alderson, acting relief agent at Ortley, during absence of regular agent, H. Aughlin, brought on a vacation.

W. Geiser has been appointed agent at Glenham, taking the place of W. F. Matz.

W. J. Hall, formerly agent at Newark, has been appointed as agent at Hague, N. D.

S. E. Keane, chief clerk in superintendent's office, with his family, will spend his vacation at Ortonville and Big Stone Lake. Some more fish stories will be in order when Steve gets back.

Chief Dispatcher F. E. Devlin of the Middle Division is spending a three weeks' vacation at Tomah, Camp Douglas and Green Bay, Wis. The good old state of Wisconsin is certainly a very popular place for summer vacations. Dispatcher F. T. Buechler is acting chief during Mr. Devlin's absence, L. E. Meuwissen holding down first trick, C. W. Mayer second trick.

M. Parsons now acting as relief agent at Marvin.

J. E. Burdick, relief agent at Bristol, while regular agent, C. W. Mayer, is working dispatcher's trick at Aberdeen.

Marvin Cook of the secretary's office spent several days in Aberdeen recently on lease rental matters.

The roundhouse at Milbank has recently been undergoing some heavy repairs.

Yardmaster Hammer of Milbank spent several days at Big Stone Lake on a fishing trip, but didn't have a word to say on his return. Wonder why?

F. Helieman, section foreman on the Sisseton Line, has been off on sick leave the past month.

Car Foreman Hokland is now established in his new office at Milbank.

Engineer Lawrence Reeves has moved to Montevideo. He was formerly located at Milbank.

Section Foreman Mittett of Milbank has taken a six months' leave of absence, which he will spend at various points in Wisconsin.

Engineer A. Reeves is again at the throttle, after being off for a some time with an injury to his hand.

Harold Murphy, clerk in general foreman's office, has been on a short vacation, Walter Kelly taking his place.

## MAXIMUM LOADING OF CARS

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**R. & S. W. Notes.**  
**H. J. Beamish.**

Brakeman Ed. Gibbons no doubt saved a derailment at Kittredge, July 11th, when he discovered a broken truck on PRR Car S56585. The conductor in charge of train asks that he be given special mention.

Operator John Morrissey, Corliss, discovered a break beam down on train 67, July 16th, when train was backing in on sidetrack, and stopped train before any damage was done.

Conductor John Rossmiller of the HGS, with the wife, transacted business in Chicago, July 17th. The rumor that Mr. Rossmiller was called to testify at the packer's investigation is wholly unfounded.

There is joy of greatest magnitude at Elkhorn. The departure of his principal rival leaves "The Silent Swede" as the sole contestant for the hand of the "Lady of the Luminous Lamps."

Operators Ferguson and Stubbs have reported to their company at Camp Douglas and are soon to be mustered into the federal service. Their friends on the division wish them speedy promotion and a safe return.

The movement to raise a fund for the use of the "St. Paul Company" of the Engineers Corps is one that meets with the hearty approval of all. The sum is so small that it will not be missed, and the fund will not only help the boys, but show them that their old comrades are not unappreciative of their loyalty to their country. Let everyone get in on the list and the sum will astonish the promoters.

The Old Settlers' picnic, at Union Grove, July 4th, was the largest in the history of the association. A special train of seven coaches proved inadequate to handle the returning crowds.

Agent Booth took charge of his new station at Elkhorn, July 17th. J. W. Hayes, one of the veterans of the system, retiring. Mr. Hayes has been in poor health for some time and the work has been conducted by his son, H. E., in a very satisfactory manner.

One of the narrowest escapes that this division has had was due to the watchfulness of Car Foreman Kraus. Train 62, June 28th, was making a fast run through Burlington when Mr. Kraus noticed a broken arch bar on SPRX car

321. He flagged the train and the car was successfully sidetracked, without damage to track.

Brakeman Dunlap witnessed the last sad rites of the passing of Whitewater into the dry ranks, June 30th.

Anyone desiring a perfectly good, house-broke, contralto canary will please call on Conductor Rosenow.

Our old trainmaster, W. P. Moran, now of Mobridge, visited Savanna friends the last of June. Herb Stiles says W. P. M. wears a wide hat and "goes heeled" and looks as though the country agreed with him.

Operator Cavey, Delavan, was a Milwaukee visitor June 2nd. Martin claims that the K. N. agency held no attractions for him—he lived there before.

Brakeman H. Tausch is recommended for special mention by his conductor for discovering a broken truck on PFE 9762, at Dakota, June 2.

Conductor Cavey of "Cavey's Train" is taking an extended vacation. Howland is on 23 and Matson on 36.

Conductor McIntyre off few days the first of the month, "Bug" Smith running the way freight.

A broken truck ditched a car between Shirland and Durand, on train 63, June 20th, causing considerable delay to traffic. Martin Roth blossomed out as passenger conductor, running first section No. 10, and made a trip without picking up a car. Martin is our brightest hope for the old cars, now that Bill Smith has left us.

Operator Anderson has resumed work at Elkhorn after a few days spent at Freeport, Savanna and other pleasure resorts.

A special train for the accommodation of the Janesville Eagles, from Janesville to Racine, June 22nd, N. Hermis in charge.

For the information of the uninformed there is no fireman needed on the motor car.

Engineer Harrington has returned to his first love—the east end way freight.

The ice train, with Horton and Otto for a crew, was put on the middle of June.

**East Prairie du Chien Division Notes.**

*Margaret Murphy.*

Passenger Conductor H. Vedder enjoyed a short

# Stifel's Indigo Cloth

Standard for over 75 years

**FOR MEN'S  
OVERALLS, JUMPERS AND  
UNIFORMS and**

**Miss Stifel Indigo**

The new kid glove finish cloth for

**WOMEN'S OVERALLS AND  
WORK CLOTHES**

*It's the cloth in your overalls  
that gives the wear.*

Men and women, you can be sure you are getting the maximum wear cloth—genuine Stifel's Indigo and Miss Stifel Indigo—in Overalls and Work Clothes if you **LOOK FOR THE BOOT trade mark on the back of the cloth inside the garment before you buy.**



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NEW YORK



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# FOX RAILROAD

## AT OUR REGULAR RAILWAY DISCOUNT



*The Famous Fox Telegraphers' Keyboard* has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters.

The ordinary typewriter will not meet the requirements of the telegraph operator. *The Fox Visible Typewriter, Model No. 24*, is the ideal "Operators' Mill." It is fully visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

In buying a Fox Typewriter the operator has his choice of any size or style of type, shift or shiftless, regular or billing figures—Standard, Telegraphers', Special or Billing Keyboard. *In fact, we can duplicate anything of merit on any other typewriter, and give you in addition a number of exclusive features.*

## WHAT WE CLAIM FOR THE FOX

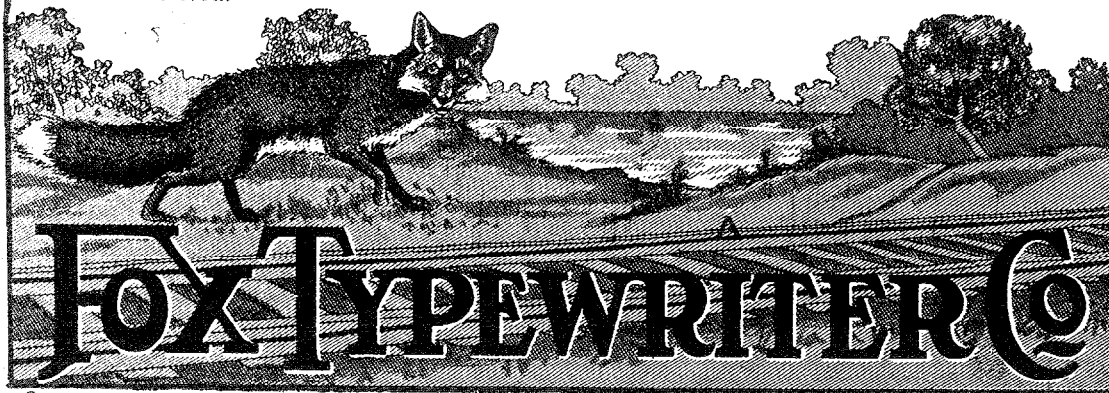
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in *The Milwaukee Employes' Magazine* and a number of exclusive features of its own.

We are allowing the same discount to Telegraph Operators and to other Railway Employes that we are offering to the various RAILWAY SYSTEMS—25 percent discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

The price of the Fox Typewriter, with regular equipment, is \$100.00, but our Railway Discount of 25 percent reduces this to \$75.00.

Send any amount you can spare, from \$5.00 up, as a first payment, and pay \$5.00 monthly, 5 percent discount for all cash. If \$10.00 or more is sent with order we will include free a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

Please order direct from this offer, mentioning *The Milwaukee Employes' Magazine*, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



# TYPEWRITERS

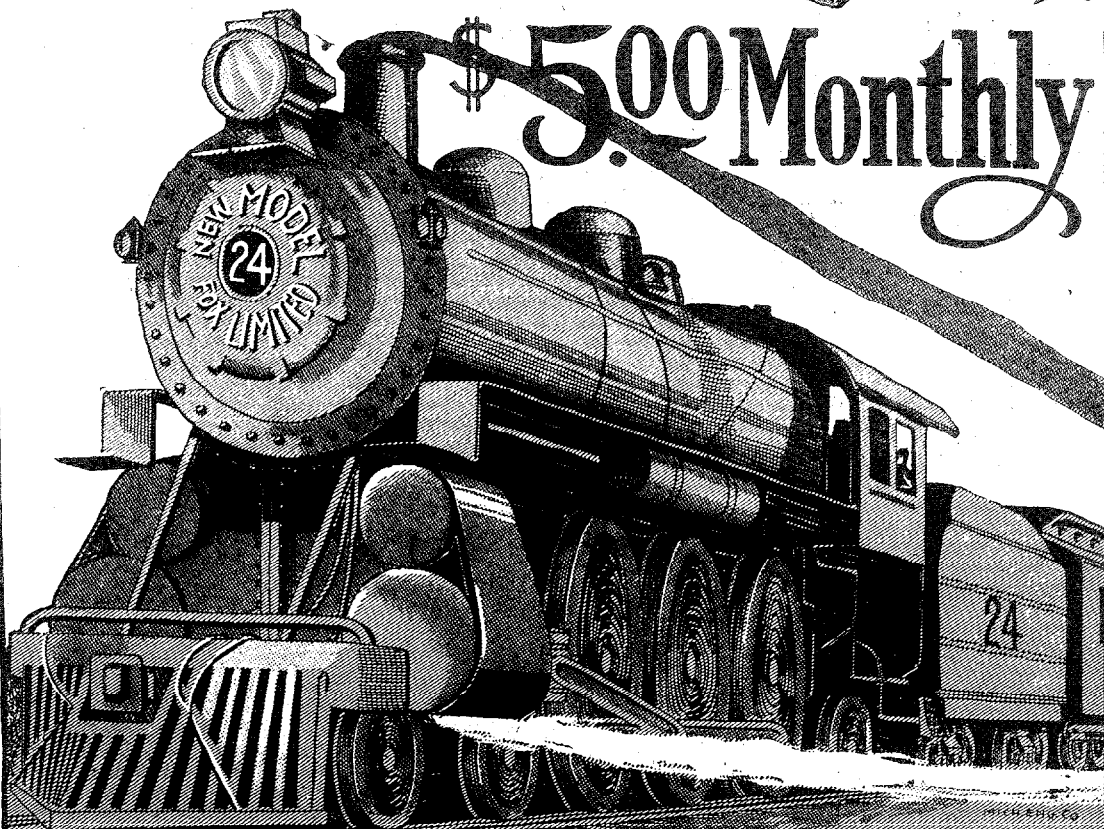
GUARANTEED 3 YEARS

# \$100

*Highest Quality  
in the World*



# \$5.00 Monthly



# GRAND RAPIDS, MICH.

vacation. Conductor T. Kelley took his run during his absence.

Miss Mable Markle, daughter of Passenger Brakeman L. Markle has left for Rochester, Minn., where she will undergo an operation at the Mayo Brothers' hospital.

Miss R. McGeen, bill clerk, Waukesha freight office, is back to work after being confined to her home about a week, account of illness.

Miss Maude Costerisan, daughter of Section Foreman F. Costerisan, Genesee, is spending a few days at Edgerton.

Engineer T. Dempsey and family, Waukesha, were the guests of relatives at Madison.

Engineer A. Enders is back to work after enjoying a vacation. Engineer H. Klatt took his run on the way freight.

Passenger Conductor T. Evans was off duty a few weeks. Conductor T. Callahan took his run on trains No. 22 and 7. Conductor F. Scull took Conductor Callahan's run at Waukesha.

Gatekeeper Mrs. A. Smith, Waukesha, enjoyed a trip to Chicago, Ill., July 4th.

Agent L. Roberts of North Prairie and Miss Allen of Waukesha were quietly married at the home of the bride. The best wishes of the employees are extended to Agent and Mrs. Roberts.

Agent Z. C. Willison and wife of Palmyra took in the sights at Milwaukee, July 4th.

Engineer D. Slightam laid off a few days. Engineer H. McCarthy took his run during his absence.

Operator Spillard entertained his family from Elgin, Ill., at Waukesha, July 4th.

Brakeman K. Westphal and wife, Milwaukee, spent a few days with relatives at Waukesha.

Brakeman T. McGowan is back to work after being confined to his home at Madison by injuries received in an accident.

Conductor T. Callahan took a week's lay off. Conductor R. Homewood had charge of the switch run at Waukesha while Conductor Callahan was absent.

Fireman H. Hazette has been off duty for some time. Fireman W. Sorrow is firing Nos. 21 and 6 in his place.

Section Foreman H. Carroll has been transferred from McFarland to Milton. D. E. Kielley of Steuben, Wis., has been appointed section foreman at McFarland.

Raymond Cavanaugh of LaCrosse, Wis., has been the guest of his uncle, Agent J. Lawless, Waukesha.

Conductor D. Downie, Madison, announces the marriage of his daughter to Professor Young of Madison. The wedding occurred during June.

Agent J. Lawless, Waukesha, took a business trip to Chicago, Ill.

Fireman Thomas McGowan laid off a few days. He was relieved by Fireman H. Marsh.

Section Foreman L. Carpenter, Palmyra, had his foot badly injured by a heavy plank falling on it.

Engineer E. Kelley spent a few days at his home at Milwaukee. Engineer T. Dempsey took his run with H. Cook bring.

Engineer J. Ellis is enjoying a vacation. Engineer J. O'Keefe is running Nos. 21 and 6 during his absence.

Agent J. H. Calvert, Whitewater, was a visitor at Manitowoc, Wis.

Motor Inspector C. B. Skelton, Milwaukee Shops, was at Waukesha on business.

#### Chicago Terminals.

Catherine M. Bartel

James Mulvaney, chief clerk to Trainmaster Costello, Galewood, is off in his annual vacation. Jim has been working pretty steady lately and deserves a rest. But, say, Jim, keep away from the Cream City, please. John O'Toole is doing the honors at Mr. Costello's desk in his absence.

K. M. O'Neil, the popular stenographer in the office of Asst. Supt. Bush, left for her annual vacation the 16th of July. Understand she goes to Cincinnati, Ohio, Washington, New York and New Haven. She may grab off one of those Down East Yankees and bring him home for a husband, but we hope not, as we can't spare her at Galewood. Miss M. O'Flaherty is manipulating the Underwood during her absence.

General Yardmaster John Grunha left on his annual vacation and will visit at his old home around South Elgin and Algonquin. George Hale

is officiating in his absence and Mr. Mahon is placing the eight-hour crews.

Yardmaster J. C. Logan is absent from duty frequently these days. Understand he is dealing in stocks and liberty bonds and some wild-cat oil investments. Look out for John D., Jack, and whatever you do, don't put him out of business.

Chief Operator Willis Murbach of G. T. office, Galewood, is working very steadily this summer and we had it in our minds that he would be absent very frequently, as we understand he has a new doll—a blond doll, too. Well, the summer is not over yet.

General Yardmaster F. A. Miller, Galewood, spent the Fourth at his old stamping ground in Minook, Ill. He returned to work fresh as a daisy. Skidoo Ryan officiated during Mr. Miller's absence. Tom Riley in Ryan's place.

Assistant General Yardmaster Frank Cusack, Goose Island, is off on his annual vacation. Night Yardmaster Tommy Seidel is acting in his place.

Miss Mabel Williams, the popular chief telephone operator, Galewood switchboard, left on her annual vacation a few days ago. She expects to visit Deer Creek (not dear), Oklahoma, right down among the cowboys and Cherokee Indians. Well, we hope she don't get scalped and returns safely. Mrs. Earl is on the switchboard in her absence.

Switchman Mike Meehan had the misfortune to have his right hand injured on July 9th. He reports getting along nicely and is now spending a few days at Madison, Wis., with his frau.

Switchman J. Heeney visited with his sister at Waukesha on June 26th.

Mrs. Kuhrt, mother of the popular timekeeper in Superintendent Rupp's office, accompanied Fred to Minneapolis, where he is spending a few days with friends and relatives. Mrs. Kuhrt did not think it advisable to let Fred travel alone.

Ben Perlick, formerly employed in Superintendent Rupp's office, is now in charge of the Car and Efficiency Bureau at Galewood. We are certain the bureau will meet the expectations of all concerned under his management. Congratulations, Ben.

Fireman Guy Burch was called to his home at Bronson, Mich., on account of the illness of his mother.

Katherine Burke, daughter of Chief Yard Clerk J. Burke, left for Gratiot, Wis., on July 17th, where she is spending a few days with friends.

During these troublesome times, Chief Clerk Smyers braces up, puts his chest out, and has a fearless look in his eyes, for it reminds him of his Spanish-American days gone by.

Clerk H. W. Mackay at Division street ventured forth on the turbulent waters of matrimony. He says, "Spread a little sunshine whenever you are home, 'twill make you happy all the time and never more you'll roam." With the exception of a few biscuits that resemble billiard balls, "Mac" says everything is O. K.

The Goose Island Quartette recently made a trip to Minneapolis. Needless to say, "Off in the stilly night," when sweet strains of music floated forth from the drawing room, many brows were wrinkled with care.

From current rumors it is reported that F. H. Cornwall, alias Cornish, "The Boss of Goose Island," has again thrown his bat in the ring for the coming aldermanic election.

Robert C. Borkowski, former car order clerk at Gander Bay, has accepted a position on W. F. Dudley's traveling force.

#### La Crosse Division Doin's.

Guy E. Sampson.

A certain Chicago paper recently gave a write-up on a sign that decorated the walls of an airplane factory. The sign read "A CONCEALED MISTAKE MAY CAUSE A BRAVE MAN TO LOSE HIS LIFE." This is surely a SAFETY FIRST slogan, and we think one that every railroad man should impress deeply upon his mind. Slogans of this nature are not soon forgotten and are sure to, at some time, cause us to think twice before we act.

Sure, we were glad to see that "Peggy" had not deserted us, as we were afraid she had. And if No. 17 will stop long enough at Missoula, when we take our trip west the last of August we will try and see the little (?) (maybe I don't know) correspondent in the jade-green, sky-

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# Chicago Milwaukee & St. Paul Railway.

**Hotel Myers**  
 120 N. La Salle St.  
 All Rooms  
 Rates 10c to 1.00  
 Phone 101-1012

**Janesville  
 Steam Laundry**  
 High Grade  
 Work  
 220 N. Main St.

**The Empire Hotel**  
 120 N. La Salle St.  
 Rates  
 American Plan 1.00 to 1.50 per day  
 European Plan 1.00 to 1.50 per day

**We Pay Most  
 For Cream**  
 Elmer Creamery Co.  
 120 N. La Salle St.

**O'Brien  
 Fine Millinery**  
 120 N. La Salle St.

**Turkish Baths & Mass. & Solar**  
 120 N. La Salle St.

## TRAIN BULLETIN

### EAST BOUND

| TRAIN NO. | DUE. | WILL ARRIVE. |
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**Hotel London**  
 120 N. La Salle St.  
 Rates 10c to 1.00  
 Phone 101-1012

**Bugs Garage**  
 Automobile Service  
 120 N. La Salle St.

**Shaffer's  
 Ice Cream**  
 Our Party Buffet  
 is the best

**Joe Wynn  
 Fulton Market**  
 120 N. La Salle St.

**The Hub  
 Max McMeel's**  
 Head to Foot Outfitters

**J.M. BOSTWICK  
 & SONS**  
 THE BIG STORE  
 DRY GOODS, GARMENTS, CURTAINS, CARPETS

The above is an exact reproduction of the new train bulletin that is being installed in the stations along the line by the Railroad Service & Advertising Company.

These bulletins are five feet square and black mission finish over all.

The advertisements, 6x12 inches, are under glass, hermetically sealed so that they are dust and water-proof.

This space can not only be used for advertising service but as a dignified directory as well.

For the local merchant it answers two purposes—it advertises and directs.

Mr. James E. Tomlinson is now on the road soliciting contracts covering space in these train bulletins. If he has not already called on you and you think the merchants in your city would appreciate space in a train bulletin in your station, drop us a line, and Mr. Tomlinson will call on you with a view of allotting space to such merchants as you mention.

## Railroad Service & Advertising Co.

Union Station, Chicago.



## New England National Bank

# THE Bank

OF

KANSAS CITY, MISSOURI

## 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. W. PLAGE, Assistant Cashier  
W. C. RAE, Assistant Cashier

J. E. WOODARD  
President

T. T. TAYLOR  
Vice President

## BANK OF FERGUS COUNTY Lewistown, Montana

Capital and Surplus, \$500,000.00

B. B. BROWN, P. J. OSWEILER, D. B. BOLTON  
Asst. Cashier Cashier Asst. Cashier

Oldest State Bank in Montana

CAPITAL  
\$1,000,000

### SPOKANE & EASTERN TRUST COMPANY

RESOURCES  
\$15,000,000

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

Spokane

Washington

blue pink suit and white slippers. Then we can introduce her to all of you when the M. N. G. Club meets for one grand time.

At his home at Portage, on July 7th, one of the oldest engineers on the Milwaukee, John Woodman, passed away at the age of 68 years. He had been in failing health for the last two years. Mr. Woodman leaves, besides his wife and seven children, a host of loving friends, who followed him to his last resting place. Three of his sons, as well as two nephews, hold positions as engineers on the La Crosse Division.

Mrs. John Bell, wife of Section Foreman Bell, of Lewistown, while stepping out of the way of a freight train accidentally stepped too close to passenger train No. 6, on July 6th. The unfortunate lady was taken to Portage on train 6 and everything done to relieve her suffering. However, she passed away before reaching the hospital. She leaves a husband, six small children and a host of friends to mourn her early demise. The sympathy of all co-workers is extended to our unfortunate friends.

Yardmaster C. A. Busch, Roundhouse Foreman H. Houser and Switchman N. Weber took a notion a few days ago to go up the river for a few hours and capture a few of the finny tribe. Nic got one bite (by a mosquito), Herman got back while C. A. B. alone brought home the honors of the day. We have it from good authority he never knew until the following day, when he discovered a whale about one and one-half inches long in his pocket, that he had brought home the winning score of the game—one to nothing in favor of C. A. B.

Switchman William Clemmons of Portage, desiring to take in the big round-up at Miles City, July 4th, and also to view the beautiful scenery through the mountains, obtained transportation covering the entire coast lines of the Milwaukee and started on the trip. But alas, we know not whether after seeing the wild manoeuvres at Miles City, Will decided that the further west one got the wilder they got or not. We do know that according to the time that elapsed between his start and his return he surely got no further than the "round-up" and did not stay to see very much of that.

Speaking about enjoying our glorious 4th of July, well, we did. Lost July 3rd and 5th away from home and doubled out of our home town July 4th, being called when we alighted from our caboose to go right back at once. "Glorious Fourth," but we "did our bit," and all on the great 4th.

The Bon Ton string orchestra of Madison, which is headed by Engineer E. Pedder, spent a week in Upper Wisconsin giving music to the Indians and lumber-jacks. To use Earle's own language, when we asked him and friend wife, who was with him, he remarked, "We had the best times of our lives and nothing was too good for us and all as free as war news." The band consists of five pieces and is named after the famous racing boat owned by Mr. Pedder, which is at present capturing all the best prizes around Madison.

On June 18th, Ivan A. Sherman, son of William Sherman, agent at Marshall, was married to Miss Gladys J. Bump. The groom has worked as relief operator on our division for some time past. We extend hearty congratulations.

On Sunday, June 10th, James McEntee died at the hospital at Madison. Mr. McEntee was agent at Deforest a great many years, but was forced to give up the position three years ago on account of failing health. The bereaved family have the sympathy of all La Crosse Division employees.

Saturday, June 23rd, is a day that will long be remembered by our branch line employees, as business was at nearly a stand still on account of terrific storms. Both the Portage and the Watertown branches suffered washouts and employees were kept busy for several hours repairing tracks so traffic could be moved.

The La Crosse Division employees desire to thank Superintendent Van Vliet of the Northern Division for the special service on his division on the day of the funeral of Engineer John Pluck at Horicon. Being able to return soon after the services were over about thirty of Mr. Pluck's co-workers from Portage attended, and accompanied the remains of their faithful friend to their last resting place.

Our genial come with p on train 62, town a doctor opinion that medical aid registered on instead of M the hospital

On Sunday ley and Eng Milwaukee t dling 1,064 one sleeper, ning time, to make. M credit for d amount of t

Switchman PROUD fati July 12th. braking on and sons do

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The Santa Chicago and Famous' comb says:

# 21

The REAL FIRST. Se

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Shows new called SEC from ONE "Direct," c

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# SANT



Our genial conductor, William Leslie, was overcome with ptomaine poisoning while going east on train 62, July 6th. Upon arrival at Watertown a doctor was summoned who gave it as his opinion that another fifteen minutes without medical aid and our friend Bill would have registered on the other side of the pearly gates instead of Milwaukee. At present he is still in the hospital at Watertown.

On Sunday, July 15th, Conductor M. H. Shackley and Engineer Dan O'Leary made a run from Milwaukee to La Crosse on train No. 55, handling 1,064 passengers in four day coaches and one sleeper, losing only 22 minutes on their running time, which ordinarily is fast and hard to make. Mr. Shackley especially deserves much credit for doing two men's work in the limited amount of time.

Switchman Charles O'Keefe of Portage is the PROUD father of a span of switch boys, born July 12th. Charles says he may start them in braking on the Dubuque Division soon. Mother and sons doing fine.

Conductor M. Larkin was off a few days this month doing a little painting on his home. He says a coat in time saves money.

Mrs. G. E. Sampson and son, Gerald, spent the 4th at Columbus, Wis., visiting relatives.

Conductor L. Morehouse and family spent a week at La Crosse visiting friends.

Albert Witt had a narrow escape while working on the roof of the new addition to the Camp Douglas freight house. Losing his footing he slipped from the roof to the track just as No. 18, which does not stop there, came around the curve into town. Although Albert had four broken ribs and a badly injured leg, he managed to get off the track as the fast passenger train rolled by. He was taken to his home at Portage, where it is reported that he is getting along as well as could be expected.

Brakeman William Hall has resigned his position on the La Crosse Division and has decided to try some other work. Several others are contemplating the same move since the bulk of the business has been routed around over other divisions.

A new time card, July 8th, on the Lax shows

a new passenger train coming from Chicago Friday night and returning Monday morning from the summer resorts on the Wisconsin Valley. This sure is service and a great many people that are caged up in some office in the big city take advantage of this fast service to enjoy a day on the Wisconsin lakes.

Conductor C. K. Wright spent a few days at his home in La Crosse on account of an attack of rheumatism.

First Trick Operator L. B. Seymour of Mauston suffered a slight stroke one day this month. He is at present with his son at Lenwood, Iowa, and reports that he is getting along nicely and much improved.

Mrs. Pierce and daughter, family of Engineer Charles Pierce, of La Crosse, are visiting in the west taking in Salt Lake and Los Angeles.

Engineers Chester Johnson and Harry McMahon are the latest ones from our division to join Co. D. Harry, who has seen army life for some time in Co. F, Third Wisconsin National Guards, has transferred to the railroad company.

Miss Myrtle Lee, daughter of Lieutenant F. Lee, died at the home of her parents at Portage, and Mr. Lee, accompanied by all Portage men in Co. D, attended the funeral of his beloved daughter Sunday, July 1st. The sympathy of all employees is extended to the bereaved family.

#### Iowa (Eastern) Division News.

J. T. Raymond.

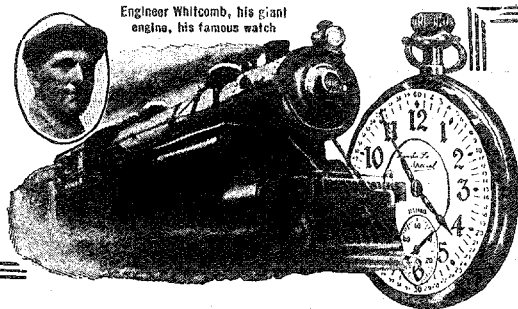
Conductor C. N. Dow is off for thirty days. Went to Canada with Mrs. Dow and daughter to see their son. Conductor W. D. Shank is on Mr. Dow's run.

Conductor George Van Tassel is taking a two weeks' vacation.

Conductor E. E. Johnson, in company with Conductor Charles Mitchell of the C. & M. Division, spent a few days fishing at one of the Wisconsin lakes.

George Struck, brakeman, spent the Fourth with his wife and baby visiting relatives in Lehighville, Iowa.

H. B. Nelson, formerly car foreman at Clinton, has given up his position and is working as switchman in Clinton Yard.



Engineer Whitcomb, his giant engine, his famous watch

The Santa Fe Deluxe, the world's finest train running between Chicago and Los Angeles makes a "mile a minute" clip with a Famous "Santa Fe Special" Watch in the cab. Whitcomb says: "BEST WATCH I EVER CARRIED."

**21 JEWEL \$3<sup>50</sup>**  
"Santa Fe Special" **3<sup>50</sup>**  
Month

The REAL triumph of watch manufacturing—SEE this watch FIRST. Sent without one penny down.

#### Write for FREE Watch Book Today—

Shows newest watch case designs in 4 colors. READ the so-called SECRETS of watch making. READ how you can save from ONE-THIRD to ONE-HALF of your money—Buy "Direct," cut out the wholesale jeweler's profit.

#### Buy the BEST RAILROAD Watch The Famous "Santa Fe Special"

—the one watch "That's Guaranteed for Life," thin model, all sizes. EASY PAYMENTS TO SUIT YOU—Write today  
—Your name on a postal brings the FREE watch book.

**SANTA FE WATCH CO., 720, Topeka, Kan. (The Home of the Great Santa Fe R.R.)**

**EXTRA**  
**Watch Offer!!**  
**Wear <sup>30</sup> Days FREE**

#### SOME FACTS about the "Santa Fe Special" Movement You Should Consider

##### JEWELS

Either 17 or 21 absolutely flawless sapphire and ruby jewels are used in the Men's "SANTA FE SPECIAL." Lever set, double roller escapement. The Ladies' Watch is fitted with 17 of these perfect jewels.

##### ADJUSTMENTS

"SANTA FE SPECIAL" movements are Adjusted to positions. Adjusted to temperature, Adjusted to isochronism, Adjusted to the least fraction of a second. Factory fitted in case you select.

##### SIZES AND MODELS

The "Santa Fe Special" is made in all sizes. 16 and 12 sizes and ladies' 0-3 thin model. The 12 size watch is fitted with 21 jewel movement. BE SURE TO SEE THE NEW MODEL BRACELET WATCH—the ideal watch for the lady.

H. R. Wells, Pres. Robt. Yokley, Vice Pres.  
L. K. Hills, Cashier

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5% Interest on Time Certificates.

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CAPITAL AND SURPLUS

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RESOURCES  
**\$3,000,000.00**

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Basin Territory

WE SOLICIT ACCOUNTS OF THE RAILROAD MEN

## First National Bank of Roundup

ROUNDUP MONTANA

"The busy bank of the Musselshell Valley"

Safety Deposit Boxes For Rent  
Railway Pay Checks Cashed Without Discount  
Interest Paid on Time Deposits

A. A. MORRIS  
President

H. P. LAMBERT  
Cashier

P. Pazour was off a few days; took a trip to Clinton to visit his son, Louie, who is a member of the Iowa National Guards, now doing guard duty at the C. & N. W. bridge over the Mississippi River at Clinton.

J. P. Cronemiller is on a leave of absence for three weeks, to take a trip through the state of Minnesota. Fred Newlin relieves him.

J. E. Hardenbrook was off for ten days on a fishing trip. Fred C. Newlin handled the run in his absence.

W. R. Pollard, who is laying off on account of a slight injury received at Council Bluffs, expects to return to work in a few days.

Charles Rowe and wife spent their vacation with a brother in Los Angeles. They enjoyed the trip and Charles resumed work with a lot of western breeze and "pep."

Jay Franz, the popular chief clerk, with Mrs. Franz and son, are spending their vacation at Clear Lake, Iowa, with relatives. Jay left Marion with visions of lots of fried fish.

Leonard Hewitt and Mrs. Hewitt spent their vacation in Minneapolis with relatives. The weather was fine for the most part of the stay. Leonard says he thinks more of Iowa than Minnesota. But, then, why wouldn't he?

Miss Anna Mullaly and Louis E. Peckosh were married at Marion. They went East for a brief trip. They will reside at Marion. Mr. Peckosh is in train service on the Iowa Division. Congratulations are most heartily extended.

Enginger Webber has returned from a prolonged visit to California. Charley likes it first rate and has bought a place at Santa Anna.

Operator Mac Stewart was called to Rochester, Minn., for a few days, on account of the serious illness of his sister.

Section Foreman E. Marburger was called to Green Island, on account of the illness and death of his mother, Mrs. Jennie Marburger, June 20th. The sympathy of the Magazine is extended to Mr. Marburger and family in their bereavement.

Trainmaster B. F. Hoehn was called to Day-enport to attend the funeral of a nephew who passed away in Colorado.

Dispatcher A. J. Krohnke, the genial veteran of the Middle Iowa Division, paid the Marion office a visit while on his vacation.

Conductors Charles E. Cross and S. A. Parmenter, both residing at Marion, have placed a fifty-foot flag pole in the center of their spacious lawns with a large specimen of "Old Glory" flying therefrom.

Miss Hazel Merrill was an over Sunday guest of her brother, R. C. Merrill, operator.

Fruit business is getting pretty heavy.

Train Dispatcher J. G. Upp of Ottumwa Junction gave us a pleasant call July 11th.

Operator J. F. Lindmeier accompanied his mother to Chicago, July 12th, where she was to receive hospital treatment.

Ye Scribe spent two weeks visiting relatives in Eastern Montana; en route, enjoyed brief visits with old time friends in Minneapolis, Miles City, Aberdeen, Mitchell and Perry. We saw Newman Fuller's fine new porch, and autoed out with Chief Rozum to his big farm just east of Mitchell. He is well prepared to do his share in feeding the world this fall. We had the pleasure of visiting from Perry to Marion with the interesting lady who gives us the news items from the Western Division.

Mr. and Mrs. E. L. Sinclair and daughters spent the Fourth visiting at Dubuque.

Born, July 3rd, to Operator and Mrs. W. K. Hodgson of Sabula, a boy. The Magazine extends congratulations.

Superintendent and Mrs. C. H. Marshall, accompanied by their daughter, Miss Lucille, went to Hamilton, Montana, to be present at the wedding ceremony of their son, Walter, who was united in marriage to Miss Annabel Robertson at the home of the bride's parents. Mrs. Walter Marshall is a graduate of the Montana State University, and has taught in the Missoula public schools. Mr. Marshall is an electrician for the Milwaukee Company, with headquarters at Deer Lodge, Montana. The bride and groom came to Marion for a visit on their honeymoon trip receiving congratulations and expressions of good wishes from many old time friends. En route from Hamilton to Marion, the entire party were entertained at the F. C. Batchelder home in

Chicago, who for one month final departure reunion was

On Thursday Galliven became the wedding parents, Mr. There were Rodger are and the Ann of the John he resides. Coast for a families join couple a sistant Sup Rodger and groom, were

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Our new daughter of K. C. Division year.

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J. C.

Chicago, where Fisk Marshall had an opportunity for one more visit with the family before his final departure with the army for France. The reunion was greatly enjoyed.

On Thursday evening, June 28th, Miss Dorothy Galliven became the bride of F. S. Rodger, Jr. The wedding occurred at the home of the bride's parents, Mr. and Mrs. J. T. Galliven, Marion. There were eighty guests present. Mr. and Mrs. Rodger are both graduates of Marion high school and the Ames College. Mr. Rodger is president of the John Marshall Law Co. of St. Paul, where he resides. He and his bride went to the Pacific Coast for a trip. Many Marion friends of both families join in wishing this popular young couple a successful journey through life. Assistant Superintendent of Motive Power F. S. Rodger and wife of Minneapolis, parents of the groom, were present at the wedding.

Switchman Tom O'Grady was quite badly bruised up on the night of the 12th, account of car he was riding being derailed and he jumped from top of car into a car of stone.

Our new record clerk is Miss Thelma Joss, daughter of Veteran Engineer A. L. Joss of the K. C. Division, who has been off sick the past year.

Switchman Jack Timson is back on the job again at Marion, after being off five months sick. Glad to see you on the job again, Jack.

General Yardmaster William Ryan is laying off a day or so, disposing of his rabbits. They got to multiplying so fast that it kept him busy keeping them in grass, so he is trading the whole family, including the grandpa and grandma for a parrot. We do not know what Bill expects to do with the parrot, unless he puts it in the yard office and teaches it to answer the telephone and keep the trainmen posted.

Section Foreman Fred Shott died Thursday, July 12th, at his home in Preston, Iowa, after a lingering illness.

Mr. Shott was 53 years old and had been with the company 25 years. He has served as acting roadmaster a number of times. Was assistant roadmaster during the double tracking of the division. He was faithful, efficient and a lovable man. His demise will be greatly regretted

by a host of friends. There survives him the widow and two sons, grown. The Employees' Magazine extends deepest sympathy to the bereaved family.

Kneeland Morrison, familiarly called "Slim," died at his home in Cedar Rapids, July 18th, after two weeks' illness with pneumonia. Kneeland served as operator and train dispatcher on the Milwaukee for a number of years. Many old friends will grieve to hear of his death.

H. J. Petersen from Astor has been appointed agent at Worthington.

The ten-cent contributions for the purpose of supplying the boys in Co. D, U. S. A., with entertainment and "extras" is a most worthy move. Don't forget to make it unanimous.

Agent G. E. Madsen was called to Council Bluffs, on account of illness of his brother. Mrs. Madsen acting agent at Tophore during his absence. Operator W. A. Storm has resumed work at Monticello after several months absence.

Dispatcher and Mrs. H. C. Van Warner spent two weeks on their farm at Pine River, Minn. There is splendid fishing in this vicinity, which made it interesting for H. C. V.

Joe Luskey, formerly of Delmar Junction, has taken charge of the west section at Paralta.

George Montgomery, section foreman at Green Island, is installing a Fairmont engine on his hand car. No more ups and downs for George in getting over his section.

Roadmaster George Barnoske was at Preston July 4th, to attend the funeral of the late Fred Shott. Several of the section foremen on the Eastern Division were also there.

Section Foreman Steve Sharp of Delmar Junction was called upon to mourn the loss of his mother. Our deepest sympathy is extended to Mr. Sharp in his bereavement.

William Certain is in Rochester to undergo an examination by the Mayo Bros. Bill made a trip to Rochester for this purpose a week ago, but there were so many ahead of him that he was given a number and told to come back in a week or ten days.

The sprinkler system in the Marion coaling plant has been tested out twice during the past month. It sure does spill some water in a short time.

## 5 and 7 Day Lake Trips

*Spend your vacation on the water  
Cruise for a week or five days*

**To SAULT STE MARIE, MICH.  
or BUFFALO, N. Y.**

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**"MISSOURI"**

**"MINNESOTA"**

**"ILLINOIS"**

offer unrivalled service between Chicago, Charlevoix, Petoskey, Mackinac Island and other famous resorts of Northern Michigan connecting at Mackinac with all lines for Lake Superior and Eastern Points.

#### SPECIAL FIVE AND SEVEN-DAY CRUISES

The Steel Steamship "MISSOURI" to

**SAULT STE MARIE, MICH. and Return**

via Charlevoix, Petoskey, Harbor Springs and Mackinac "Soo" River by day light returning via Grand Traverse Bay ports; including meals and berth **\$29.50**  
five days

The Magnificent Steel Steamship "MINNESOTA" to

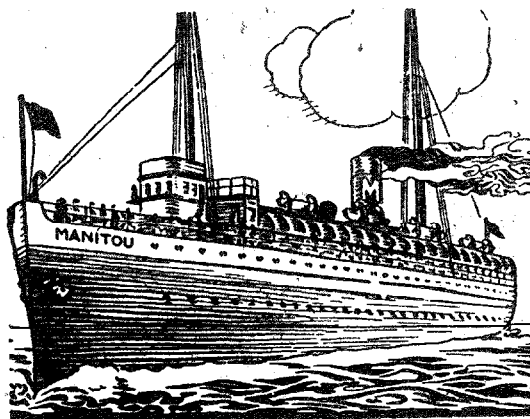
**BUFFALO, N. Y. and Return**

via Charlevoix, Harbor Springs, Mackinac, viewing Detroit River and St. Clair Flats in daylight; 8 hours at Buffalo to visit Niagara Falls; including meals and berth **\$50.00**  
seven days

You can have the many comforts that a large, elegantly equipped steamer affords. You can eat well and sleep well. Peaceful quiet and exhilarating breezes will rest and strengthen you. In sight of land most of the way, you can view some of the most magnificent scenery in the world. For illustrated folder and book of tours, address

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*Electric Head Lights*

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Interests: { 4% in Savings Department  
              { 5% on Time Certificates

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## First National Bank

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Total Resources \$390,000.00**

Five percent interest on time Certificates  
of Deposit.

Your business appreciated be it ever so small

Conductor Rollins is operating the ditcher between Olin and Martelle, opening up the ditches along the track that were filled up by the recent floods in that territory.

Section Foremen between Sabula and Spragueville have been busy cleaning the mud off their track that was washed down by the heavy rains.

Seems like we can't pick up a "Mag" any more without reading about several of the boys, now being the proud owner of an automobile of some kind. Would like to get in touch with some of these fellows to find out how they do it.

### Marion Roundhouse Notes.

*Edward Griffiths.*

Fireman Earl Townley and Machinist Helper Weare Lake spent their annual two weeks at the lakes, and I was one of the fortunate ones to receive a nice mess of fish, which were the best I have had since Engineer Bert Stafford made his famous catch last year. Wonder if "Bert" isn't going this year.

Otto Bensch, the "village" blacksmith, and Boilermaker Helper Ray Harlan spent a couple of days in Chicago taking in the ball games. I have been to Chicago since they returned and some of the things "Otto" talks about sound kind of queer. Would advise that when you take in a ball game to be sure and attend to the game.

Roundhouse Foreman Graff was called to Nahant on business with several of the other foremen, and every once in a while he lets something slip out about Rock Island. Rock Island, you know, is in Illinois.

Engineer Edward Packard and wife will spend a short vacation in Buffalo, N. Y.

Engineer George Busby has been on the sick list.

Fireman Hiram Wheeler, who has been on the lay off list for the past six months, has again returned to service.

Fireman Chapman, who has been on Nos. 90 and 97, between Oxford and Davenport, is spending two weeks' vacation at Spirit Lake.

Machinist William Sweeney is a new name on the time book. Everybody can tell it to Sweeney.

Matt Mullen, night foreman, spent a few days in Chicago, visiting his son, John Mullen, former machinist at Marion, who is in the railway regiment.

Fireman W. E. Smith is spending a few days at St. Paul.

Engineer Strickell, who has been firing 19 and 20 out of Savanna, has returned to Marion again, bucking the extra list.

Engineer Montgomery has returned to service, taking a work train at Atkins Terminal, which tied up at Marion nights. The first night he worked the job tied up at Atkins, away from home, and "Monty" got sick and had to be relieved. "You Home Guards!"

Machinist William Buck is taking his two weeks' vacation, spending the time up in Wisconsin.

With everybody taking a vacation it makes me feel as though I will have to take one, and if the weather keeps up I will spend it at the north pole.

Lewis Mathes, call boy at Marion roundhouse, has joined the navy and leaves on the 23rd for the training station.

Richard Crew is the new call boy at Marion roundhouse.

### Around the Railway Exchange.

*McE.*

There's no disentangling big business and the military these days. Pretty nearly everything we do or say has some relation to the war and its mighty background of preparation and conservation. And ever from across the pond, the goal of all our endeavors, come, in increasing volume, piteous appeals for help.

Company D, our contribution to the Army of Liberty—"The bravest and fairest"—left for "Somewhere in France" early in July. Like another "contemptible little army," Old Glory's guardians will have many trials, but they will be loyal to their trust. For their sake it behooves every one of us to so "watch our step" that none may dare to wield the assassin's knife. We are all Americans, all on guard. Let us watch out for traitors!



The draft caught many of our young men around the Railway Exchange, in the Marquette building and up at Fullerton avenue. Not one gloomy Gus in the whole crowd chosen to see that "the flag is still there." Of course, they were anxious for a few days, but then it was only to learn just who had been so honored by your Uncle Sam. You can bank on it, there will be no slackers in the Exchange. Glad to serve you, Old Glory! Your most faithful servants, Uncle Sam!

A few days ago, Henry Daniels was distributing copies of "A Message to Garcia" around the offices. He had an interesting experience "somewhere" on the thirteenth floor. Garcia's message was safely in the hands of..... (name deleted by censor). H. Daniels stood at..... elbow quietly talking when..... got busy. Say..... (name deleted by censor) he called, "won't you please take an umbrella over to the postoffice and meet Mr.....?"

The young man spoken to arose: "Is it raining?" he asked. No response from man near H. Daniels. He was busy glancing over Garcia's message. Again came the question from the man who was to take the umbrella: "Is it raining? What floor in the postoffice will I find my man on? Will he have a light or a dark suit on? Will I leave now and what time should I meet him?" It was too much for our friend Henry. Stooping low he whispered, "I'm afraid your young man wouldn't do to carry 'A Message to Garcia.'"

Miss O'Connor in C. N. Souther's office is another of our young women patriots. "We are in this nasty business to win," said she. "It means that every one of us must do the very best that is in us. War is a business in which neither sentiment nor privilege has any place."

"Doc" Robar of Joe Caldwell's office made a flying trip to Chicago the other day. "Doc" is doing his little bit "somewhere" in assisting in the handling of troops.

Bill Stewart, care-free Bill, has been worried for some time. It never happened before—not in our time, anyway. Bill is wondering how to catch a rat that has been playing havoc with his prize chickens, feathered kind, of course. Bill Kane suggests that he sprinkle a little salt on the rodent's tail. "It'll make the beggar thirsty," says Bill. You ought to hear what Bill Stewart intends doing with that rat when he catches it. He said something about a hot poker, etc.

Osmund Hylen, who came to the Milwaukee in 1902, and who worked for many years in Vice-President Keeley's office, left the road to hustle in the insurance game. Hylen was "one of a few" on the thirteenth floor, and his friends are many. We know he will make good in his new post and wish him every success.

Jimmy Wisher, the "wrestler" of the telegraph department, spent his vacation in Denver. "I imagine he will feel more like wrestling with some of the problems around this office when he returns," said Harry Lynch, the accommodating genius who presides there.

Miss Elsie Pflug, stenographer to Harry Fowler, was home for several weeks on account of illness. She has quite fully recovered.

Edward Swanson left this little note on your correspondent's desk: "We are all watching a party in the telegraph trying to raise a mustache. Look out! Some day the barber will make a mistake and shave it half off. And your dream will come to an end." So runs the world away!

"If you have tears, prepare to shed 'em now—" for Ed Swanson. Edward has been working early and late, taking the place of Jeanette Lynette, one of the "hello girls" at our busy board, and who has been ill for some time. The other night Ed finished and left for home "somewhere in Mayfair." He was tired and fell asleep. "Healy" called the conductor, as that suburb was reached. Also he called out in regular order: "Grayland, Mayfair, Forest Glen (Joe Caldwell's stopping off place), Edgebrook, Morton Grove, Golf, Glenview, Techny, Shermerville and Deerfield." Then Ed woke up. Yes, the cars had stopped running and Ed had a nice little walk in which he had time to commune with nature. He covered the 13 miles, reaching home in time for breakfast and a hurried return to the office.

Nora B.: Isn't I. A. B. unkind? "All that I

## Driver Agents Wanted

Drive and demonstrate the Bush Car. Pay for it out of your commissions on sales.

Five-Pass., 34.7 H. P. 1 32x8 1/2 tires My agents are making money. Shipments are prompt. Bush Cars guaranteed or money back.

114-In Wheelbase  
Delco Ignition—Elect. Stg. & Ltg.

Write at once for my 48-page catalog and all particulars. Address J. H. Bush, Pres., Dept. SLV.

### BUSH MOTOR COMPANY

Bush Temple

Chicago, Illinois

## Larabie Bros.

### BANKERS

INCORPORATED

### Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to our customers

Safety Deposit Boxes For Rent

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Capital and Surplus - \$ 800,000

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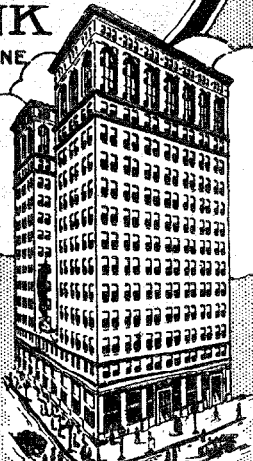
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**Seattle, Washington**

**Resources \$21,000,000**

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am or ever hope to be I owe to my dear wife?" Ye Gods and little fishes! (Like Prichard, Minneapolis, Mrs. McEdwards doesn't read the magazine.)

Frank Kirkland's vegetable garden is the pride of all Elgin, according to Granger Smith, Ella Vandenberg et al. Between Frank and Pretty Little Jane Kirkland, his wee bairn, they have accomplished much and have set a pace not easy to follow. Jane, according to the stories told, had many really worth while suggestions, and they were promptly acted upon by her dad. Noth-like having a good "man" at the throttle, eh Frank?

George Semlow, one of those drafted, says he isn't at all anxious to stop bullets fired by the sons of Attila. "I may be a good target," says he, "but I'll do my duty before that time comes. There'll be widows and orphans over there, for I'm a terror when I get my fighting blood up."

Your correspondent in the Exchange has been commissioned to raise a fund (10-cent contributions) to be used for entertainment for our boys in Company D when they are "Somewhere in France." Who will get in and help? Aeppil's office has come across to a man, so has the telegraph department. Let's all help. You won't miss the dime. **DO YOUR BIT NOW!**

### Black Hills Division Notes.

*J. R. Quass.*

W. F. Cody, division freight and passenger agent, was out over this division introducing our new superintendent, Mr. Sawyer, whom we were all pleased to meet.

Miss Hope Jennings clerk in the Rapid City office spent a few days visiting in Murdo, at the home of her sister, Mrs. J. R. Quass.

Engineer Wm. Johnston has been laying off a few days and spent the time with his family visiting relatives at Chamberlain. Engineer Bert Gardner handled the juice in Billy's place.

Conductor Frank Maynard and family have gone to the coast to spend a couple of months where it is nice and cool.

Conductor Mayo has passenger runs 3 and 4 while Maynard is absent.

Conductor F. M. Penrose and family have been visiting relatives at Vivian for a few days.

Conductors Stewart and Church have both bought ranches near Murdo. It certainly looks as if this country were coming to the front.

Engineer Diehl's family spent a few weeks in Rapid City visiting friends.

Conductor G. K. Foote's family spent a few weeks visiting relatives at Sanborn and Sheffield, Ill.

Engineer Max Newbour and family spent a few weeks at Sioux City and points east.

Conductor C. H. Younts and family have been taking in the sights at Deadwood and Lead.

Agent W. H. Tubbs now drives a Ford.

Engineer C. A. Forest's family are visiting relatives in Iowa.

There has been quite a change among the section foremen on the west end. Frank Hennick went to Rapid City, from Creston; Ed. Wann went to Scenic from Rapid City; Andy Lafirm went to Creston from Stanford and M. Johnston who has worked on section at Stanford was promoted to foreman.

Conductor J. M. Smock and wife of Mason City were visitors a few days at the home of their son, Paul Smock of Chamberlain.

### News From Butte Montana.

*"Spike."*

Business has been very quiet in Butte ever since the miners went on strike a few weeks ago, but we all hope to see the mines working in a few days and freight begin to move normal again.

We are all greatly pleased to hear that Mr. J. J. Murphy has been appointed Superintendent of both the Missoula and Rocky Mountain Divisions, with headquarters at Dear Lodge, Mont. He is certainly an able man and we wish him the best of luck in his new territory.

Our car clerk Tom Noonan stoutly denies that his parents, yea, even his grand, grand parents are German. Tommy says "America for Ever" and it is given out on good authority that he has quit chewing Piper Heidsieck and now enjoys English Cut.

We lost our rate clerk Mr. Wallie Mose Linz

and we hear he is doing nicely in Seattle. We all are wondering if "the King of the Wheat Pit" is still raving about "CHI" and telling the bunch out there how he lost \$30,000.00 on wheat when Roumania joined in the world war. Don't get lost on Pike Street, Stones, old boy.

Our dear friend Bob Bullwinkel left us last month and is time-keeper for the Electrical Construction Crew at Whittier Pit, Wash. Too bad "Bull" you are so far away from "the old man." No more "money from home" stuff now. Well, save your money "Bull" you, too, will buy 20,000 head of sheep some day, just like father.

Jim Bolton, late ticket clerk here also left our circle and is now train auditor on the Northern Montana Division. We also notice our night phone operator, Pausy, gets several telegrams from Lewistown every week. When does it come off, James?

Wm. Thorpe, manager of the Van Noy-Interstate News office in Butte, has certainly shown patriotic spirit. He has been sending hundreds of magazines free of charge to all the soldiers guarding our property along the line. The boys in khaki certainly appreciate this favor and enjoy reading out there in those lonesome canyons, and on the mountains.

Ticket agent Fields has just returned from Minnesota, where he spent a ten day vacation. He says he enjoyed it very much.

#### Cinders From the H. & D.

"Bolkeec."

Brakeman E. W. Mack, fulfilling all expectations, passed around the cigars a few days ago and left for St. James, Minn. from where Mr. and Mrs. Mack will take a trip to Sioux City.

Engineer Fred Burdick and wife are spending a few weeks at Prior Lake camping. These camping grounds have become very popular with the H. & D. boys within the last couple years.

Bert Daniels, local chairman of the B. of R. T. is in Chicago again on business relating to the new schedule. Bert is getting to be quite a Chicagoan, but it is not known whether he stops off at Milwaukee or not as do some of the officials on this Division when they make similar trips.

In accordance with our regular monthly custom we announce the name of the new Night Round House Foreman at Montevideo. Mr. Neese, formerly of Aberdeen, is now holding down that job.

Agent Dave Fisher of Montivideo, recently took a trip out West as far as Terry, Mont., looking over land. Dave is some land shark as anyone who knows anything about land will tell you. He is also some little gardener, to hear him tell it.

Brakeman F. W. Vanderliek is on the sick list and is laying off for a few weeks at his home at Glencoe.

Operator Doyle of Hector was called to Montana recently on account of his brother being drowned. Operator Brown relieved him.

Trainmaster Nee enjoyed a week's vacation camping with his family at Big Stone Lake the first part of July. His family will remain there for about a month.

Brakeman Geo. Null is back to work after being laid up for several days with a bruised shoulder, the result of falling off a car.

Passenger Brakeman B. C. McDonald is taking an extended layoff. Brakeman Swanson is on his run.

Agent Hoppenstedt of Sumter has laid off and gone to Great Falls, Mont., to look after some land. Agent Dietel is relieving him at Sumter.

Passenger Brakeman R. H. Dixon is on Baggage while Baggageman Otto Huth is laying off. Brakeman Lyons is holding down his run.

Civil Engineer S. H. George and crew are surveying around the Montevideo Yards.

We regret to say that Agent Deming at Hector is under the weather and the Doctor advises that he must lay off 2 or 3 months and get out in the open. We hope that he will return greatly benefited by the change.

J. J. Brown, third trick dispatcher, was the first of the East H. & D. dispatching force to take the annual two weeks' vacation. He was off the first half of July and made a trip to Illinois and Iowa.

L. F. Bock, first trick dispatcher, is on his vacation and has left for sunny Florida to look

**T**HE men who believe in safety first wear **Safety Goggles** when at work that might cause an accident to the eyes.

**"Better Be Safe  
Than Sorry"**

There are **Safety Goggles** devised for every kind of dangerous work.

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If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

## Merchants National Bank

Capital . . . \$2,000,000  
Surplus and Profits \$2,000,000

Fifth and Robert Streets  
SAINT PAUL, MINN.

**The Bank of Personal Service**

after some land near Miami. In our opinion he picked an untimely season for such a trip. Our idea of the ideal vacation just as present would be a trip around the Arctic Circle. But perhaps this trip will take a little of the flesh off of him.

The subscription lists for the benefit of Company D, Railway Regiment are going the rounds and everyone is anxious to have a chance at them. Trainmen will find them at the yard office at Montevideo and enginemen at the roundhouse at Montevideo and at Milbank.

Mark Rasdall, superintendent Montevideo stock yards, who has been in the hospital for several weeks, is again going the rounds. He is a little thinner and paler, due to an excessive diet of bread and milk, but as good natured as ever and ready for all the stock the west has to ship.

Chief Dispatcher Devlin of Aberdeen passed through here recently on his vacation trip bound for Tomah, and other points along the river.

Brakeman P. J. Lawler has been at Youngstown, Ohio, switching in the P. & L. E. yards during the dull season here.

George Daniels, who has been working out of Miles City for some time, returned to Montevideo a few days ago and has gone to work.

Conductor J. A. Hughes and wife recently made a trip to Nisswa, Minn.

Conductor Wm. Boughton is on the weed burner, which is now working west of Montevideo.

O. P. Ronning, who has been loading rails in Montevideo yard, accidentally broke the cable on the rail-loader, but this did not interfere with O. P. R., who continued to load rails as though nothing had happened. It is pretty hard to put O. P. R. out of business.

Operator Spaulding of Renville, who has been planning for the past six or seven years on laying off and going fishing and swimming in some nice cool lake, has requested a layoff the latter part of August and will then proceed to carry out his plans, if nothing else interferes.

C. O. Swanburg is the new agent at Prior Lake. Several weeks ago he received his household goods which were held up in transit on account of waybill being lost. He was somewhat put out at the slow movement of this car, but now he is happy. He also had his outo in this car and has worn all the soles off his shoes going out to the lake, but from now on he will wear off the tires.

Agent H. T. Robb of Bird Island has been off since July 1st, and has taken a ride on the Diamond Joe steamers from St. Paul to St. Louis with his family. He must be enjoying himself as he has not yet returned. Relief Agent Anderson is doing the stunt at Bird Island during his absence. Agent Anderson came from Spokane and we hope will stick with us as he is a good man.

Chief Dispatcher Andres has found the latest in the line of physical culture. He recently purchased a car load of cord wood and now saws up five sticks every morning before he comes to work. He figures at this rate he will have it all sawed by July 3, 1918, and can celebrate the glorious achievement on the 4th.

Operator Hamilton, who is working second trick at Glencoe, has been asking for a layoff for several weeks, but on account of no one to relieve him he has been unable to get away. Bob says he will wait until we can relieve him as he is always working for the company.

Roadmaster's Clerk Claggett, Ticket Clerk Baumhofer, and another whom modesty forbids us mentioning, one Sunday recently spent the day in Minneapolis and vicinity, but not being very well acquainted with the surroundings missed their way and spent the day at a place they had no intentions of visiting about thirty miles from Minneapolis. Needless to say they enjoyed themselves just the same and next time will buy an official guide.

Two feet from our head is a thermometer which registers 96, so it is no wonder we have taken a notion to quit now.

#### Facts and Fancies from the S. M. West J. W. Malonc.

Joseph Enos, formerly agent at Vilas, has accepted the position of helper at Artesian, where he can get within sound of the wires.

B. H. McCabe has been appointed agent at Vilas.

George Stevenson, relief cashier at Madison, has been appointed agent at Erwin.

R. J. Hopkins has returned to his position as cashier at Madison after attending college at Milwaukee the past three months.

Roundhouse Foreman John Felt has left us to enjoy the beauties of Minnesota, mainly at Austin. We are sorry to see Mr. Felt go as we found him one of the men we would like to keep on the "S. M. West," but we wish him success in his new location.

H. H. Willard of Mitchell has been appointed roundhouse foreman at Madison. The welcome of the division is extended him and may he remain with us for many moons.

Machinist John Lang is laying off taking in the sights of the Twin Cities the past ten days.

Harry Ople, machinist, Madison, is holding down the night job during John Lang's absence, and the way he takes hold it is very evident that he comes from a noble strain of railroaders.

Brakeman George McKinney, Madison, has enlisted in Company E and joined the colors on Sunday, July 15th. May the best of success attend his efforts.

Agent B. E. Halverson, Fulda, has enlisted in the "armee" and left us on July 16.

Lyle Stevens, formerly an operator of the S. M. West, but now with the U. S. Signal Corps at Fort Leavenworth, has been transferred to a station in Alaska.

We notice among the men of the Milwaukee Railroad's regiment the name of Frank R. Bloom, an operator who grew up on the S. M. West. We were not aware previous to this that he had enlisted, but the boys of the S. M. West want to extend to each and every employee that has joined the colors the congratulations of the entire division. May you deliver the "Message to Garcia" and return with the "roses of health" still adorning your cheeks, and the "straps" of a general across your shoulders.

Engineer Thomas Staley has been off the last few days account sickness. We hope he may soon return bearing the three sacks of clippings and the clay pipe, along with the best of health.

Helper Joseph Enos, Artesian, is visiting his relatives at Brownsburg, Minn., for a few days.

Operator Carl Olson, Chandler, is relieving at Huntley for a few weeks.

R. F. Gunderson, one of our old boys on the S. M. West, is relieving at Fulda agency for a few weeks.

Agent G. B. Turner, Fulda, returned from the coast this week, but is unable to resume work until the first of August account of official business.

Operators and agents are becoming very scarce nowadays due to the war. About all one can find are men that have not had much experience and to get a vacation one has about as much chance as a "blind chicken" has of finding a corn crib.

We wish to notify the employees of the S. M. Division that we are taking up a collection for the benefit of the boys of the Railroad Regiment, to provide a little extra "comfort" and entertainments for them. We wish each and every employee to donate the sum of ten cents to the local correspondent, who will forward same to Mr. Larson to be used for the above purpose.

#### Notes from the West H. & D. Division

H. Murphy.

Carl Peterson, clerk in Car Foreman Campbell's office, has resigned to accept a position as machinist apprentice in the Southern Minneapolis shops. (Violets do not bloom in this country.)

Walter Kelley, roundhouse foreman's clerk at Aberdeen, is off on his summer vacation. George H. Kelly is acting clerk during his absence.

Traveling Engineer Charles Brook of the P. S. Lines was a recent visitor at Aberdeen, S. D.

George L. Zimmerman, clerk in the superintendent's office, leaves on his vacation in a few days. He is going to spend it with his folks in Iowa.

Assistant Superintendent Motive Power F. S. Rodger and District General Car Foreman Wm. Snell were recent visitors at Aberdeen on a trip of inspection.

Bulletins were recently posted advising all of a movement that has been started among employees of this company to raise a fund to provide occasional entertainment and "extras" for the comfort of "our boys" serving in Company



D of the Third Engineers' National Army, U. S. A. Each employe is solicited to contribute ten cents and we look for the West H. & D. Division to make a good showing in this contribution.

Jim Maloney, night clerk at the roundhouse, has resigned to go firing on the West H. & D. Division.

Miss Irene Johnson, stenographer at the freight house, is reported sick. We all wish her a speedy recovery, and hope to see her back to work in the near future.

#### Milwaukee Shops Items.

H. W. Griggs.

General Foreman Lundburg of Western avenue has been a frequent caller in July.

Specials west with the soldier boys passed the shops July 2nd at 9:15 A. M. and again the 6th at 10:15 A. M., presumably to Camp Douglas. The locomotive whistles soon let you know when they are coming.

One of those local circuses recently showed up on the hills, and among the incentives was an offer to pay \$5.00 to anyone who could not be thrown in a certain time by the professional wrestler. One of our blacksmith Scotch lads and another from the car shop accepted the challenge and came away leaving the show \$10 short. The shop boys can generally hold their own.

Mort F. Smith, district master mechanic at Dubuque, has been appointed district master mechanic at Milwaukee, in place of Alex Young, now captain of Company D Reserves. Mort is looking well and natural and carries his jollity with him yet.

Frank Rusch, Tacoma, Superintendent of Motive Power, lines west, was with us all the week of July 3rd. Committee business with the men. Messrs. Rodger of Minneapolis and Connors of Dubuque were here on the same errand.

TeBrake's shop is floating Old Glory with violet stripes in place of the red, probably bleached by the foundry gas.

It is with profound regret that we mention the death of the 11-year-old daughter of Wrecking Foreman James Reidy early in July from the effects of ptomaine poison. Two older children of the family were also very sick. Mr. Reidy and his family have the sympathy of the whole force in their bereavement.

Veteran M. M. Vedder called at the shops on B. & L. Association matters.

John W. Taylor, assistant to the president, called at the shops July 11th.

Moving pictures on the Sycamore Lawn at 24th street a few Saturday nights are proving quite a public drawing card, in the interest of the Red Cross and other similar movements. Last Saturday, the 14th, the Milwaukee road electrification films and the trip to Mt. Rainier received the plaudits of the community.

We were out on the Municipal Pier at Chicago the 18th to see the soldier boys who were preparing to leave for the east the next day. Everything was hurly-burly and we only had a chance to see Captain Young a few moments. Lieutenant Sawtelle was the officer of the day. Lieutenants Lee and Horton, we missed seeing. Private Manseur had shaved off his mustache, which made him difficult to recognize at first. We shook hands, not being familiar with the salute, with the other shop boys, and also those from Portage and La Crosse, and before this issue is among the employes, the Company "D" 13th Reserves, will most likely be heard from in France, and when they get over there they will be heard from. Later—The boys went on the 21st.

Whoever sent in the honor roll, "Enlistments by Divisions," in the July Magazine, missed a whole lot of the boys from the La Crosse Division, in not including those from the Milwaukee Shops in Company D, although most of them appear in the roster on the preceding page. It seems to be a difficult matter to get the names of all the shop boys who have enlisted, as we are told that many in calling for their time did not state on the time slip whether they were going to enlist or not. There are some thirty-odd, but only seven or eight in Company D.

We are just in receipt of a carbon from B. F. Hoehn, trainmaster, Matton, Ia., requesting that all contribute 10c as a maximum towards a fund for Company D—our soldier boys—and to send or hand the amount to the correspondents

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C. M. & ST. P.

of the magazine. Good enough. Send in your dimes.

Our friend, William Decker, formerly in the drafting room, it seems has been getting married. We don't smoke, but we can hand it over to the clerk. Twenty-five centers are the usual brand.

District Master Mechanic M. F. Smith started off on a trip the 19th, the day we "go to press."

John Horan somewhere in the west.

The shops are advertising for a few more men. Lots of good jobs here and good pay.

Before the next issue of the magazine comes out Old Glory will be floating from the foundry, the boys having collected \$20 for a large banner.

#### Northern Division Notes.

F. B. Yorgey.

F. W. Sawtelle spent Sunday, July 15th, with his family, returning to Chicago Sunday evening.

John Gorman has moved his family to Horicon. He is filling the position formerly held by Mr. Sawtelle, who is now with the 13th Engineers, National Army.

Mrs. W. Buchda was a Beaver Dam visitor.

After a three weeks' visit at Bessemer, Mich., Mrs. Aug. Hoyer has returned to her home at Randolph.

Mr. and Mrs. Don Pierce spent a day in Milwaukee.

F. S. Schielke is enjoying a few weeks' vacation. Miss Flint of Beaver Dam is taking his place.

After a two months' vacation F. S. Holt is back on the job.

Mrs. F. W. Sawtelle, accompanied by Mrs. Sawtelle, Sr., spent a few days in Chicago with Mr. Sawtelle.

Mrs. John Ehr has returned from a two months' visit with relatives in Montana.

Mrs. Wm. Yerk spent a day in Milwaukee.

Don Pierce is now working at Mayville.

John W. Pluck, the first mayor of Horicon, and for thirty years an employe of the C. M. & St. P. Ry., passed away July 12th at 2:30 p. m. The news of his sudden death came as a great shock to his many friends. The Knights of Columbus had charge of the funeral, which was held Monday morning from St. Malachy Catholic

church. About 125 railroad men and Knights of Columbus attended the funeral in a body.

B. H. McNauey, former trainmaster of the Northern Division, A. S. Wilson, former chief train dispatcher, F. D. Hoyt, former agent at Horicon, attended the funeral of J. W. Pluck.

The many friends of Mrs. Louis Greenland, nee Helen Munroe, will be pleased to know she is pleasantly situated at Breckenridge, Col.

Mrs. Louis Moe and daughter Eleanor were Milwaukee visitors recently.

#### W. V. Division Notes.

W. M. Wilcox.

Miss Edna Larson, Wausau, has been appointed cashier at the C. M. St. P. Ry. freight office; Mrs. Clifford Atkinson, stenographer, and Miss Mae Callahan, roadmaster's clerk.

Engineer Bob Randow is again on the job, his lip having practically healed.

Conductor P. Hollinshead was off a few days in July account of the home-coming festivities at New Lisbon. Relieved by Dostader.

Conductor Fred Scribbens, a former W. V. Division employe, now with the N. P. Ry. at Dilworth, Minn., was a guest of relatives and friends in New Lisbon in July.

Conductor W. A. Lee entertained his son Ray and wife of Chicago at Tomah this month.

Miss Ella Pomrening of Merrill was a guest of Engineer William Johnson and wife this month. Mrs. Johnson returned to Merrill with Miss Pomrening and spent the week end.

Conductor F. H. Scheffelheim and family will leave for a visit at Bemidji, Minn., about August 1st.

#### Tomahawk Roundhouse News.

Steve.

Well, well, well! What do you know about it? Pat, our Swede blacksmith, is going to be married and by the time that this is printed it will be all over with and we will be smoking the cigars. Hey, Pat?

Engine Inspector Frank Davie, who took a week's layoff to go and see George Ginder about that hook which is guaranteed to catch a subma-

# Savings and Health

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Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

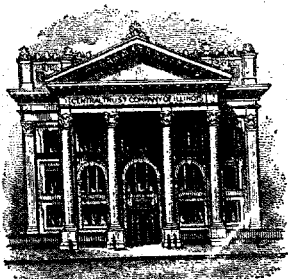
A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

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For the Administration of Your Estate For the Protection of Your Valuables  
Capital, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000

rine, is safely back on the job again, but will give us no information as to what arrangements he made about the hook. But we are watching him closely as he is seen sneaking down toward the river quite often. Look for a good fish story soon, Guy.

Our genial clerk Miss Sibyl Cronkrite has left the service of the company and is going to accept a position with a large manufacturing firm in Milwaukee. Well, Sibyl, we wish you the best of luck and are very sorry to see you go.

Miss Flora Emerick, formerly of the Tomahawk Shoe Co., has accepted the position of clerk in place of Miss Cronkrite.

Engineer M. H. Moore is off for a few weeks visiting a sister in Youngstown, Ohio. Engineer Gebhart relieving on Nos. 5 and 6.

Pat, our Swede blacksmith, went out joyriding with Operator P. Case, but it seems that the car wanted to go fishing for minnows or something of that sort, as it soon stuck its nose in a ditch and Pat walked to Bradley for help. As this is the second time that this has happened to Pat we would advise him never to go joyriding again, at least not before he is married.

Engineer M. E. Millard and a party have gone up to Blue Bill trout fishing. Here's hoping we get a taste of trout for putting Mr. Millard's name in the magazine.

Engineer J. Schultz is enjoying himself very much up at Boulder Junction on the work train, as he has requested us personally to let him stay there as long as possible. Fishing good, John?

Tom Nash, machinist, who has been working at Wausau, has returned to Tomahawk and is working the second shift again.

Well, the Kaiser is back to work again after being off for a while.

A. J. Klumb stopped off at Tomahawk on his way back from Minocqua, where he has a summer cottage.

Mr. Wandberg, boiler foreman at Milwaukee, was at Tomahawk July 16th, and while here was lucky enough to land a nice fish.

#### Kansas City Division.

##### Billie.

Fireman Clarence Chism and wife are spending their vacation in Denver.

Engineer Harry Lucas is also spending a vacation in Denver, but says that he will be back in time for the draft, as he has always had a great desire to visit France.

We are all glad to see Dispatcher T. E. Schick back at work after an illness of several months' duration.

Former Day Caller William Costello has been promoted to night yard clerk to fill the vacancy made by Mike Whelan, who is now day yard clerk. Former Day Yard Clerk Terrence Owens has been transferred to yard switching service.

Machinist Evan R. Davis received a very painful injury last week by badly cutting his left hand while putting in a driving spring. Mr. Davis will be laid up for several weeks on account of this accident.

Boilermaker William F. Grant and family will spend a week's vacation in New York City, going by way of Washington, D. C.

Chief Carpenter's Clerk F. B. Luck and Yard Carpenter H. Coffman are arranging a fishing trip to Cone Lake, Iowa. They advise us to have a truck meet No. 3 every morning to unload the fish. Watch next month's Magazine for the story how the big one got away.

J. W. Zungs, third trick operator, Excelsior Springs, is taking a thirty day vacation.

Conductor John James and daughter left July 1st for a six weeks' visit in the west.

Fireman Francis L. Collins, who was recently sent to Milwaukee for examination for fireman, successfully passed, has made his date and is now in switching service at Cedar Rapids yards.

L. M. Guenther and H. G. Barnard, member of Company D, Third Reserve Engineers, spent Sunday, July 1, with friends in Ottumwa. Mr. Guenther was formerly clerk in superintendent's office, Ottumwa Junction, and Mr. Barnard, second trick operator, Ottumwa.

Engineer Joseph Palmer broke his wonderful record and took a few days layoff last week to look after his farming interests in Hayesville. This is the first layoff he has taken in nineteen months.

K. Lewis, third trick operator at Sewal, visited

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Equipped with Canoes, Fishing,  
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## OLE RISMON, Proprietor

*Resort automobile meets  
you at the station*

at Ottumwa Junction between trains July 12.

Fireman Henry McCoy was painfully injured today in Ottumwa Junction yards. Fireman McCoy was climbing through the cars in the yards after the engine had been coupled on the Twin City, and as he placed his foot on draw bar, it is presumed that switch engine coupled into rear of train and pushed slack out of train, catching the left foot of Mr. McCoy, badly mashing it. A doctor was called and he was rushed to the Ottumwa hospital.

Dispatcher Jay Upp spent a few days attending the Knight Templar Conclave at Cedar Rapids, Iowa.

Oscar Root, formerly transportation clerk in superintendent's office, has been promoted to time-keeper, and his position has been filled by Cloyd Burns, a graduate of Ottumwa high school class of 1917.

On Sunday, July 15th, at 6:30 a. m., occurred the accidental death of Francis Owens, switchman. Mr. Owens was on top of a car while doing switching in Ottumwa Junction yards, when he was struck by a stray bullet, dying twenty minutes later. It is thought that the shot came from rifle range practice across the river. Mr. Owens entered the employ of the company March 6, 1913, as call boy, and was promoted to switchman about four months ago. He is survived by his mother, sister and brother, who have the sympathy of all.

Fireman John Cramblit has returned to work after an extended vacation, and after no little amount of sparring has gotten back with his old partner, Engineer Ahrendt on engine 7200.

Machinist Richard Kling and wife will spend a two weeks' vacation visiting relatives in Montgomery, Alabama.

The spring cleaning, which is a trifle late, in the roundhouse office, is now under full swing, and the interior is being repainted, the floor re-oiled, and everything given a general clean up. Roundhouse Foreman Harry Collins has also bought four lace curtains and a new set of shades and will put these up. Along with their new electric fan they expect to have some office. Due credit must also be given Dad Skinner for the pretty bed of moss roses that he has planted in front of the roundhouse office, which are certainly pretty in the morning when all are in bloom.

Engineer A. L. Towns has taken a few days layoff and is visiting relatives in Trenton, Mo.

Blacksmith Helper Frank Mick has returned to work after being off for six weeks on account of injury.

I. A. B.—Maybe Ottumwa isn't exactly a summer resort, but it is not at all a bad place to live in. If you don't believe it you might spend that vacation of yours here, as long as you don't want to go to Minneapolis.

#### Kansas City Terminals.

Jim Hogan visited and took dinner with friends and relatives at Chillicothe July 4th.

Clyde Zane, chief night clerk, Coburg yard, has just returned from his vacation. During this time he visited Chicago, Milwaukee and several of the large eastern cities.

Bill Findlay is also taking his vacation.

John Niman, third trick dispatcher of Ottumwa, spent one day in Kansas City this month on his way home from Salt Lake City.

Guy McDeris, formerly call boy at Coburg, was visiting in Kansas City last month and called upon us.

James Fugate, night car inspector, says he has found a good place to be served with a first-class T-bone steak, but John Mayfield disagrees with him.

Frank Murphy and Claude Bradbrooke, both of Coburg yard, have joined the railroad army unit and are in camp at St. Louis, Mo.

Al Ira filled the vacancy as chief night clerk while Clyde Zane was away.

Charles Ishmel and wife have just returned from a trip to Chickamauga Park, where they visited his brother, who is a sergeant in the regular army.

It has been reported that Jerry Dowd is quite a promoter.

W. H. Brown, M. H. Root, James Tussing and a party of friends spent the fourth at Winwood Lake.

Firemen Colby and Sevedge have both moved their families to Cedar Rapids, where they will take jobs switching in the yard. We all wish them good luck.

Alvin J. Jones, first trick operator, Coburg, spent Monday visiting friends at St. Joseph, Mo.

F. L. McDonald, towerman at East Bottoms Interlocking plant, was off several days this month visiting friends in Iowa. He was relieved by William Bechtel, Jr.

John J. Upp, train dispatcher from Ottumwa, Iowa, is at present visiting in Kansas City.

Mrs. H. J. Vail and her twin daughters Ruth and Mary are spending their vacation in Flagstaff, Ariz.

#### Columbia Division Notes.

H. R. Gates.

Fireman Frank DeMonnin has been laid up at the St. Maries Hospital for a few weeks during the past month account of a sprained ankle.

Engineer Charles McGill was off for a few days during the past month.

Fireman Guy Poole is now on passenger runs Nos. 31 and 32 between St. Maries and Spokane.

Fireman W. J. Petersen has taken the night engine dispatching job at St. Maries, which he drew by bulletin.

Engineer G. W. Nelson is now in the East End Ring between Malden and Avery. What's the matter "Bill" too much hot weather in Othello?

Engineer E. A. Noland is laying off a couple of days during the past month.

Machinist E. C. Schuetze and wife of St. Maries spent a few days in Tacoma last month.

Engineer Peter Mickelson has taken an East End Ring job between Malden and Avery.

A. E. Campbell, formerly trainmaster on the Columbia at Malden, has been transferred to St. Maries, Idaho, as trainmaster on the Idaho Division, relieving W. C. Ennis, who has been transferred to Three Forks, Montana.

#### Notes From the Trans-Missouri Division.

E. J. McAvoy.

Conductor A. L. Jennings and family returned from New Lisbon, Wis., where they have been visiting for the past three weeks.

Roundhouse Foreman P. H. Pfeiffer has been visiting with friends in Glencoe, Minn., during the past month.

Engineer Roy Herschleb returned to work, having been on the west end for some time.

Night Machinist James Kressel has been transferred from the night job to one in the day time.

Engineer Brown was hit by the reverse lever with the result that his mouth is doing without its full war strength of ivories to attack the beefsteak.

Kenneth Mullen has taken the day electrician job left vacant by Oscar Baker.

R. H. Soike, who has been visiting his brother, Agent Carl Soike, of Mobridge, the past month, returned to his home in Aberdeen.

Engineer Harry Conger transferred from his regular run on Nos. 3 and 6 to the Isabel line. Horace Townsend took his place.

Engineer A. A. Revord, who has been pulling passengers the past month, returned to his old job of freight engineer.

Machinist Charles Jeffries returned from McLaughlin, where he has been in charge of the roundhouse for the past two weeks.

Fireman W. F. Wands returned from Coeur D'Alene, Idaho, where he was called by the death of his father.

"Red" Richardson was assigned to the switch engine two weeks ago and contrary to the usual custom has not wanted to leave it.

A. G. Fuller, formerly a conductor out of Mobridge, but for the past two years connected with the Midland Continental Road north of Jamestown, has returned to Mobridge to take a run west of here.

Joe Keller has returned to Mobridge to resume his old position in the Car Department, which he deserted some two years ago to take charge of a farm in Metz, Michigan.

Engineer Henry James and family returned from a six weeks' trip in the east. They visited Niagara Falls, Albany and New York City and many other beautiful and scenic places in the eastern states.



Passenger Brakeman Charles James returned to his run after a month's visit with friends at Irvine, Alberta, Canada.

Boilermaker Foreman James Motley and Engineer Henry James motored to Ruskin Park to see the races July 4th.

Mr. and Mrs. S. A. Spinharney of Cherokee, Iowa, left for their home after a short visit with their daughter, Mrs. W. C. Fuller, wife of Conductor W. C. Fuller.

Mrs. G. S. Freeman, wife of Fireman Freeman, spent a few days visiting with her mother, Mrs. Jumper.

Engineer Floyd Way has relieved Engineer Louis Madsen, who has been on the weed-burner for the past two weeks.

Fireman William Raske left on a vacation tour through Minneapolis and Wisconsin.

Fireman J. E. Putman has transferred from Nos. 3 and 6 to the passenger run on the Standing Rock line.

Machinist Ray Martin found a meadow lark nest containing five eggs beneath a potato plant in his garden. In spite of the fact that Ray works in the garden every night till dark the bird found time to sneak into the garden, build its nest and lay five eggs.

Car Inspector John Teske and family left for Elgin, N. D., where he was called by the death of his sister, Mrs. G. Glese.

Trainman C. R. Lawrence has been transferred from his regular run to the Cannon Ball line.

A new shower bath has been installed in the Moberge roundhouse and is well patronized by all roundhouse men and road men. The new sprinkler is a great improvement over the old one, having a new sprinkler device which allows the bather to take a shower without getting his hair wet. New benches and stools of sanitary construction have been provided.

Mrs. James Watter, wife of Car Clerk Watters of Moberge, has taken a three weeks' trip to Boscobel, Wis., to visit with relatives and friends.

Conductor Early, one of the old-time conductors on the T. M. Division, who has been visiting with friends in Moberge, returned to resume his duties on the P. S. & W. H. lines.

Night Car Clerk William Boyle of Moberge, has taken a six weeks' leave of absence and has left for Long Beach, California.

Engineer Puehler of Moberge has been granted a six months' leave of absence, and has left for a trip through Wisconsin.

On the Fourth of July "Old Glory" was raised over the depot park at Moberge in the presence of Superintendent Hill and other officials. The new flag, which is 10x17 feet, was purchased by a popular subscription among the employees in various branches of the service, was erected on the new flag pole, which was donated by the company.

#### Wooden Shoe Doings. Superior Division.

The first indication we had that summer was really with us, was the number of requests for transportation and the people starting off on vacations.

Dispatcher I. A. Friess and family spent a few days at Saukville recently visiting relatives. Saukville is really quite a ways from Channing.

Allen Woodruff, roundhouse foreman, has returned to Green Bay after spending a few weeks in Channing relieving roundhouse Foreman J. J. Bocha, who was on a honeymoon.

Chief Dispatcher E. E. Peters of Green Bay has been on a two weeks' vacation, being relieved by Dispatcher James Brown.

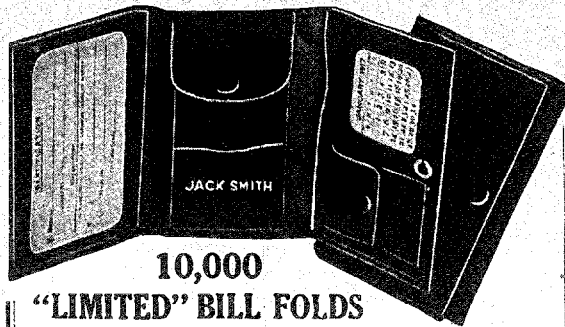
A little bird informed us that Billie Duane has been flirting with Cupid and got hard hit. When is the wedding to be, Billie?

O. A. Keyes, first trick dispatcher, is spending a few days visiting friends and relatives in Fond du Lac and Antigo.

A number of changes have been made in the different offices on account of men being called to war. Some old-timers imagine they got in the wrong door when they see all the new faces.

Tom Farley is acting chief clerk in the superintendent's office, Green Bay, relieving Fred Liegois, who is now Sergeant Liegois of Battery "E."

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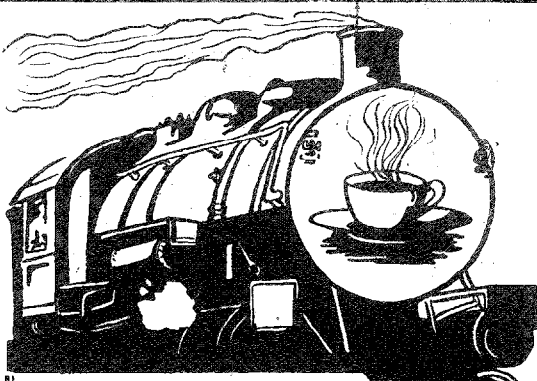
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A resplendent new flag was purchased by the employees of the freight office, Green Bay, 7x14 feet, and it was raised for the first time on July 4. Carron Devereau, third trick operator at De Pere, was married about two weeks ago to Miss Jessie Crooks of Tremble. Congratulations, Old Top.

Superintendent Tyler and party spent a few days fishing near Channing. We didn't see or hear anything of the fish. Wonder what happened?

Conductor George Riley is passing around the Havanas, because a fine baby boy arrived at his home.

The marriage of Engineer F. Cormier to Mrs. A. Kleinsmith occurred last month. Both are well known on the Superior Division, which extends its congratulations.

Engineer R. E. Graves and family are in Southern California visiting relatives and friends.

Side Wire Man E. A. Grade has been appointed train dispatcher.

Agent L. E. Bergeron of Coleman has a new baby girl. Louie is now the proud father of three girls.

A large number of people from Green Bay and neighboring towns spent last Sunday in Camp Douglas visiting our soldier boys. All reports indicate that the boys are enjoying camp life.

Have you donated your 10 cents to the fund for the railway regiment? If not, do it now.

### C. & M. Notes.

*B. J. Simen.*

We wondered what A. J. Otten, Charles Peel, Edward Carlson and Roy West are doing around Lake Geneva, Wis., but now we know, for Engineer West had the unusual honor of being a "best man." Fireman Roy W. Wheeler and Miss Winifred Grace Behrens were united in marriage at Lake Geneva on Saturday, June 30th. The groom is well known on the Janesville Line and the bride is a daughter of Mrs. J. D. Behrens of Zenda. After the ceremony the guests repaired to the house of the bride's mother, where the wedding feast awaited them. By the way, the boys opened the whistle going "down Zenda." The happy couple has the best wishes of every one on the Janesville Line. They will spend a couple of months on the farm near Zenda, after which they will establish their own home.

Born, July 8th, to Agent Frank J. Winkle and wife of Grays Lake, twin boys, but one of the babies died soon after birth.

Miss Emma Karch and Mrs. Karch of Portage visited at the home of Engineer George Karch at Deerfield.

Operator H. F. Guyott of Rondout and family spent a week visiting home folks at West Salem, Ill.

The Wieland Dairy Company is installing a new plant at Avalon, where a car of bottled milk will be handled daily for Chicago. A new sidetrack is being built to serve this industry.

O. P. Taintor of the Cream Special is on his annual summer outing. He will do no more work until the leaves begin to fall. All he will have to do is to enjoy himself spinning around Walworth county in a nice machine. My, why could not all have been born rich instead of beautiful.

Mr. Behrens, section foreman at Walworth, has charge of a Greek extra gang putting in ties between Libertyville and Rondout.

Train Dispatcher R. A. Woodworth is again working in the Chicago office, having been transferred from Sioux City. We are all pleased to have our old friend back with us.

Conductor H. R. Bond's family has moved to Long Lake for the summer. He has a nice cottage there. Henry is back on his regular summer job, the ice train, with his old brakemen, "Cinder" Costello and Walter Emery.

Conductor W. W. Hill has taken charge of the Walworth milk train while Taintor is on his vacation. Bill has been working on a Deerfield run.

Miss Dorothy Allen, daughter of Frank E. Allen, auditor of expenditures, spent a few days at Stoughton visiting relatives.

On Sunday, June 24th, born to Mr. and Mrs. A. A. Grandy of Libertyville, a son.

Conductor Al Kirby has been displaced by Conductor Chas. Albright on trains Nos. 101 and

58. Al is working on a Madison run for a few days in the place of Arthur Cordes.

Mrs. F. G. Cleveland, wife of Engineer Frank Cleveland of Libertyville, entertained her sister, Mrs. Edward Lane, wife of Baggageman Lane, of the Fox Lake run.

W. P. Thompson has been appointed as operator and leverman on the second trick at Ranney. H. E. Cone appointed third trick, Rondout, G. L. Taylor, agent at Healy, and O. J. Knapp as operator at Fox Lake.

I have been told that Engineer R. C. Folger has recently added to his household necessities a Ford. I wonder why he does not change the name to "Folger?" Dick had a little difficulty at first, for on his initial trip on the Lake Shore Drive she stopped. With the engine still running, Dick crawled under the car looking for the auxiliary reservoir so he could bleed it to keep the brakes from sticking, but he found out that the Ford is only equipped with hand brakes and not with air brakes. They also tell me he is picking up empty tin cans, for he might lose or break a cylinder which can be replaced very nicely with a can.

Engineer Roy West of tango fame recently celebrated his fifty-third birthday by visiting his old homestead at Sycamore, Ill. "Tango" says the town has changed considerably in the last half century.

Roadmaster E. Cush of Savanna, with his wife attended the funeral of a friend at Libertyville on July 16th, and incidentally visited a few friends. Emil is looking fine and we are always glad to see him.

Jacob Larson of Fox Lake and a brother to Dispatcher C. E. Larson is working as a clerk at the old station, Libertyville.

S. M. East.  
O. J. B.

We've looked at the news from the S. M. East, Expecting and getting a bounteous feast Of the sparkling wit of one "T. P." But T. P. is serving his country now, And a new one comes forth to make his bow. He humbly signs himself O. J. B. His joy being great, he hurries to greet His Comrades, in rude (cowhide) poetic feet. It is well seen, no rhymster, is he.

It was remarked the other day that the children of Conductor Parker will be able to say that "Our Pa ran the first train, No. 95, out of Wells."

Conductor Tolbertson visited Wells on Wednesday. He remained long enough to turn around and go back home again. Come again, Ole.

C. O'Rourke, Jr., of the platform at Wells, has joined his regiment at Fairmont, Minn., to go into active training. Several of our operators, who have enlisted in the signal service, will leave about September 1.

As this is the first of the series, and as we were late in getting started, we shall content ourselves with the above introduction, and insert an earnest plea to all the natives on the East S. M. Division to send us the news. We have already started the Comfort Fund for the boys in our Co. D, and in the short time given we have enrolled 15 names. We must not forget that the Magazine must be as good as "a letter from home" for the boys at the front, and you can imagine how each one will look for what's doin' on his old pike. For their sakes, then, send us the news.

Speaking of Air Raids—Did you ever try to go to sleep when you could hear the only mosquito in the room volplaning about, trying to make a safe landing?

#### Tacoma Items.

F. J. J. Kratschmer.

We will give Norman Shultis first honors this month—a nine pound baby boy arrived at his home on Independence Day, July 4th.

At last we have found a traitress. Mabel S. referred to our mountain as Mt. Rainier in last month's issue.

What has become of the old fashioned office clerk who wore a rubber collar, and hit the cuspidor with a "bang?"—Sent in.

Some good advice: Never get the idea into your head that the Company cannot get along without you, as there are scores of men waiting for your job, and each one is eager to "show you up."

Our office force was recently strengthened by



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CHICAGO  
RAILWAY TIME SERVICE

the addition of Mr. Garlick, formerly a professor at the Stadium.

Frank Buchanan has invested in a new Paige car. And say, boys, she is one of the classiest looking rigs around this neck of the woods. All polished up to a Queen's taste, and the seats, um, um—just like falling into a Morris chair—at least so they tell us.

A. N. Morris, has purchased a Saxon "bug." Outside of that Mr. Morris is getting along fine. The steady increase in the automobile industry around Tacoma Shops, has made it necessary for the owners to build a "garage" along Sitkum avenue. The right-of-way around the Storeroom and leading in to the shops, had become so congested with standing automobiles, that something had to be done, consequently, Lords and Earls and Zars, and men who own their motor cars, have been working every noon hour and putting in all their spare time in building a ten stall shed in which to house the cars. This will probably take care of about half the cars.

Miss Helen Rusch has been confined to her bed with diphtheria for the past two months. During this time Frank Rusch, Supt. Motive Power, has been "bunking" with Frank Buchanan, Traveling Engineer.

R. A. Pringle, Chief Electrician, has just returned from a trip to Washington, D. C. We didn't know that Ralph had gone, until he got back.

Harvey Snyder relieved Lake Tapps of about thirty bass last month, and he is now preparing for a big "drive" on the Willapa Harbor country.

Oscar Carlson from Deer Lodge store, spent a few weeks in Tacoma last month, and visited his old "hangout" on the upper floor a few times.

Bill Rusch, a "farmer" somewhere on the Tacoma Eastern, has been working around the car department all this Summer, while the crops on his fifteen acre farm are doing their best to bring in the shekels from the other end. Bill says that farming beats your city work, and he is anxious to get back. William is the son of Frank Rusch, Supt Motive Power.

The Army Post at American Lake drew quite a few of the carpenters from Tacoma Shops with it's five dollars per day offer.

C. J. Goiny, and wife spent a few weeks visiting relatives around Milwaukee and Green Bay last month. It's a strange coincidence that every time Charley goes back there something extraordinary happens. This time it was a flood in Milwaukee, and the people were not allowed to drink water. "Water, water everywhere and not a drop to drink." Charley said it reminded him of the fable in Mythology, of Tantalus, who was in water up to his mouth, but being tied, could not drink.

The following advertisement recently appeared in a local paper: Wanted—May birds for assorting and loading scrap, etc., apply Storekeepers office C. M. & St. P. The ad was telephoned in and the telephone girl got it "may birds" instead of "laborers."

The store room office is becoming so crowded that an enlargement is being considered.

Sent in: We suggest that R. D. Lytle have a few direction posts placed in the field the next time he gives a party at his house. What's the matter Rod, did somebody miss out on the eats.

We don't know who has charge of the raising and lowering of Old Glory over Tacoma Shops each day, but if in order, we would like to suggest that the proper man to handle this would be Al Pentecost.

Virgil Brummer our athletic messenger boy is now taking the machinist apprenticeship. Jack Converse is his successor. By the way, Jack looks like a young "white hope" also.

Hazen LaMare is holding fort on the Material Received desk.

A man may be ever so polished in one position or in one line of work, but put him at something else, and he is just as "green" as he imagines the other fellow would be in his place.

In order to find out how little you amount to, just walk around town for ten minutes and see how many people don't recognize you.

We understand that T. P. Malloy, drillpressman in the shops, has taken such a liking to the wheel press, that he is going to ask to get on steady.

S. M. Wedeberg, Mr. Kroha's good looking steno, took his vacation on July 14th, and started out

on a big trip through the east. Wede only took two weeks, but he said he was going to make it to New York and back, and stop off some too.

The boys from the machine shop have quite an exciting baseball game every noon hour, down by the car wheels. They play with a "soft" ball, and it affords quite a little amusement to the many on-lookers. A National league scout was recently seen giving them the "once over."

Since the last issue, G. R. McKay, wheelborer, went out to Puyallup, married a little girl, took her to Portland on a honeymoon trip and is now back to work again. Fast world, isn't it Mack.

Our deepest sympathy and condolence are here-with extended to J. B. Mason of the department, and family, on account of the death of the father on Saturday, July 14th.

We recently ran across one of our old messenger boys, Philip (Speed) Peyren. "Speed" is now a seaman apprentice aboard the cruiser New Orleans. He was off on a furlough at the time on account of the New Orleans being in dry dock at Bremerton navy yards.

John A. Metznerberg, Machinist Apprentice, is a member of the Coast Artillery.

Andrew Vanhaltren has enlisted in the Navy.

On Monday, July 2d, the raising of Old Glory over Tacoma Shops was witnessed by about five hundred employes from the Shops and Car Dept. The site selected for the erection of the 115 foot pole from which the stars and strips now float in the breeze, was at the west end of the Boiler shop. At 3:30 p. m. the employes gathered around the pole in a semicircle, some standing and others finding "soft" seats on the stacks of iron and other new car material which was piled nearby, thus forming as it were a large stadium. A few minutes later the speakers arrived with F. A. Valentine, City Passenger Agent. The honor of spokesman for the occasion was bestowed on Jim Glenn, blacksmith, Mr. Cessford having a sort of "Puget Sound" in his voice, and being unable to address the assembly. The first speaker, the Rev. Williams, paid a very fine tribute to our flag, explaining in a very elequent way the principles for which it stands and has stood for the past century and a half. Mr. Guy Kelley then did himself proud with a beautiful talk along the same lines. Both speakers were frequently interrupted by the puffing of a switch engine on a nearby track, which seemed to run up and down for a half hour with one car. At this Mr. Kelley stated that it was the first time he had ever heard that the Freight and Passenger departments of a railroad did not work together. The ceremony was concluded by the singing of "My Country 'Tis of Thee" by the entire assembly, and ably led by Mr. Hanna. There were representatives present from the following departments: Passenger, Freight, Mechanical, Car, Signal, Store and B. & B. Harold W. ("Happy") Martin was the official flag raiser for the occasion.

Effective July 10th, T. J. Hamilton, District Master Mechanic at Tacoma, was transferred to Assistant Superintendent of the Missoula division with headquarters at Avery, Idaho. The many friends of Mr. Hamilton hate to see him and his family leave Tacoma, but we are all very glad T. J., to see you get the promotion.

G. E. Cessford, General Foreman, has been promoted to District Master Mechanic, vice T. J. Hamilton.

#### The Missoula Division.

##### Peggy.

Certainly there is no complaint from these parts that Missoula Division is a dead old place, where nothing happens. Our last few days (or weeks) have been a series of happenings, which we had better put down in order so as not to miss anything.

First of all, biff! bang! and bing! the Missoula Stampede, the Fourth of July, most of the population of Western Montana and Nora B. S(t)ill (we still stutter a little) all hit town the same day, and you can imagine the state we were in, when any one of these remarkable circumstances would have caused a flutter.

We intended to take Nora out and show her the Mullen Monument and other points of interest in Missoula, but never a sight of her did we get after the first one. We did catch a glimpse of her in passing, but she was unable to see us for dust.



# Nuxated Iron to Make New Age of Beautiful Women and Vigorous Iron Men

Say Physicians—Quickly Puts Roses Into the Cheeks of Women and Most Astonishing Youthful Vitality Into the Veins of Men—It Often Increases the Strength and Endurance of Delicate, Nervous "Run-Down" Folks 100 Per Cent in Two Weeks' Time.

Opinion of Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City

SINCE the remarkable discovery of organic iron, Nuxated Iron or "Fer Nuxate," as the French call it, has taken the country by storm, it is conservatively estimated that over three million people annually are taking it in this country alone. Most astonishing results are reported from its use by both physicians and laymen. So much so that doctors predict that we shall soon have a new age of far more beautiful, rosy-cheeked women and vigorous iron men.

Dr. Ferdinand King, a New York Physician and Medical Author, when interviewed on this subject, said: "There can be no vigorous iron men without iron. Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale; the flesh flabby. The muscles lack tone; the brain fags and the memory fails and often they become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

"In the most common foods of America, the starches, sugars, table syrups, candies, polished rice, white bread, soda crackers, biscuits, macaroni, spaghetti, tapioca, sago, farina, degerminated cornmeal, no longer is iron to be found. Refining processes have removed the iron of Mother Earth from these impoverished foods, and silly methods of home cookery, by throwing down the waste pipe the water in which vegetables are cooked, are responsible for another grave iron loss.

"Therefore, if you wish to preserve your youthful vim and vigor to a ripe old age, you must supply the iron deficiency in your food by using some form of organic iron, just as you would use salt when your food has not enough salt."

Dr. E. Sauer, a Boston physician, who has studied both in this country and in great European medical institutions, said: "As I have said a hundred times over organic iron is the greatest of all strength builders. If the people would only take Nuxated Iron when they feel weak or rundown, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases and thereby the lives of thousands might be saved who now die every year from pneumonia, gripple, kidney, liver, heart trouble and other dangerous nervous maladies. The real and true cause which started their disease was nothing more nor less than a weakened condition brought on by lack of iron in the blood.

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated iron had filled him with renewed life. At 30 he was in bad health; at 46 he was careworn and nearly all in. Now, at 50, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth. Iron is absolutely necessary to enable your blood to change food into living tissue. Without it no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times a day after meals for two weeks. Then test your strength again and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this, after they had in some cases been doctoring for months without obtaining any benefit. But don't



take the old form of reduced iron, iron acetate, or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless. Many an athlete and prizefighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the affray; while many another have gone down in inglorious defeat simply for the lack of iron."

Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City, said: "I have never before given out any medical information or advice for publication, as I ordinarily do not believe in it. But in the case of Nuxated Iron I feel I would be remiss in my duty not to mention it. I have taken it myself and given it to my patients with most surprising and satisfactory results. And those who wish to increase their strength, power and endurance will find it a most remarkable and wonderfully effective remedy."

NOTE.—Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians both in Europe and America. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion as well as for nervous, run-down conditions. The manufacturers have such a great confidence in nuxated iron, that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.

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Consolidation of the Missoula-Rocky Mountain Divisions became effective July 1st, with J. J. Murphy as superintendent of the consolidated division. W. E. Phelan draws position of chief clerk, balance of personnel follows: Material desk, J. H. McCarthy, Harry Ellis, Anthony Bayer. Timekeepers: Miss Bergren, Miss Fuller, Miss Sullivan, Miss Eagleson. Stenographers: Tom Fitz Patrick, H. P. Baker. Statisticians: E. Ringer, Joe Ruerup, W. R. Morrison, Miss Schreiber.

Dick Wende, F. T. Mumma and M. Curtis of the electrification department will also be transferred from Butte to Deer Lodge, where, we neglected to state, the headquarters of the new division will be located.

Moving of the general offices is about completed, although there are still a few painters and carpenters about bereaving us of the few scattered wits we still possess.

The train dispatchers will not be moved for a week or so, but those expected to be moved to Deer Lodge are M. J. Welch, chief dispatcher; R. W. Magett, O. C. Linden, C. G. Brown, H. L. Slaught from Three Forks and George Hill, night chief dispatcher; O. E. Hanssen, Chris Olson and Dave Haggerty from Missoula.

There are two other members of the office force whom we have not yet met, and who are held in awe by most of the balance of the force. These are Jack Dunlap (aged 13 or thereabout) and Tekano, office boy and janitor, respectively.

Harry Nelson, formerly chief clerk to Mr. Willard, superintendent at Missoula, has been appointed yardmaster at Avery and will move there with his family in the near future.

W. W. Grieves has accepted a temporary foremanship of the yard gang at Deer Lodge.

After a flurry of heavy business caused by various tie-ups on the line, the Trainmen's Board at Alberton has again been cut down to men employed during the year 1913.

We recently met a young man in whom some of our Eastern friends might be interested. Mr. Hunter, until recently in P. C. Hart's office in Chicago. Mr. Hunter is at present employed by the Remington Typewriter Co.

Most of the employees of the superintendent's office took advantage of the move to have a little week-end trip. Miss Eagleson spent a couple of days in Spokane, Miss Bergren visited friends in Butte, Mr. Bayer spent his time also in Butte.

Most of the employees who have been removed from various points are now comfortably settled in Deer Lodge and anticipating a pleasant residence at that point. Certainly the hospitality and kindness of Deer Lodge residents to the new-comers could not be exceeded, and is very much appreciated.

### Milwaukee Shops Items.

H. W. Griggs.

Our "Blickenderfer" type machine is getting somewhat on the bum. Maybe the name is too much. Guess we shall have to borrow the editor's "Corona."

Charles Petran was in Chicago the 19th under sealed orders. Charlie, you know, is the popular foreman of the car department machine shops.

Liberty Bonds in small denominations take well. You would be surprised to know the amounts that were subscribed at the Milwaukee Shops, and many of them not in so very small denominations, either.

Something like 200 of the shop employees had to be sworn in before the United States Marshal in compliance with the foreign zone requirements. Each had to come across with his picture, and, say, the most of them were very good-looking, indeed.

Joe Bertelein, the popular clerk of the foundry office, is so busy that he does not have time to lose any flesh. The more he works the fatter he gets. Joe and Superintendent Brownell's pictures were in the Magazine some time ago with the scrap wheel photo.

Our old friend and fellow employe, Al Hutchinson, does not improve in health at all, notwithstanding the advent of warmer weather. We were in hopes that he would be able to get around after while, and we still have hopes that he may.

Assistant District Master Mechanic Al Klumb is holding down both chairs at present, since the

chief has gone with the over-seas engineering corps, or getting ready to go.

A few items received too late for the June magazine. Remember, boys, that we have to send the bunch in by the afternoon of the 19th in order to get it there by the 20th.

James McCormack, chief clerk to the district master mechanic, was in Chicago the 19th, to see his former employer, Alex Young, captain of the over-seas engineering company.

John Welder, pattern maker foreman, is very busy these days making patterns for the different kinds of castings which are being used for the new cars that are being built at Milwaukee Shops and Tacoma.

Pattern Maker Albert Schielke is very proud these days. It's enough to make anybody proud to be presented with a buxom nine-pound boy. The only way, Al, to square yourself up, is to come across with the usual 15c cigars. We don't smoke, but we will have our blonde typist pass them along. Anytime, anytime!

Gustave Hoppe, flask maker at the pattern shop, was fishing at Fox Lake, June 17th (Sunday). Gus says that the battle bass were biting exceptionally good, only they didn't hang on long enough.

John Welder, pattern sorter, spent a day at Fond du Lac recently visiting some friends. "Some friends," get that? Bring your "friend" back with you some day, John.

Engineer Ed Grant, running the switch engine curving around the office, a good rail grind on a hot day, has the name of being one of the slickest dressers in the bunch. A good-looking fellow always is. Never mind, Ed, there are quite a few others running you a close second in the brotherhood.

Since W. Joost has been made general R. H. foreman, he is going around in his vest and shirt sleeves, and the other day had on a boiled shirt, too. But it doesn't make any difference with "W. J." He is right on the job just the same.

The new gondola cars being turned out from the shops have a trial with five different kinds of hand brakes, in series. The Acme, Urrco,

Miner, Blackall and Perfection.

H. E. Brownell, superintendent of the foundry, is getting to be quite a fisherman also. With a Cedar Lake party he bought back four of the finny tribe, making pretty near as good a catch as did the hotel keeper.

William Peters, moulder at the foundry, attended the auto races at Chicago, June 17th (Sunday).

Edgar Dayton was promoted to foundry time-keeper, succeeding John R. Kneebel, who joined the Marines.

Paul Schmidt of the foundry, on taking a well-earned vacation in July, most likely down east in the big base ball games, as we all know Paul is quite one of the fans in the National League.

Pat Scanlon, wheel moulder, was visiting at Germantown recently. The boys tell him that they do not believe that to be a very safe place for an Irishman.

Foundryman Louis Bartman spends many of his odd days at Okauchee Lake, where he has a beautiful summer home.

Joseph Bartlein and wife, chief clerk at the foundry, spent a day visiting friends at Madison, Wis.

If that motorman of the motor transfer doesn't ring that gong or toot that horn, someone is going to get hurt on these reverse curves over the plant.

What's the matter with the storage battery trucks?

Upholster Guschl is repairing the flag again. Hurry, up, Gus, Benzinger is getting ahead of us. By-the-way, Benzinger has a white flag on the east doors of his shop, which he says is "the flag of truce," to notify the switchmen to come and haul out the new cars, of which they are rushing out four per day. Benzinger says Guschl tells him that he buys his hats down on "Grand Avenue Street." We hear that Guschl was also up fishing the other day, and brought back four fish. Asked if he caught them, "Cat 'em it, Yes."

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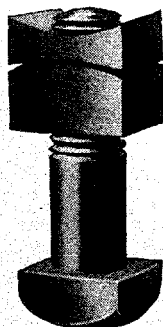
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**Construction Notes.***"Gyline."*

For Future Reference.

(A Memoriam of that dear old Montana Electrification Job.)

Do you mind the time in '15 in that land of snow and sun,  
Where a guy named Buck was King and a thousand gangs he run?  
'Twas far up among the Rockies in the big state of Montan';  
There we all were walking silvers where the old Milwaukee ran.

The job sure was a hard one, but no one seemed to care;  
At night you had a good bunk, and the grub was always there.  
There were many recreations, where to spend an idle hour,  
'Round those hills where you were hiking for the old Montana Power.

'Most all the boomers registered and stayed a week or more;  
They hailed from all those good old states and some from t'other shore;  
A few of them we'll mention as they hastened on their way.  
After having grabbed a road stake from that four-two-bits a day.

There was Carey, the human wonder, and Geyer, the wampus cat;  
The famous Sill's from Cali., and Bean, the homely brat;  
A red-faced duck called Brothers, a pie-card stiff named Flynn,  
A man named Pulp ran number one, with lots of pep and vim.

Of Murry's there was Jack and Jim; also Bill and Red;  
Red Anderson and Blocky Miles were there for daily bread.  
McGinnis and Morarity, O'Connell and McGaun,  
With Diamond Dan McCarthy, were a few that also ran.

Among the prominent fixtures were Jew Chase and Sheeney Hellar,  
Dutch Morganstein, Dutch Blye and Drause, and a little Dutch called Kellar;  
Dave Morgan and Dick Kidd were there; a gang was run by Marker.  
A few had trouble on the job,—among them was Paul Parker.

The king of beasts was Traturp, who came up from Frisco town;  
The name of Smith was often heard and ditto that of Brown;  
There was Pennington and Snyder and a lad named Lige Wilbanks,  
Oklahoma and Spitz Foster, for your presence, many thanks.

A short fat gent named Blakesley dropped in from Chi. one day,  
S

A bum called Clark soon followed (they were Jake, the boys all say).  
Big Jim Sweet was on the works with Cox and Uterback,  
Claud Buckley and Sis Hopkins at the big job took a whack.

McBride and Roundy Turner and Turner they called Slim;  
With McCoy, the ancient hero, found there was no cream to skim;  
Higgs and Head, Tex Tedford, and that Hoosier, old Lon Leach,  
'Long with Moran and Brassfield had a famous boarding-house reach.

Peterson and Murphy, young Fat Rose and Humpy Hale,  
With Finnegan and Amos, snared a small amount of kale;  
Blood and Pfeiffenburgus of the old job did par-take,  
MacAllister, House and Conley made a little box car stake.

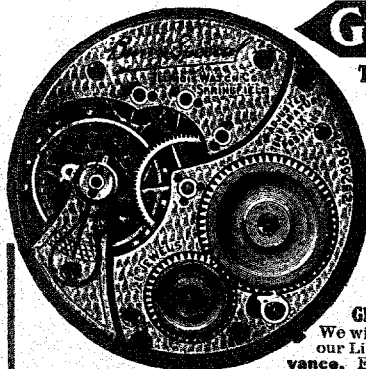
Swede Hermanson was present with Newstone from Old Norway;  
Sullivan, Rhodes and Haggerty also came and had their stay;  
Mag O'Brien and Tom Seamon tapped the place a couple times,  
Sabe, Warner, Wiess and Simpson came to gather a few dimes.

There was the Hon. Whitey Martin, MacDonald and Bill Rowe,  
Shigley, Shimpley, Shaler,—where they are we do not know.  
The time-worn Johnson Sisters made the trip to look around,  
And within the jurisdiction, Jerry Connors could be found.

We mustn't fail to mention big Gus Sline and Blackie Hies,  
Whose appetites would surely cause your face to beam with smiles;  
And Boney, deaf Tip Reyonlds, Slim Atkins and Slim Ware,  
Were a part of Buck's collection that were picked up here and there.

From Virginia came Shoemaker and Montgomery from Kentuck;  
Slim Kipler came from parts unknown; Dick Wende came, too, and stuck.  
Dick King was on the calling list, with Frasel, Jones and Cook;  
Newhouse, Burnett and Arnold all came 'round and had a look.

Time has swiftly glided by, boys, and there isn't space to say,  
Whether this bunch along with others are here or on their way.  
As you recall good times and hardships where the Old Milwaukee ran,  
You'll remember friends and faces on that big job in Montan'.



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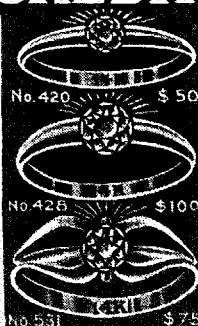
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